

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. A.

Signed: Barbara Goodwin, Executive Director

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS
AGENDA ITEM III. B.

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2008-04

In the Matter of:)
)
The 2008 STIP REGIONAL)
IMPROVEMENT PROGRAM)

RESOLUTION ADOPTING
THE 2008 REGIONAL
IMPROVEMENT PROGRAM

WHEREAS, the Council of Fresno County Governments (Fresno COG) has been designated the Regional Transportation Planning Agency (RTPA) for Fresno County by the Secretary of the Business and Transportation Agency pursuant to Section 29532 of the California Code of Regulations (as amended by AB 402, 1977); and acting as the Metropolitan Planning Agency (MPO) (Federal Highway Act of 1974 and the Urban Mass Transportation Act of 1964, as amended, pursuant to the joint regulations-Code of Federal Regulations, Title 23, Part 450; Title 49, Part 613); and

WHEREAS, the State Transportation Improvement Program (STIP) is a statement of intent by the California Transportation Commission (CTC) and a schedule for project delivery for the allocation of funds during the five year period ending June 30, 2013; and

WHEREAS, the CTC has adopted programming policies, instructions and criteria for the 2008 STIP process; and

WHEREAS, pursuant to the adopted CTC policies, instructions and criteria the Fresno COG, after consultation with Caltrans, is the responsible agency for adopting the Regional Transportation Improvement Program (RTIP) portion of the 2007 STIP for Fresno County and submitting the adopted RTIP to the California Transportation Commission (CTC) by January 30, 2008; and

WHEREAS, a 2008 Fresno County Regional Transportation Improvement Program has been prepared by Fresno COG in cooperation with its member agencies, Caltrans and the CTC in accordance with the 2008 STIP programming policies, instructions and criteria; and

WHEREAS, the candidate projects for the 2008 Fresno County region RTIP are listed in the attached exhibit.

WHEREAS, the 2008 Fresno County RTIP has been reviewed for consistency with the adopted Regional Transportation Plan for Fresno County.

NOW, THEREFORE, BE IT RESOLVED, that the Fresno COG does hereby adopt the 2008 Fresno County Regional Transportation Improvement Program as identified in the attached exhibit.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 24th day of January, 2008.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

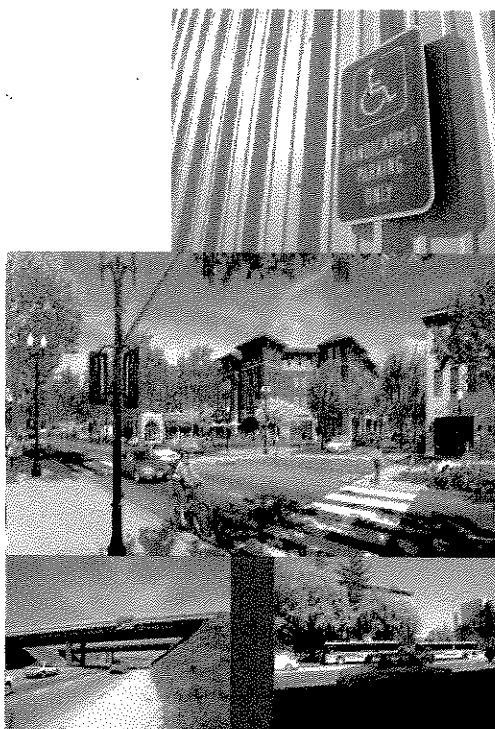
I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 24th day of January, 2008.

Signed: _____
Barbara Goodwin, Executive Director

Project	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13
SR 180-Temperance to Academy-(Construction)	\$32.8 mil. (Const.)				
SR 180-Clovis-Temperance-(Landscaping)				\$6.94 mil.(Landscaping)	
Transportation Enhancements Reserve				\$2,717,000	
Planning, Programming & Monitoring		\$100,000	\$100,000	\$316,000	\$316,000

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS
AGENDA ITEM III. E.



Measure "C" Extension
2007 Local Agency Handbook
Other Revenue Program Funding



Measure "C" Extension
2007 Local Agency Handbook
Other Revenue Funding Programs

Approved by Fresno COG
_____, 2008

Prepared For:



Prepared By:

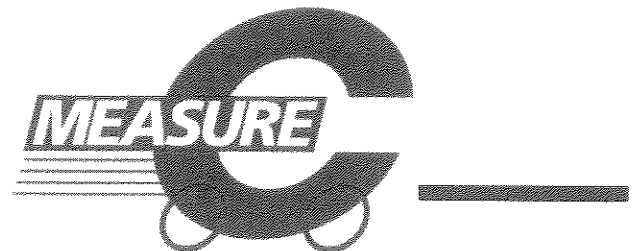


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DRAFT
Measure "C" Extension
2007 Local Agency Handbook
(Other Revenue Program Funding)
January 3, 2008

1. INTRODUCTION

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

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

Since adoption of the Local Pass-Through Revenue Programs Handbook in July 2007 by the Council of Fresno County Governments (Fresno COG) Policy Board and in August 2007 by the Authority, staff has been working with subcommittees of the Measure "C" Steering Committee to develop implementation details of the Other Revenue Programs contained in the Expenditure Plan including:

- ◆ **Regional Public Transit Program**

- Appendices to the Public Transit Agencies Subprogram detailing the Taxi Scrip Program and the Taxi Scrip Funding Application form

NOTE: *Implementing guidelines for the Public Transit Agencies Subprogram are already contained in the approved Pass-Through Funding Handbook; however, details regarding the Taxi-Scrip Program were not complete when the Pass-Through Funding Handbook was approved. Appendix E and F (attached to this Handbook) have been developed to further detail implementing guidelines associated with the Taxi Scrip Program.*

- Phase II of the Public Transportation Infrastructure Study (PTIS) Subprogram
- ADA/Seniors/Paratransit Subprogram
- Farmworker/Car/Vanpools Subprogram
- New Technology Reserve Subprogram

- ◆ **Alternative Transportation Program**
 - Rail Consolidation Subprogram
- ◆ **Environmental Enhancement Program**
 - Transit Oriented Infrastructure for In-Fill Subprogram
 - School Bus Replacement Subprogram

Implementation details of each of these Subprograms are included in this Handbook. The only remaining program to be fully developed as a part of this process is the Regional Transportation Program – Urban and Rural Subprograms. Implementation details regarding these Subprograms will be developed over the next few months. Once the Subprograms are in final form, they will be combined with Programs in the Pass-Through Funding Handbook and in this document to form the 2008 Measure "C" Extension Implementation Plan.

Funding for all Measure "C" Extension Programs was available for disbursement in September 2007. The Authority will continue to disburse the Local Agency Pass-Through funds monthly once a claim is submitted to the Authority. By February or March of each year, the Authority will provide an estimate of the amount of Measure "C" funds available for the next Fiscal Year for all funding programs. Final annual allocation estimates will be provided in June prior to the new Fiscal Year. The current estimate of Measure "C" funds over the 20-years is based upon information contained in the Expenditure Plan. The estimates were provided by the Authority and use an annual 5% growth rate in sales tax revenues. The Expenditure Plan identified how the funds would be allocated over the 20-year period and includes general implementing guidelines for each of the six funding programs, including those contained in this document.

The following funding Programs, Subprograms, and Categories are eligible to be claimed by local agencies such as Fresno COG, Fresno County, the cities, the Fresno County Rural Transit Agency (FCRTA), and other entities (school districts and school bus service providers). The eligible portion of Measure "C" funding for each of the Programs, Subprograms and Categories contained in this document are included in Table 1 including the expected 20-year and annual funding amounts. Table 2 provides an overview of the first year funding estimate from the Measure "C" Extension or funds expected during Fiscal Year (FY) 2007/08. These tables will be updated and provided annually to each local agency.

TABLE 1

MEASURE "C" EXTENSION EXPENDITURE PLAN
Estimated Multi-Modal Funding Allocation Program
OTHER REVENUE FUNDING PROGRAMS

12/19/07

MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	20 YEAR MEASURE "C" OTHER FUNDING TOTAL	20-YEAR AVERAGE ANNUAL MEASURE "C" OTHER FUNDING TOTAL	% OF TOTAL MEASURE "C" FUNDING
Total Measure "C" Funds - \$1,714,400,000	\$237,300,000	\$11,865,000	13.84%
Regional Public Transit Program	\$75,000,000	\$3,750,000	4.34%
Public Transportation Infrastructure Study (PTIS) / Transit Consolidation	\$5,100,000	\$255,000	0.29%
ADA / Seniors / Paratransit	\$13,700,000	\$685,000	0.79%
Farmworker /Car/Van Pools	\$19,900,000	\$995,000	1.16%
Farmworker Van Pools	\$9,950,000	\$497,500	0.58%
Car/Van Pools	\$9,950,000	\$497,500	0.58%
New Technology Reserve (If construction is not imminent in 15 years, money will be reallocated based on greatest need.)	\$36,300,000	\$1,815,000	2.10%
Alternative Transportation Program	\$102,500,000	\$5,125,000	6.00%
Rail Consolidation (If construction is not imminent in 15 years, money will be used for grade separations instead.)	\$102,500,000	\$5,125,000	6.00%
Environmental Enhancement Program	\$59,800,000	\$2,990,000	3.50%
School Bus Replacement	\$39,900,000	\$1,995,000	2.30%
Transit Oriented Infrastructure for In-Fill ^{**}	\$19,900,000	\$995,000	1.20%
^{**} Name of Funding Program to be determined			

TABLE 2

MEASURE "C" EXTENSION
Estimated 2007/08 Multi-Modal Funding Allocation Program
OTHER REVENUE PROGRAM FUNDS

12/19/07

FUNDING ALLOCATION PROGRAMS	2007-08 MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
Total FY 2007/08 Measure "C" Funds - \$62,200,000	\$8,608,480	13.84%
Regional Public Transit Program	\$2,699,480	4.34%
Public Transportation Infrastructure Study (PTIS) / Transit Consolidation	\$180,380	0.29%
ADA / Seniors / Paratransit	\$491,380	0.79%
Farmworker /Car/Van Pools	\$721,520	1.16%
Farmworker Van Pools	\$360,760	0.58%
Car/Van Pools	\$360,760	0.58%
New Technology Reserve (If construction is not imminent in 15 years, money will be reallocated based on greatest need.)	\$1,306,200	2.10%
Alternative Transportation Program	\$3,732,000	6.00%
Rail Consolidation (If construction is not imminent in 15 years, money will be used for grade separations instead.)	\$3,732,000	6.00%
Environmental Enhancement Program	\$2,177,000	3.50%
School Bus Replacement	\$1,430,600	2.30%
Transit Oriented Infrastructure for In-Fill ^{**}	\$746,400	1.20%
^{**} Name of Funding Program to be determined		

Purpose/Use of Handbook

This Handbook has been prepared by the Authority and Fresno COG to provide:

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

The Handbook itself does not constitute a final funding commitment; the Authority will annually provide each local agency with estimated funding by program. This Handbook is provided to eligible entities to claim, use, and report sales tax allocated for the "Other" Measure "C" programs described previously.

Handbook Overview

Below are the specific steps for each Measure "C" Extension funding program identified in Table 1. Each of the Programs (except the Farmworker/Car/Vanpools Subprogram) has similar steps that local agencies will need to follow as they claim Measure "C" Extension funds.

- ◆ Step 1 – Understanding the Funding Program
- ◆ Step 2 – Available Subprogram or Category Funds
- ◆ Step 3 – Identifying Eligible Projects
- ◆ Step 4 – Performance Criteria (if applicable) or Other Requirements
- ◆ Step 5 – How to Claim the Subprogram or Category Funds
- ◆ Step 6 – How to Monitor Fund Subprogram or Category Projects and Report Accomplishments
- ◆ Step 7 – The Annual Audit Process
- ◆ Step 8 – Other Provisions

2. REGIONAL PUBLIC TRANSIT PROGRAM

As noted in Section 2 of the Pass-Through Funding Handbook, the Regional Public Transit Program is intended to expand public transit programs that will get people out of their cars, provide enhanced mobility options for seniors and the disabled, and improve air quality. In addition to the provision of transit service in the County by Fresno Area Express (FAX), Clovis Transit, and the Fresno County Rural Transit Agency (FCRTA), described in the Local Agency Handbook (Section 1 – Public Transit Agencies Subprogram), several other Subprograms are included to enhance public transit services within Fresno County including the following:

- ◆ Fund Phase 2 of the Public Transportation Infrastructure Study (PTIS), which will look to the future and identify how Fresno County residents can take advantage of new technologies and advances in public transit and land use planning to guide potential implementation of consolidated transit services within the County through the PTIS/Transit Consolidation Subprogram. The amount of funding available for Phase 2 of the PTIS and the Transit Consolidation Categories will be determined once a scope of work and cost estimate has been developed for the Phase 2 PTIS effort. The available funding amounts for each Category will be determined over the next few months
- ◆ Improve mobility for seniors and people with disabilities through the ADA/Seniors/Paratransit Subprogram
- ◆ Improve air quality and provide a cost-effective alternative to the single occupant vehicle through the Van Pools Subprogram
- ◆ Get farmworkers to their destinations safely, improve air quality, provide a cost-effective alternative to the single occupant vehicle, and address the social needs of the community through the Farmworkers Van Pool Subprogram

PTIS / Transit Consolidation Subprogram

An overview of the various Categories under the PTIS / Transit Consolidation Subprogram and the steps necessary for each eligible agency to claim funds is provided on the following pages:

- ◆ Phase 2 – Public Transportation Infrastructure Study (PTIS) Category – Page 5
- ◆ Transit Consolidation - Page 8

Phase 2 – Public Transportation Infrastructure Study (PTIS) Category

◆ Step 1 – Understanding the Category

Phase 2 of the PTIS will focus on the cost of improving specific regional travel corridors and activity centers throughout the County considering improved transit systems and services. This effort will also identify corridors that connect rural communities with the FCMA. The Study will involve land use and transportation modeling that will guide identification of viable future transit systems and corridors. Fresno COG will administer preparation of the Study with the Blueprint Roundtable

providing guidance to ensure that the Study is coordinated and consistent with the Blueprint planning process.

◆ **Step 2 – Identifying Available PTIS Category Funds**

The current estimated Measure "C" Extension funding available to Fresno COG to prepare Phase 2 of the PTIS for FY 2007/08 is provided in Table 3. An updated table will be provided annually.

TABLE 3 MEASURE "C" EXTENSION ESTIMATED 2007/08 MULTI-MODAL FUNDING ALLOCATION PTIS/Transit Consolidation Subprogram November 29, 2007		
MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	2007-08 MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
<i>Total FY 2007/08 Measure "C" Funds - \$62,200,000</i>		
Regional Public Transit Program	\$14,928,000	24.00%
<i>Public Transportation Infrastructure Study (PTIS) / Transit Consolidation</i>	<i>\$180,380</i>	<i>0.29%</i>

◆ **Step 3 – Identifying Eligible Projects**

Eligible Category projects include:

- Administrative, planning and consultant services to prepare Phase 2 of the PTIS

◆ **Step 4 - Performance Criteria**

To ensure that Measure "C" funds are utilized appropriately and result in a completed and acceptable Phase 2 PTIS, PTIS efforts will be evaluated in accordance with the following:

- Blueprint Roundtable review of Milestone Reports prepared to document various components or sections of the Phase 2 Study

◆ **Step 5 – How to Claim Phase 2 PTIS Category Funds**

- By February or March of each year, the Authority will provide an estimate of the amount of Phase 2 PTIS Category funds available for the next Fiscal Year (reference Table 3) and forward a claim form to Fresno COG (reference Appendix A). The final allocation estimate will be provided in June of each year
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 3

- Fresno COG shall submit its claim to the Authority once the claim form is approved by the Fresno COG Policy Board
- The Authority will consider and approve Fresno COG claims as they are received
- Any annual reporting required at the time of the claim must be included in Fresno COG's claims package when it is submitted to the Authority and before the claim is processed by the Authority

◆ **Step 6 – How to Monitor Phase 2 PTIS Category Progress and Report Accomplishments**

- Fresno COG will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds to date
 - Other funding sources applied to fully fund the Study
 - Compliance with the required performance criteria (reference Step 4)The completed annual report form will be transmitted to the Authority for evaluation and report compliance
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs
- Funds determined by audit not to have been expended as provided for in Fresno COG's claim for Measure "C" Phase 2 PTIS Category funds, shall be repaid in full plus interest that would have been accrued

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

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

◆ **Step 8 - Other Provisions**

It will be necessary to borrow Measure "C" funds from other Extension Programs or Subprograms to prepare Phase 2 of the PTIS. The PTIS should be initiated immediately and completed within the next two (2) years in order to provide the necessary planning strategies and recommendations for the allocation of other Measure "C" funds for public transportation services, new transit technologies, and implementation of the Measure "C" Transit Oriented Infrastructure for In-Fill Subprogram. This would require full funding of the PTIS in the short-term versus annual allocations of Measure "C" PTIS funding over the 20-year collection period.

Measure "C" funding borrowed from other Programs will be repaid by this Subprogram consistent with Authority policy.

Transit Consolidation Category

◆ Step 1 – Understanding the Category

Fresno COG previously commissioned a study to determine if consolidation of the various public transit agencies in Fresno County would be viable. This Study was funded with other than Measure "C" Extension funds and was completed prior to July 1, 2007. Measure "C" Extension funding would be allocated to implement study recommendations (when desired by the public transit agencies or when consolidation is warranted). Activities would include coordination with each transit agency to discuss the consolidation effort, development of a Joint Powers Agreement (JPA) or some other similar document to consolidate all transit service functions under one agency, and other required consolidation tasks that will result in implementation of Study recommendations.

The amount of funding available for the Transit Consolidation Category will be determined once a scope of work and cost estimate has been developed for the consolidation effort. The available funding amount for this Category will be determined over the next few months.

◆ Step 2 – Identifying Available Category Funds

The current estimated Measure "C" Extension funding available to Fresno COG to fund consolidation activities for the upcoming FY is provided in Table 3. An updated table will be provided annually.

◆ Step 3 – Identifying Eligible Projects

Eligible Category projects include:

- Administrative, planning and consultant services to implement Consolidation Study recommendations (when desired or warranted)

Eligible entities include Fresno COG, Fresno County, and the cities.

◆ Step 4 - Performance Criteria

To ensure that Measure "C" funds are utilized appropriately and result in the implementation of Consolidation Plan recommendations, allocation of Category funds will be considered in accordance with the following:

- Review and approval of proposals for consolidation by Fresno COG submitted by a transit agency in Fresno County

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

- By February or March of each year, the Authority will provide an estimate of the amount of Transit Consolidation Category funds available for the next Fiscal Year (reference Table 3) and forward a claim form to Fresno COG (reference Appendix A). The final allocation estimate will be provided in June of each year
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 3
- Eligible entities shall submit claims to the Authority once a claim form is approved by the eligible entity
- The Authority will consider and approve eligible entity claims as they are received
- Any annual reporting required at the time of the claim must be included in an eligible entity's claims package when it is submitted to the Authority and before the claim is processed by the Authority

◆ **Step 6 – How to Monitor Transit Consolidation Category Progress and Report Accomplishments**

- Eligible entities will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds to date
 - Other funding sources applied to fully fund consolidation activities
 - Compliance with the required performance criteria (reference Step 4)The completed annual report form will be transmitted to the Authority for evaluation and report compliance
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs
- Funds determined by audit not to have been expended as provided for in an eligible entity's claim for Measure "C" Transit Consolidation Category funds shall be repaid in full plus interest that would have been accrued

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

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

◆ **Other Provisions**

Given the likelihood that a majority of Transit Consolidation Category funds will be available on an annual basis during the short-term period (next 5-years), the Authority reserves the right to allocate specified amounts of Category funds to other Measure "C" Extension Programs. Such funds shall be repaid to the Transit Consolidation Category consistent with Authority policy.

ADA / Seniors / Paratransit Subprogram

♦ Step 1 – Understanding the Subprogram

Dedicated funding would be available for ADA and Senior / Paratransit services under the Regional Public Transit Program and could be used as matching funds for state or federal funds or to augment funding under the Public Transit Agencies Program or programs contained in the Local Transportation Program. For FY 2007/08, Subprogram funds would be allocated to the Taxi Scrip Program referenced in the Public Transit Agencies Subprogram as Secondary Programs (reference the Transit Agencies Subprogram of the Expenditure Plan and the Pass-Through Funding Handbook).

Step 2 – Identifying Available Subprogram Funds

The current estimated Measure "C" Extension funding available under the ADA/Seniors/Paratransit Subprogram for the upcoming FY is provided in Table 4. An updated table will be provided annually.

TABLE 4 MEASURE "C" EXTENSION ESTIMATED 2007/08 MULTI-MODAL FUNDING ALLOCATION ADA/Seniors/Paratransit Subprogram November 29, 2007		
MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	2007-08 MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
Total FY 2007/08 Measure "C" Funds - \$62,200,000		
Regional Public Transit Program	\$14,928,000	24.00%
ADA / Seniors / Paratransit	\$491,380	0.79%

♦ Step 3 – Identifying Eligible Projects

Eligible Subprogram projects include:

- Priority 1 - Secondary Programs listed in the Transit Agency Subprogram of the Expenditure Plan and the Pass-Through Funding Handbook. The funds would be divided amongst transit operators
- Priority 2 – If surplus funds remain (following allocations to agencies in Priority 1), the funds would be divided amongst the transit agencies. Transit agencies would submit project applications for funding. The projects would be prioritized considering those project applications that provide the greatest benefit to the provision of transit disability services

- Priority 3 – Redirect any remaining funding (following allocations to Priorities 1 and 2) to the ADA Compliance Subprogram under the Local Transportation Funding Program referenced in the Expenditure Plan and in the Pass-Through Funding Handbook
- Administrative, planning and implementation services associated with this Subprogram
- Eligible entities include Fresno COG and the transit agencies [Fresno Area Express (FAX), Clovis Transit, and the Fresno County Rural Transit Agency (FCRTA)]

◆ **Step 4 - Performance Criteria**

To ensure that Measure "C" funds are utilized appropriately, Fresno COG, at yearly intervals, will conduct a performance evaluation to determine if the program is meeting its intended goals of increasing ridership amongst eligible individuals and assess whether or not to continue, or redirect the funding to a more effective program.

◆ **Step 5 – How to Claim ADA/Seniors/Paratransit Subprogram Funds**

- By February or March of each year, the Authority will provide an estimate of the amount of Subprogram funds available for the next Fiscal Year (reference Table 4) and forward a claim form to eligible entities (reference Appendix A). The final allocation estimate will be provided in June of each year
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 4
- Eligible entities shall submit claims to the Authority once a claim form is approved by the eligible entity
- The Authority will consider and approve eligible entity claims as they are received
- Any annual reporting required at the time of a claim must be included in an eligible entity's claims package when it is submitted to the Authority and before the claim is processed by the Authority

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

- Eligible entities will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds to date
 - Other funding sources applied to provide eligible services
 - Compliance with the required performance criteria (reference Step 4)The completed annual report form will be transmitted to the Authority for evaluation and report compliance
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs
- Funds determined by audit not to have been expended as provided for in an eligible entity's claim for Subprogram funds shall be repaid in full plus interest that would have been accrued

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

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

Farmworker/Car/Vanpools Subprogram

Measure "C" funds have been programmed in the Expenditure Plan to subsidize vanpool programs within Fresno County. The programs would be evaluated for annual funding allocation based upon an open competitive process. The Vanpool Program should provide an equal opportunity for both public and private industry competition, as well as potential public/private partnerships.

An overview of the various Categories under the Farmworker/Car/Vanpools Subprogram and the steps necessary for Fresno COG to claim funds is provided for each Category on the following pages:

- ◆ Farmworker Van Pools Category – Page 13
- ◆ Car/Van Pools Category - Page 20

Car/Van Pools Category

◆ Step 1 – Understanding the Funding Category

Approximately .6% of Measure "C" is provided to fund carpool and vanpool subsidy programs originating within Fresno County. This will get commuters to their destinations safely, improve air quality, and provide a cost-effective alternative to the single occupant vehicle.

➤ Commuter Van Pool Performance Criteria:

- Fresno COG will issue a Request for Proposals to qualified entities to provide such a service
- All commuter vanpools using Measure "C" funds allocated for this purpose must originate within Fresno County. This does not preclude an agency from using other Measure "C" funds (e.g., Regional Public Transit, Local Transportation Program) to subsidize additional Commuter Vanpools
- Allocations of Measure "C" funds for vanpools will be prioritized based on overall cost effectiveness and air quality benefit

◆ Step 2 – Available Category Funds

The total estimated Measure "C" Extension funding available under this category is provided in Table 5. During FY 2007/08, a maximum of \$200,000 would be allocated to the Vanpools Program and a maximum of \$100,000 would be allocated to the Carpools Program. In addition, a maximum of \$60,000 would be available to reimburse the City of Fresno for its existing Vanpools Program.

To ensure that Measure "C" funds are utilized appropriately, Fresno COG, at yearly intervals, will conduct a performance evaluation to determine if the Category is meeting its intended goals and assess whether or not to continue, or to design and implement a different strategy for the Category funds.

TABLE 5
MEASURE "C" EXTENSION
ESTIMATED 2007/08 MULTI-MODAL FUNDING ALLOCATION
Farmworker Car/Van Pools Subprogram
November 29, 2007

MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	2007-08 MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
<i>Total FY 2007/08 Measure "C" Funds - \$62,200,000</i>		
Regional Public Transit Program	\$14,928,000	24.00%
<i>Farmworker /Car/Van Pools</i>	<i>\$721,520</i>	<i>1.16%</i>
Farmworker Van Pools	\$360,760	0.58%
Car/Van Pools	\$360,760	0.58%

♦ **Step 3 – Identifying Eligible Subprogram Projects**

Measure "C" funds can subsidize carpool or vanpool programs that originate within Fresno County. There are funds available for a variety of vanpool incentives, designed to spark the development of new vanpools and offer financial support and assistance to existing vanpools. There is also an incentive program available for encouraging the development or expansion of carpools within Fresno County.

➤ **Eligible subsidies and reimbursements for new vanpools:**

1. Monthly lease subsidy
2. Vanpool start-up costs such as medical exams
3. Driver replacement cost
4. Emergency Ride Home Program
5. Driver Incentive
6. Parking permits
7. Vouchers

Project descriptions:

1. Monthly Lease Subsidy for New Vanpools:

Measure "C" funds will subsidize newly formed vanpools--originating in Fresno County--\$350 per vanpool, per month for up to one (1) year.

2. Medical Exam Expense:

All primary and alternate drivers are required to have medical exams prior to driving. Measure "C" funds will reimburse that expense up to \$50 per driver. A maximum of three (3) drivers (one primary and two alternate) from each new vanpool.

3. Driver Replacement Cost:

Should a primary or alternate driver need to be replaced, the new driver/s may be reimbursed up to \$75 per driver for a medical examination. A maximum of three (3) drivers (one primary and two alternate) from any single vanpool may receive the subsidy.

4. Emergency Ride Home:

This reimbursement covers costs for Emergency Ride Home services provided by a Vanpool Provider to the Vanpool participants. Emergency Ride Home programs offer vanpoolers a free ride to needed destinations in the case of an unforeseen emergency (illness, family crisis, unscheduled overtime). There is a variety of transportation options available to Vanpool providers and participants including taxi service, rental cars, company fleet cars and having fellow employees or supervisors take the vanpooler to their desired destination (home, hospital, etc.). It is up to the Vanpool Provider and their vanpoolers to decide which options will be provided.

5. Driver Incentive:

At the end of the first year of successful operation, the qualifying vanpool primary driver receives \$100 per current vanpool participant. Participants must have been in the vanpool for one full month or more to be counted, and must have all fees paid up-to-date on the vanpool's one year anniversary.

6. Parking Permits:

Will reimburse up to \$100 per month for parking permits/fees, excluding parking tickets or any other violation of parking laws.

7. Vouchers:

Vanpool providers may request funding for voucher programs that they develop and administer. Vouchers allow participants to join, switch or start vanpool groups.

➤ Eligible subsidies and reimbursements for existing vanpools:

1. Empty Seat Subsidy
2. Driver-replacement costs
3. Emergency Ride Home Program
4. Parking permits
5. Vouchers

Project Descriptions:

1. Empty Seat Subsidy:

Should a vanpool group lose riders, the lease costs of the vacant seats would normally be absorbed by the remaining riders. This subsidy offers financial support to vanpool groups while they recruit new riders, by paying for the cost of a vanpool's vacant seat/s up to \$100 per seat for the 1st month, decreasing \$25 per seat for up to a four-month period.

Maximum available:

\$100 per empty seat—1st month

\$75 per empty seat – 2nd month

\$50 per empty seat – 3rd month

\$25 per empty seat – 4th month

2. Driver Replacement Cost:

Should a primary or alternate driver need to be replaced, the new driver/s may be reimbursed up to \$75 per driver for a medical examination. A maximum of three (3) drivers (one primary and two alternate) from any single vanpool may receive the subsidy.

3. Emergency Ride Home:

This reimbursement covers costs for Emergency Ride Home services provided by a Vanpool Provider to the Vanpool participants. Emergency Ride Home programs offer vanpoolers a free ride to needed destinations in the case of an unforeseen emergency (illness, family crisis, unscheduled overtime). There is a variety of transportation options available to Vanpool providers and participants including taxi service, rental cars, company fleet cars and having fellow employees or supervisors take the vanpooler to their desired destination (home, hospital, etc.). It is up to the Vanpool Provider and their vanpoolers to decide which options will be provided.

4. Parking Permits:

Reimbursement up to \$100 per month for parking permits/fees per vanpool. Excludes parking tickets or any other violation of parking laws.

5. Vouchers:

Vanpool providers may request funding for voucher programs that they develop and administer. Vouchers allow participants to join, switch or start vanpool groups.

➤ Carpool Incentives:

Start a new carpool with at least one other person not residing in your household, or add a new member to an existing carpool and each participant may be eligible to receive a \$50 Reward Card. Fill out a Measure "C" Carpool Incentive Application, then carpool to work or school a minimum of two (2) days per week for an eight (8) week period. During the 8-week period, a follow-up survey will be mailed to you. When the eight (8) weeks are up, send in your survey to claim the Reward Card

➤ Administrative, planning and implementation services associated with this Category

◆ **Step 4 – Other Subprogram Requirements**

Implementation Guidelines affecting the Carpool/Vanpool Subprogram include:

- New vanpools applying for subsidies or reimbursements must include the following:
 - At least six (6) riders and one (1) driver

- Vanpool should operate at least five (5) days per week, unless participants are working full-time on an alternate work schedule that requires fewer commute days
 - An Emergency Ride Home Program (ERH) provided or arranged by the Vanpool Provider or signed waivers from all participating vanpool riders/driver that they don't want ERH provided to their vanpool
 - Must originate within Fresno County
 - A qualifying "new" vanpool is one that is formed but not yet on the road, or a vanpool that has been on the road for less than two (2) months. No new vanpool may receive the subsidies or incentives unless 50 percent of the vanpool's riders have not traveled in a vanpool on a regular basis for a period of six months from the time of application submission to the program
 - Participants are required to use an authorized vanpool vendor such as Enterprise Rideshare, VPSI, Kings Area Regional Transit or other agency, or form an employer sponsored vanpool. Owner-Operator vanpools are not eligible to receive these subsidies
 - Vanpools may supplement this incentive with other subsidies. Examples include employers, the San Joaquin Valley Air Pollution Control District (Air District) and Commuter Checks
 - The subsidy must be revoked if a vanpool's ridership falls below seven members (including the driver) for more than four (4) consecutive months
 - If an "offshoot" vanpool is formed from members of a vanpool that previously applied for a subsidy from this program, and the route is essentially the same, the original vanpool must remain viable or the new vanpool will not qualify for the subsidy
- Existing vanpools must comply with the following requirements:
- At least six (6) riders and one (1) driver
 - Vanpool should operate at least five (5) days a week, unless participants are working full-time on an alternate work schedule that requires fewer commute days
 - An Emergency Ride Home Program (ERH) provided or arranged by the Vanpool Provider or signed waivers from all participating vanpool riders/driver that they don't want ERH provided to their vanpool
 - Must originate within Fresno County
 - Participants are required to use an authorized vanpool vendor such as Enterprise Rideshare, VPSI, Kings Area Regional Transit or other agency, or form an employer sponsored vanpool. Owner-Operator vanpools are not eligible to receive these subsidies
 - Vanpools may supplement this incentive with other subsidies. Examples include employers, the Air District and Commuter Checks
 - The subsidy must be revoked if a vanpool's ridership falls below seven members (including the driver) for more than four (4) consecutive months
 - If an "offshoot" vanpool is formed from members of a vanpool that previously applied for a subsidy from this program, and the route is essentially the same, the original vanpool must remain viable or the new vanpool will not qualify for the subsidy
- All persons applying for the Carpool incentive must comply with the following requirements:
- Must be at least 18 years of age

- Must have a valid driver's license
- Carpools must originate in Fresno County
- If you have received any Measure "C" commuting incentives within the last year you are not eligible for this program
- One-time, per person while supplies last
- No more than one (1) participant per household or address
- Each carpooler must reside at a different household or address
- Once you have participated in this program, please expect a follow-up survey to determine the effectiveness of the program
- Employers may be contacted to verify employment. Falsifying any information will disqualify an applicant from ALL Measure "C" Commute Incentive programs permanently

♦ Step 5 – How to Claim the Subprogram Funds

- The programs are to be evaluated for funding allocation from Fresno COG based upon an open competitive process. The Vanpool Program should provide an equal opportunity for both public and private industry competition, as well as potential public/private partnerships. Funds are available for eligible projects on a first-come, first-serve basis until the program funds are exhausted
- Each vanpool provider must fill out and submit the Measure "C" Commuter Vanpool Request for Subsidies/Reimbursements form when applying for Measure "C" Commuter Vanpool funds. The form is available on the Fresno COG website: www.fresnocog.org
- Each vanpool passenger requesting Measure "C" Commuter Vanpool funds must complete a Measure "C" Vanpool Incentive Program – Passenger Application and submit it with the Measure "C" Commuter Vanpool Request for Subsidies/Reimbursements. The application form is available on the Fresno COG website: www.fresnocog.org
- All carpoolers applying for Measure "C" Carpool funds must complete and submit a Measure "C" Carpool Gift Card Application. The application form is available on the Fresno COG website: www.fresnocog.org
- Fresno COG, as the implementing agency, will claim Category funds from the Authority to be allocated through the competitive process as follows:
 - By February or March of each year, the Authority will provide an estimate of the amount of Category funds available for the next Fiscal Year (reference Table 5) and forward a claim form to Fresno COG (reference Appendix A). The final allocation estimate will be provided in June of each year
 - Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 5
 - Fresno COG shall submit its claims to the Authority once the claim forms are approved by Fresno COG Policy Board
 - The Authority will consider and approve Fresno COG claims as they are received
 - Any annual reporting required at the time of Fresno COG's claim must be included in its claims package when it is submitted to the Authority before the claim are processed by the Authority

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

- Program monitoring and reporting to Fresno COG as the implementing agency is the responsibility of each vanpool provider. Simple quarterly reports will be required and will be submitted to Fresno COG
- Fresno COG, acting as the implementing agency, will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds to date
 - Other funding sources applied to provide eligible services
 - Compliance with the required performance criteria (reference Step 4)
- The completed annual report form will be transmitted to the Authority for evaluation and report compliance
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs
- Funds determined by audit not to have been expended as provided for in Fresno COG's claim for Category funds shall be repaid in full plus interest that would have been accrued

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

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

Farmworker Van Pools Category

◆ Step 1 – Understanding the Funding Subprogram/Category

Approximately .6% of Measure "C" is provided to fund carpool and vanpool subsidy programs originating within Fresno County. This will get commuters to their destinations safely, improve air quality, and provide a cost-effective alternative to the single occupant vehicle.

➤ Farmworker Van Pool Performance Criteria

- Fresno COG will issue a Request for Proposals to qualified entities to provide such a service
- All Farmworker Vanpools using Measure "C" funds allocated for this purpose must originate within Fresno County. This does not preclude an agency from using other Measure "C" funds (e.g., Regional Public Transit, Local Transportation Program) to subsidize additional Farmworker Vanpools
- Allocations of Measure "C" funds for Farmworker Vanpools will be prioritized based on overall cost effectiveness and air quality benefit

◆ Step 2 – Available Subprogram Funds

The estimated Measure "C" Extension funding available under this category is provided in Table 5.

◆ Step 3 – Identifying Eligible Subprogram Projects

Measure "C" funds can subsidize Farmworker Vanpool programs that originate within Fresno County. There are funds available for a variety of vanpool incentives, designed to spark the development of new vanpools and offer financial support and assistance to existing vanpools.

➤ Eligible subsidies and reimbursements for new Farmworker Vanpools:

1. Vanpool start-up costs such as medical exams
2. Driver replacement cost
3. Emergency Ride Home Program
4. Driver Incentive
5. Monthly Vouchers issued by and eligible operator

Project descriptions:

1. Monthly Lease Subsidy for New Vanpools:

Measure "C" funds will subsidize newly formed vanpools--originating in Fresno County--\$350 per vanpool, per month for up to one year.

2. Medical Exam Expense:

All primary and alternate drivers are required to have medical exams prior to driving. Measure "C" funds will reimburse that expense up to \$50 per driver. A maximum of three (3) drivers (one primary and two alternate) from each new vanpool.

3. Driver Replacement Cost:

Should a primary or alternate driver need to be replaced, the new driver/s may be reimbursed up to \$75 per driver for a medical examination. A maximum of three (3) drivers (one primary and two alternate) from any single vanpool may receive the subsidy.

4. Emergency Ride Home:

This reimbursement covers costs for Emergency Ride Home (ERH) services provided by a vanpool provider to the Vanpool participants. ERH programs offer vanpoolers a free ride to needed destinations in the case of an unforeseen emergency (illness, family crisis, unscheduled overtime). There is a variety of transportation options available to vanpool providers and participants including taxi service, rental cars, company fleet cars and having fellow employees or supervisors take the vanpooler to their desired destination (home, hospital, etc.). It is up to the vanpool provider and their vanpoolers to decide which options will be provided.

5. Driver Incentive:

At the end of the first year of successful operation, the qualifying vanpool primary driver receives \$100 per current vanpool participant. Participants must have been in the vanpool for one full month or more to be counted, and must have all fees paid up-to-date on the vanpool's one year anniversary.

6. Monthly Voucher:

All eligible riders will be eligible to receive \$40 per month in vouchers to be used when making monthly their payments for riding in a Farmworker vanpool.

➤ Eligible subsidies and reimbursements for existing vanpools:

1. Driver-replacement costs
2. Emergency Ride Home Program

➤ Administrative, planning and implementation services associated with this Category

◆ **Step 4 – Verifying Eligibility**

The operator will maintain an active list of all farmworkers receiving vouchers. The vouchers, along with the driver log, shall be used to verify use as basis for reimbursement.

◆ **Step 5 - Reimbursement Process**

The operator shall submit requests for reimbursement that include vouchers used and signed by the rider. Drivers log for van listing the rider for the period being claimed.

1. Driver Replacement Cost:

Should a primary or alternate driver need to be replaced, the new driver/s may be reimbursed up to \$75 per driver for a medical examination. A maximum of three (3) drivers (one primary and two alternate) from any single vanpool may receive the subsidy.

2. Emergency Ride Home:

This reimbursement covers costs for Emergency Ride Home (ERH) services provided by a vanpool provider to the vanpool participants. ERH programs offer vanpoolers a free ride to needed destinations in the case of an unforeseen emergency (illness, family crisis, unscheduled overtime). There is a variety of transportation options available to vanpool providers and participants including taxi service, rental cars, company fleet cars and having fellow employees or supervisors take the vanpooler to their desired destination (home, hospital, etc.). It is up to the vanpool provider and their vanpoolers to decide which options will be provided.

3. Parking Permits:

Reimbursement up to \$100 per month for parking permits/fees per vanpool. Excludes parking tickets or any other violation of parking laws.

♦ **Step 6 – Other Subprogram Requirements**

Implementation Guidelines affecting the Farmworker Vanpool Subprogram include:

➤ New vanpools applying for subsidies or reimbursements must include the following:

- At least six (6) riders and one (1) driver
- Vanpool should operate at least five (5) days per week.
- An ERH provided or arranged by the vanpool provider or signed waivers from all participating vanpool riders/driver that they don't want ERH provided to their vanpool
- Must originate within Fresno County
- A qualifying "new" vanpool is one that is formed but not yet on the road, or a vanpool that has been on the road for less than two (2) months. No new vanpool may receive the subsidies or incentives unless 50 percent of the vanpool's riders have not traveled in a vanpool on a regular basis for a period of six (6) months from the time of application submission to the program
- Participants are required to use an authorized vanpool vendor such as Enterprise Rideshare, VPSI, Kings Area Regional Transit or other agency, or form an employer sponsored vanpool. Owner-Operator vanpools are not eligible to receive these subsidies
- Vanpools may supplement this incentive with other subsidies. Examples include employers, the Air District and Commuter Checks
- The subsidy must be revoked if a vanpool's ridership falls below seven members (including the driver) for more than 4 consecutive months
- If an "offshoot" vanpool is formed from members of a vanpool that previously applied for a subsidy from this program, and the route is essentially the same, the original vanpool must remain viable or the new vanpool will not qualify for the subsidy

- Existing vanpools must comply with the following requirements:
 - At least six riders and one driver
 - Vanpool should operate at least five (5) days a week, unless participants are working full-time on an alternate work schedule that requires fewer commute days.
 - An Emergency Ride Home Program (ERH) provided or arranged by the Vanpool Provider or signed waivers from all participating vanpool riders/driver that they don't want ERH provided to their vanpool
 - Must originate within Fresno County
 - Participants are required to use an authorized vanpool vendor such as Enterprise Rideshare, VPSI, Kings Area Regional Transit or other agency, or form an employer sponsored vanpool. Owner-Operator vanpools are not eligible to receive these subsidies
 - Vanpools may supplement this incentive with other subsidies. Examples include employers, the Air District and Commuter Checks
 - The subsidy must be revoked if a vanpool's ridership falls below seven members (including the driver) for more than four (4) consecutive months
 - If an "offshoot" vanpool is formed from members of a vanpool that previously applied for a subsidy from this program, and the route is essentially the same, the original vanpool must remain viable or the new vanpool will not qualify for the subsidy

◆ Step 7 – How to Claim the Subprogram Funds

- The programs are to be evaluated for funding allocation from Fresno COG based upon an open competitive process. The Farmworker Vanpool Program should provide an equal opportunity for both public and private industry competition, as well as potential public/private partnerships. Funds are available for eligible projects on a first-come, first-serve basis until the program funds are exhausted
- Fresno COG, as the implementing agency, will claim Category funds from the Authority to be allocated through the competitive process as follows:
 - By February or March of each year, the Authority will provide an estimate of the amount of Category funds available for the next Fiscal Year (reference Table 5) and forward a claim form to Fresno COG (reference Appendix A). The final allocation estimate will be provided in June of each year
 - Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 5
 - Fresno COG shall submit its claim to the Authority once the claim forms are approved by the Fresno COG Policy Board
 - The Authority will consider and approve Fresno COG claims as they are received
 - Any annual reporting required at the time of Fresno COG's claim must be included in its claims package when it is submitted to the Authority before the claim are processed by the Authority

◆ **Step 8 – How to Monitor Subprogram Projects and Report Accomplishments**

- Program monitoring and reporting to Fresno COG as the implementing agency is the responsibility of each vanpool provider. Simple quarterly reports will be required and will be submitted to Fresno COG.
- Fresno COG, acting as the implementing agency, will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds to date
 - Other funding sources applied to provide eligible services
 - Compliance with the required performance criteria (reference Step 4)
- The completed annual report form will be transmitted to the Authority for evaluation and report compliance
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs
- Funds determined by audit not to have been expended as provided for in Fresno COG's claim for Category funds shall be repaid in full plus interest that would have been accrued

◆ **Step 9 – The Annual Audit Process**

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

New Technology Reserve Subprogram

Funding for this Subprogram would be reserved to implement new transit technologies such as Personal Rapid Transit (PRT) or a similar system within the Fresno-Clovis Metropolitan Area (FCMA). System benefits would include the following:

- ◆ Reduced traffic congestion, energy consumption, and air emissions resulting from less vehicular traffic and less surface street congestion
- ◆ Improved mobility in densely developed areas by providing convenient and direct transit service

To accomplish these outcomes, approximately \$36.3 million or 2.1% of Measure "C" funding over 20-years has been allocated specifically for the implementation of new transit technologies within the FCMA.

◆ Step 1 – Understanding the Funding Program

The goal of the New Technology Reserve Subprogram is to set-aside Measure "C" funding to finance new transit technologies that may be developed in the future. The funding would likely provide matching funds to leverage other State, federal or other funding.

◆ Step 2 – Identifying Available Subprogram Funds

The current estimated Measure "C" Extension funding available for FY 2007/08 is provided in Table 6. An updated table will be provided annually.

TABLE 6		
MEASURE "C" EXTENSION		
ESTIMATED 2007/08 MULTI-MODAL FUNDING ALLOCATION		
New Technology Reserve Subprogram		
12/19/07		
MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	2007-08 MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
	\$62,200,000	100.00%
<i>Total FY 2007/08 Measure "C" Funds - \$62,200,000</i>		
Regional Public Transit Program	\$14,928,000	24.00%
<i>New Technology Reserve (If construction is not imminent in 15 years, money will be reallocated based on greatest need.)</i>	\$1,306,200	2.10%

◆ **Step 3 – Identifying Eligible Projects**

Eligible Subprogram projects include the evaluation, planning, design and construction of new transit technologies. Specifically, the following projects would be eligible:

- A portion of the funds may be allocated (allowed) to fund a study(ies) of new transit technologies that may be viable within or applicable to the FCMA. Such studies would contain a feasibility analysis including on-going maintenance and operating costs of the project/system. This effort would be concurrent with development of Phase 2 of the Public Transportation Infrastructure Study (PTIS) and the results of the analysis would be incorporated into the PTIS
- Staff resources to seek additional funding necessary to implement results of the New Transit Technologies Study incorporated into the PTIS. This would include securing the services of a lobbyist for the project/service. The cities of Fresno and Clovis would work with Fresno COG and the Authority to pursue the additional funding
- Environmental Review
- Design
- Right-of-way acquisition
- Construction of track and ancillary improvements
- Administrative, planning and implementation services associated with this Subprogram
- Other necessary projects/systems/services as determined by Fresno COG and the Authority

Eligible entities include Fresno COG, Fresno County, and the cities.

◆ **Step 4 - Performance Criteria**

To ensure that Measure "C" funds are allocated appropriately and provide "measurable" outcomes identified in studies referenced in Step 3, funding for this Subprogram may be eliminated if during the biennial Expenditure Plan update, a detailed evaluation of the feasibility and likelihood of implementing such a new technology transit project/system(s) after ten (10) years is not imminent, or if construction is not imminent within 15 years after the Measure passes. The funds would then revert to the Expenditure Plan update process to be allocated where the greatest need exists as determined by Fresno COG and the Authority.

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

- By February or March of each year, the Authority will provide an estimate of the amount of Subprogram funds available for the next Fiscal Year (reference Table 6). The final allocation estimate will be provided in June of each year
- Eligible entities shall submit a claim for funding (reference Appendix A – Measure "C" Claim Form) to the Authority once the claim form is approved by such entities along with a statement of no substitution of property tax
- The Authority will consider and approve an eligible entity's claim as it is received

Any annual reporting required at the time of the claim must be included in the eligible entity's claims package when it is submitted to the Authority and before the claim is processed by the Authority

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

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

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

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

◆ **Step 8 - Other Provisions**

Given the likelihood that a majority of New Technology Reserve Subprogram funds will be available on an annual basis during the short-term period (next 5-years), the Authority reserves the right to allocate specified amounts of Subprogram funds to other Measure "C" Extension Programs. Such funds shall be repaid to the New Technology Reserve Subprogram consistent with Authority policy.

3. ALTERNATIVE TRANSPORTATION PROGRAM

The funding for this Program would be reserved to provide local matching funds for the consolidation of rail lines through Fresno. Specifically, consolidation of the tracks will:

- ◆ Increase safety
- ◆ Reduce traffic congestion by moving the Burlington Northern Santa Fe (BNSF) Railroad tracks adjacent to the Union Pacific (UP) Railroad tracks through Fresno
- ◆ Provide for new under- or over-passes that separate vehicular and rail traffic
- ◆ Fund efforts to secure an additional \$600 to \$900 million of needed funding from state, federal, or other agencies to fully fund rail consolidation

Rail Consolidation Subprogram

To accomplish these outcomes, \$102.5 million or 6% of Measure "C" funding over 20-years has been allocated specifically for the consolidation of UP and BNSF tracks through the City of Fresno.

◆ Step 1 – Understanding the Funding Program

The goal of the Rail Consolidation Subprogram is to provide matching funding to leverage other state, federal or other funding. This funding would be used to consolidate tracks through Fresno, which has been planned since 1918. This level of locally generated funding has never been in place in the past to leverage other funding until the passage of the Measure "C" Extension. Measure "C" now provides the opportunity to begin serious discussions with other funding agencies.

◆ Step 2 – Identifying Available Subprogram Funds

The current estimated Measure "C" Extension funding available for FY 2007/08 is provided in Table 7. An updated table will be provided annually.

TABLE 7		
MEASURE "C" EXTENSION		
ESTIMATED 2007/08 MULTI-MODAL FUNDING ALLOCATION		
Alternative Transportation Program		
11/13/07		
FUNDING ALLOCATION PROGRAMS	FY 2007/08 MEASURE "C" FUNDING ESTIMATE	% OF TOTAL MEASURE "C" FUNDING
<i>Total FY 2007/08 Measure "C" Funds - \$62,200,000</i>		
Alternative Transportation Program	\$3,732,000	6.00%
<i>Rail Consolidation (If construction is not imminent in 15 years, money will be used for grade separations instead.)</i>	<i>\$3,732,000</i>	<i>6.00%</i>

◆ **Step 3 – Identifying Eligible Projects**

The eligible Subprogram projects include:

- Rail Consolidation Study. Before significant funding is allocated to specific projects in this Subprogram during the short-term period (2007 through 2012), Fresno COG shall commission a Rail Consolidation Study to include the following elements:
 - **Phase 1**
 - General Right-of-Way (ROW) assessment considering ROW needs for Rail Consolidation and High Speed Rail implementation.
 - Consideration of Rail Consolidation alignment location including coordination with Madera County
 - **Phase 2**
 - Consideration of Rail Consolidation alignment location including coordination with Madera County
 - Corridor design considering current and future land availability/entitlements and consolidated rail operation requirements
 - Construction costs including right-of-way requirements and costs
 - Right-of-way requirements and additional costs considering high speed rail improvements within the UP corridor
 - Cost and other benefits to the general public (vehicle delay and energy savings, reduced air emissions, etc.)
 - Cost and other benefits to the railroads
 - Environmental base line assessment and associated mitigation costs
 - The potential for and extent of public/private partnership
 - Financing mechanisms
 - Coordination with affected agencies including the Madera County Transportation Commission (MCTC) and the California High Speed Rail Authority (CHSRA)
 - Identification of the implementing or other eligible agencies to receive Measure "C" Extension funding
 - Chronology of steps necessary to implement Study findings
- A portion of the funds should be allocated (allowed) to fund the effort of securing additional funding from State, federal, or other agencies to fully fund rail consolidation. This would include financing a position to seek the additional funding, securing the services of a lobbyist for the project, and working on operations issues along the corridors. The Fresno Area Residents for Rail Consolidation (FARRC) and the City of Fresno would work with Fresno COG and the Fresno County Transportation Authority (Authority) to pursue the additional funding
- Environmental Review Document (EIR/EIS)
- Project design/engineering
- Right-of-way acquisition
- Construction of rail and ancillary improvements
- Costs to secure agreements for consolidation from BNSF and UP Railroads
- Administrative, planning and implementation services associated with this Subprogram

Eligible entities include Fresno COG, Fresno County, and the City of Fresno.

Should rail consolidation occur, the land along the BNSF tracks will revert to the City and County of Fresno for trails, bikeways, and pedestrian facilities.

If rail consolidation is not programmed with construction imminent within 15 years after the Measure passes, the funds would revert to grade separation projects that coordinate with transit improvements and provide the greatest amount of congestion relief and air quality benefit.

◆ **Step 4 - Performance Criteria**

To ensure that Measure "C" funds are allocated appropriately and provide "measurable" outcomes identified previously, the issue of rail consolidation and an evaluation of its feasibility and likelihood of securing the additional funding are to be included in the biennial update of the Expenditure Plan. A more thorough review should take place at ten (10) years.

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

- By February or March of each year, the Authority will provide an estimate of the amount of Subprogram funds available for the next Fiscal Year (reference Table 7). The final allocation estimate will be provided in June of each year
- Eligible entities shall submit a claim (reference Appendix A – Measure "C" Claim Form) to the Authority once the claim form is approved by the eligible entity, along with a statement of no substitution of property tax
- The Authority will consider and approve an eligible entity's claim as it is received
- Any annual reporting required at the time of the claim must be included in the eligible entity's claims package when it is submitted to the Authority before the claim is processed by the Authority

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

- Eligible entities will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for each project
 - Other funding sources applied to fully fund a project
 - Compliance with the required performance criteria (reference Step 4)
- The completed annual report form will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs
- In addition, the eligible entity will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C)

- Funds determined by audit not to have been expended as provided for in the eligible entity's claim for Measure "C" Rail Consolidation Subprogram funds shall be repaid in full plus interest that would have been accrued

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

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

◆ **Step 8 - Other Provisions**

Given the likelihood that a majority of Rail Consolidation Subprogram funds will be available on an annual basis during the short-term period (next 5-years), the Authority reserves the right to allocate specified amounts of Subprogram funds to other Measure "C" Extension Programs. Such funds shall be repaid to the Rail Consolidation Subprogram consistent with Authority policy.

4. ENVIRONMENTAL ENHANCEMENT PROGRAM

This program's goal is to improve air quality and the environment through two (2) important programs:

- ◆ Transit Oriented Infrastructure for In-Fill Development (TOD)
- ◆ School Bus Replacement Program will replace the oldest school buses in the fleet that emit toxic fumes and emissions. Approximately 900 buses need to be replaced. All replaced buses will also be equipped with seat belts. Other funds in addition to Measure "C" funds will be leveraged to address the need. The result will be cleaner fueled and safer buses for our school age children and, as all school buses will be new, there will be seat belts for children providing added safety benefits.

An overview of the various Subprograms under the Environmental Enhancement Program and the steps necessary for each eligible agency to claim funds is provided for each Subprogram on the following pages:

- ◆ Transit Oriented Infrastructure for In-Fill Development (TOD) Subprogram – Page 32
- ◆ School Bus Replacement Subprogram - Page 35

Transit Oriented Infrastructure for In-Fill Development (TOD) Subprogram

◆ Step 1 – Understanding the Subprogram

Transit Oriented Infrastructure for In-Fill Development (TOD) refers to transportation facilities in new or revitalized developments that support increased demand for transit with higher density and mixed land use. This type of development reduces our dependence on the automobile by providing funding incentives for more public or alternative transportation. TOD supports increased demand for transit with higher density and mixed land uses accessible to transit nodes. Goals of TOD for the Measure "C" Transit Oriented Infrastructure for In-Fill allocation are to support community-based transit projects that are:

- Developed through an inclusive planning process with broad private-public partnerships and outreach
- Improve the range of transportation choices by supporting transit facilities and improving links between facilities and activity nodes
- Support well-designed, high-density housing and mixed uses near transit

Three kinds of programs are recommended with a community advisory committee providing details:

- Transportation infrastructure improvements to transit facilities to encourage safety and access to transit facilities, support in-fill development or revitalization, reduce traffic congestion at transit stations, and provide for a wider range of transportation choices and improved internal

mobility. Funds could be used for preliminary design and environmental studies, engineering, land acquisition, and construction

- Planning Program or matching money to identify nodal transit sites on transit corridors for transit oriented development, planning retrofit for existing neighborhoods, downtowns, commercial cores, and transit station areas and stops in order to create access to transit and mixed use development in transit friendly environments. The community planning process would result in transportation / land-use concept plans; streetscape design concept plans, environmental studies, detailed drawings, construction cost estimates, and implementation plans for specific capital projects
- Housing in-fill incentive program that would reward local governments for encouraging developers to build compact designs with higher housing densities, affordable, accessible housing, and mixed uses that are characteristic of well-implemented Transit Oriented Design in other cities developments at transit stops. Local government agencies could spend funds to supplement development fees or on a capital project that supports new housing development connections to transit

◆ Step 2 – Identifying Available Subprogram Funds

The current estimated Measure "C" Extension funding available to Fresno COG to plan and implement the Subprogram for FY 2007/08 is provided in Table 8. An updated table will be provided annually.

TABLE 8 MEASURE "C" EXTENSION ESTIMATED 2007/08 MULTI-MODAL FUNDING ALLOCATION Environmental Enhancement Program December 11, 2007		
MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	2007-08 MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
<i>Total FY 2007/08 Measure "C" Funds - \$62,200,000</i>		
Environmental Enhancement Program	\$2,177,000	3.50%
<i>School Bus Replacement</i>	<i>\$1,430,600</i>	<i>2.30%</i>
<i>Transit Oriented Infrastructure for In-Fill ¹</i>	<i>\$746,400</i>	<i>1.20%</i>
¹ Name of Funding Program to be determined		

◆ Step 3 – Identifying Eligible Projects

Eligible Subprogram projects include:

- The proposed Measure "C" Transit Oriented Infrastructure for In-Fill Program would fund the following planning services and incentives to cities for leveraging land use changes that increase demand for transit and the economics of transit:

- Identification of selected nodal transit sites and transit corridors for Transit Oriented Development (TOD) investment
- Environmental and design studies related to TOD implementation
- Incentives to developers to build compact designs with higher residential densities, mixed-uses, and open space that are characteristic of well implemented TOD in other cities
- Off-set for capital costs for TOD related infrastructure
- Leverage of costs for TOD related land acquisition
- Administrative, planning and implementation services associated with this Subprogram

◆ **Step 4 - Performance Criteria**

To ensure that Measure "C" funds are utilized appropriately and result in an effective Transit Oriented Infrastructure for In-Fill Subprogram, planning and implementation efforts will be evaluated in accordance with the following:

- A community advisory/technical committee is recommended to provide design specifics such as performance standards or criteria for the Subprogram. Revenues should be accumulated until Phase 2 of the Public Transit Infrastructure Study (PTIS) identifies transit corridors and transit nodes throughout the County

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

Details regarding this Step will be developed following completion of Phase 2 of the Public transportation Infrastructure Study (PTIS).

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

Details regarding this Step will be developed following completion of Phase 2 of the Public transportation Infrastructure Study (PTIS).

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

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

◆ **Step 8 - Other Provisions**

Given the likelihood that Transit Oriented Infrastructure for In-Fill Subprogram funds will be available on an annual basis during the short-term period (next 2 to 3 years), the Authority reserves the right to allocate specified amounts of Subprogram funds to other Measure "C" Extension Programs. Such funds shall be repaid to the Transit Oriented Infrastructure for In-Fill Subprogram consistent with Authority policy.

School Bus Replacement Subprogram

**GUIDELINES FOR THIS PROGRAM ARE UNDER DEVELOPMENT AND WILL BE PRESENTED
FOR ADOPTION AT A LATER DATE**

APPENDICES

APPENDIX E

REGIONAL TRANSIT PROGRAM

Measure "C" Taxi Scrip Program for Seniors 70 years of age and Older

Introduction

1. Purpose

The Council of Fresno County Governments (Fresno COG) Taxi Scrip Program will provide enhanced transportation services for seniors living in the Fresno County (service area) region. The Taxi Scrip Program is a user subsidy program operated by Fresno COG and funded with Measure "C" Extension funds.

2. Eligibility

Eligibility is based upon criteria established in the Expenditure Plan Implementing Guidelines – Appendix B: Eligible persons must be a senior age 70, and older. In addition, seniors must:

- ◆ Provide proof of age, such as, a copy of a California Drivers License, California Identification Card or Medicare Card
- ◆ Complete the Taxi Scrip Program Application (attached). Return completed applications to Fresno COG

2.1 Proxy Purchase

Users may authorize up to two individuals, at any one time, to purchase Taxi Scrip on their behalf by completing the Taxi Scrip Program: Authorization Form. This form must be renewed every two years. User must notify Fresno COG or its agents if any changes occur before the renewal is due.

2.2 Verification of ID

Verification of ID and past monthly purchases will be conducted prior to issuing scrip. A User ID number will be provided upon completion of the application form for program eligibility. User ID numbers, for ease of client use, will be the individual's initials and date of birth. Ex. Jane L. Smith born 11/07/1930 would be ID JLS110730. Taxi script turned in by taxi vendors will be validated by User ID, issued script number, and miles traveled with start and end point information.

3. Service Area

Eligible users (Users) may use authorized taxicabs to travel anywhere within the service area (Fresno County).

4. Scheduling

Users are solely responsible to schedule, change and cancel trip reservations. Taxicabs are available to use Monday to Sunday, 24 hours a day.

5. User-Side Sales

Each Taxi Scrip ticket book contains 20 one-dollar tickets, good for \$20 in travel value. Users may purchase up to five ticket books monthly at a cost of \$5 each, that's a 75% discount per ticket book. Users may purchase Ticket Books at Fresno COG and other established vendors, or by mail, but may only use one source. Users may not purchase more than five (5) books in any calendar month; however, Users may purchase one at a time within the same month. Users who violate this policy may jeopardize their privileges to participate in the Taxi Scrip Program.

When purchasing ticket books by U.S. Mail, Users must include a self-address stamped envelope. If purchasing three (3) books use two first class stamps. Neither Fresno COG nor its agents are responsible for lost, stolen or damaged ticket books.

6. Taxi Scrip Ticket Books

Users are responsible to pay the amount on the taxi meter. Users may round up the cost of the trip to the nearest dollar when paying with tickets, or may use a combination of cash, check or credit card and tickets. Users are not permitted to tip drivers with taxi scrip. As scrip cannot be used to tip drivers, the user can request change after rounding up to the nearest dollar.

7. Fare Media/Taxi Scrip Tickets

Fresno COG will prepare, print and provide Taxi Scrip Ticket Books to the public and point-of-sale locations. Ticket Books expire December 31st each year. Fresno COG will exchange or refund unused prior years tickets for current year scrip or cash to eligible or authorized buyers. Users may not use tickets that have expired. Users are encouraged not to purchase more scrip than they can use prior to the expiration date.

Fresno COG will begin selling the following years Ticket Books in October, and Users may begin using them at that time. Users are encouraged to use current year ticket books prior to using the following years. Various local entities will be contacted to find out their willingness to act as currency distributors. Examples of vendors include libraries, retirement facilities, medical centers, etc. Vendors will be required to account for currency books sold. This will require logging in User ID numbers, script ID numbers, and collecting money. Log books will be collected/returned to Fresno COG on a monthly basis.

8. Customer Service

The Fresno COG Office is the primary point of contact with the public. The Office is located at 2035 Tulare Street, Suite 201, Fresno California, 93721. Hours are Monday to Friday from 7:30 am to 5:30 pm. They are closed on most major holidays. The telephone number is 559-233-4148. Bi-lingual assistance is available and the office is ADA accessible. Or visit www.fresnocog.org and click on the TRANSIT button then click TAXI SCRIP.

9. Budget

The proposed budget to run this program is \$491,380 during FY 2007/08 including services and administrative costs. The budget will be reevaluated after a year of operation and Fresno COG reserves the right to amend this budget. At yearly intervals, Fresno COG will conduct a performance evaluation to determine if the program is meeting its intended goals of increasing ridership amongst eligible seniors of the *Taxi Scrip Program* and to assess whether or not to continue, or redirect the funding to a more effective alternative.

10 Taxi Vendors

Fresno COG will engage local taxi companies to participate in this program. Taxi vendors will be required to register with Fresno Area Express to be eligible to participate in the program. Criteria established by Fresno COG will serve as a screening process for vendor participation. Fresno COG will enter into a Hold Harmless agreement with taxi vendors.

11 Invoicing procedures

A standardized form will be made available to taxi vendors in which they will log the script number, the user ID number, and pick up and drop off points. Taxi vendors are responsible for maintaining accurate logs and keeping and returning used taxi scrip. Taxi vendors will be required to invoice monthly for trips taken and are solely responsible for seeking reimbursement.

12 Marketing

To increase participation in the program, a web site will be maintained by Fresno COG listing current application information and program details. Additional flyers and brochures will be made available for distribution at libraries, community centers, retirement homes, medical offices upon request.

APPENDIX F
REGIONAL TRANSIT PROGRAM
Measure "C" Taxi Scrip Program for Seniors 70 years of age and Older
APPLICATION FOR SCRIP

As a potential user of the Taxi Scrip Program, you have received this packet of materials to explain the program and an application to participate in the program. The Taxi Scrip Program was begun in 2008 to provide transportation for seniors living in the Fresno county region. The Taxi Scrip Program is operated by the Council of Fresno County Governments (Fresno COG) and funded with local transportation funds made available through the extension of Measure "C".

Today, Fresno County residents that meet the program eligibility criteria may use taxicabs to travel anywhere within the County of Fresno. Taxicabs are available seven days a week, 24 hours a day. Eligible individuals must be a senior age 70 or older. Seniors are required to provide proof of age, such as a copy of a California driver's license, California Identification Card or Medicare Card. Additional eligibility information is provided in detail later in this packet.

Taxi Scrip Program participants may purchase five books of scrip monthly at \$5 per book. The actual scrip ticket book value is \$20 that is a 75% discount per book. Each book of scrip includes 20 tickets, at a \$1 value per ticket. Use scrip to pay the meter when using a taxicab rounding up to the nearest dollar when paying with scrip, change can be requested. Do not use scrip to tip the driver. Scrip books have an expiration date of December 31st. Expired scrip can be returned or exchanged by the Eligible or Authorized buyer within the year following its issuance. Scrip that has expired cannot be used. It is recommended not to buy more scrip than you can use prior to the expiration date.

Return this application to the Fresno COG office at 2035 Tulare Street, Suite 201, Fresno, CA 93721 You may include a check or money order, payable to 'Taxi Scrip Program', for your first month's taxi scrip along with your application and a self addressed stamped envelope (use two first class stamps when buying 5 taxi books).

APPLICATION FORM

Part I

Name: _____

Address: _____

City, State, Zip: _____

Phone: _____ *Date of Birth:* _____

☐ I am age 70 or older

Signature: _____ *Date:* _____

AUTHORIZATION FORM

Part I

Name of Eligible Buyer: _____

Address: _____

City, State, Zip: _____

Phone: _____

I hereby authorize the following individual(s) to purchase my Taxi Scrip for me when I am unable to purchase these items myself. I understand that only the name(s) shown below may purchase Taxi Scrip on my behalf. I further understand that this form must be renewed every two years. If changes occur before my renewal is due, I am responsible to update my Taxi Scrip Program Authorization Form.

Signature: _____ Date: _____

Part II

The individual(s) listed below have agreed to become an Authorized Buyer and acknowledge that they will show a photo ID when making a Taxi Scrip purchase on my behalf. Failure to offer their photo ID may possibly revoke their authorization status. Fresno COG is not responsible should the Authorized Buyer fail to deliver the purchased item(s) to the Eligible Buyer. Eligible Buyers and Authorized Buyers must provide their California Driver's License or California ID Card number and a local telephone number on personal checks when purchasing by US Mail or in person at the Fresno COG office.

1.

Name of Authorized Buyer: _____

Address: _____

City, State, Zip: _____

Phone: _____

2.

Name of Authorized Buyer: _____

Address: _____

City, State, Zip: _____

Phone: _____

BILL OF RIGHTS & RESPONSIBILITIES

1. You have the **RIGHT** to be charged the same fare as all other taxi passengers.
2. You have the **RIGHT** to tip or not tip the taxi driver. You may not tip taxi drivers with Taxi Scrip. *(You may round up your trip fare to the nearest dollar and request change. Example: the total fare is \$5.25, you give the taxi driver \$6's worth of scrip. The 75-cent difference can be requested as change.)*
3. If the fare is less than an even dollar amount, you have the **RIGHT** to get change back.
4. You have the **RIGHT** to travel with a companion(s) and pay only one fare *(no matter how many people took the same ride.)*
5. You have the **RIGHT** to prompt, courteous and safe service.
6. You have the **RIGHT** to use any participating taxi company you wish.
7. You have the **RESPONSIBILITY** not to lend, sell or give away your Taxi Scrip to anyone.
8. You have a **RESPONSIBILITY** to use your Taxi Scrip before it expires. Scrip expires the last day of December. Neither refunds nor exchanges of expired scrip are allowed.
9. You have a **RESPONSIBILITY** not to abuse the Taxi Scrip Program. The taxi drivers may not make out-of-area trips for you, make deliveries or allow someone else to use your scrip.
10. You have a **RESPONSIBILITY** to keep track of your scrip and provide identification – remember it is the same as cash!
11. You have a **RESPONSIBILITY** to report any instance of abuse, unsafe taxi conditions, fraud or other problems you experience or observe.
12. You have a **RESPONSIBILITY** to inform the Taxi Scrip Program office of any changes: new address or telephone, Authorized Buyer(s), your eligibility status, etc.

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. G.

**Council of Fresno County Government's
Draft 2008 Legislative Platform**

Council of
Fresno
County Governments

Council of Fresno County Governments

2008 Legislative Platform

Policy Board

Chair: Mayor Trinidad M. Rodriguez	City of Kerman
Vice-Chair: Mayor Pro Tem Dennis Lujan	City of Selma
Mayor Bob Whalen	City of Clovis
Mayor Patricia Hill	City of Coalinga
Mayor Craig Knight	City of Firebaugh
Councilmember Rico Aguayo	City of Fowler
Mayor Alan Autry	City of Fresno
Supervisor Bob Waterston	County of Fresno
Mayor Ramon Dominguez	City of Huron
Mayor Leland Bergstrom	City of Kingsburg
Mayor Robert Silva	City of Mendota
Mayor Victor Lopez	City of Orange Cove
Mayor Armando Lopez	City of Parlier
Councilmember Scott Brockett	City of Reedley
Mayor Amarpreet Dhaliwal	City of San Joaquin
Mayor Michael Montelongo	City of Sanger

Barbara Goodwin – Executive Director

**2035 Tulare Street, Suite 201
Fresno, California 93721
(559) 233-4148**

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INTRODUCTION

THE PURPOSE OF THE 2008 LEGISLATIVE PLATFORM

The Fresno COG, in coordination with our member agencies, has established a 2008 Legislative Platform that reflects the current priorities of the Fresno COG in state and federal legislative matters. The Legislative Platform represents a unified voice when communicating legislative priorities to our state and federal legislators as well as to relevant state and federal agencies. It also provides guidance to the Fresno COG staff and our lobbying partners when advocating on behalf of the Policy Board.

The goal of the Legislative Platform is to have a document in place that outlines the legislative priorities of our region that will direct advocacy efforts for improvements in areas such as air quality, transportation mobility, and regional prosperity that will ultimately contribute to an improved quality of life throughout Fresno County.

ABOUT THE FRESNO COG

Our Role:

The Council of Fresno County Governments, better known as Fresno COG, brings together mayors, city council members and county supervisors to work on regional issues for Fresno County. Since its inception in 1969, Fresno COG has primarily acted as the transportation planning, coordinating and financing agency for Fresno County. Fresno COG functions as both the state designated Regional Transportation Planning Agency and for federal purposes, as the county's Metropolitan Planning Organization.

Organization:

A 16-member Policy Board gives Fresno COG policy direction. The Board consists of the mayors from each of the 15 incorporated cities in Fresno County and the Chairman of the Fresno County Board of Supervisors. Fresno COG offers each of these agencies an opportunity to come together on a level playing field to discuss and resolve transportation and related air quality issues that go beyond their own jurisdictional boundaries.

Regional Profile:

Fresno County is classified as an urban county (despite many rural characteristics) and is located in the Central San Joaquin Valley within the state of California. Fresno County is the first most populous county and second geographically largest county in the San Joaquin Valley, encompassing approximately 6,000 square miles. With \$4.8 billion a year in commercial crop production it is the nation's leading farm county. The January 2007 population of 917,500 places Fresno as the tenth most populous of the 58 California counties and the City of Fresno is the sixth most populous city in the state, with a population of 481,000. There are fifteen incorporated cities and the county contains a federally-recognized urbanized area – the Fresno Clovis Metropolitan Area – with a January 2007 population of over 650,000.

GENERAL PRINCIPLES

- Protect and enhance current funding levels for transportation-related programs.
- Continue to advocate for transportation-related improvements in state and federal legislation through face-to-face discussions with and written letters to state and federal legislators.
- Continue to coordinate advocacy efforts with our local and regional partners to advance common goals and shared interests that will contribute significantly to an improved quality of life for Fresno County residents.

TRANSPORTATION

Funding – Federal

- Actively participate with Caltrans and other interests on the development of state and national consensus principles and priorities that will be favorable to the Fresno County region for the next Federal Surface Transportation Program due to be enacted in 2009.
- Support FY 2008 and FY 2009 appropriation requests for Fresno COG One Voice projects.

Funding – State

- Support increased funding by the state for transportation purposes.
- Support legislation to implement and fund the remaining provisions of Propositions 1B (state transportation bond), 1C (state affordable housing bond), and Proposition 84 (state water and parks bond) that will maximize Fresno County's regional share of funding.
- Actively participate in developing guidelines and/or criteria necessary to implement Proposition 1B, Proposition 1C, and Proposition 84.
- Support the Policy Board's approved criteria to be part of the funding guidelines for the State-Local Partnership Program (Proposition 1B).
- Protect Proposition 42 (Transportation Congestion Improvement Act) and other transportation funds from being diverted to other purposes in the state budget.

Funding – Local

- Support efforts to reward self-help counties in funding programs and policies.
- Oppose revisions to state transportation programming and funding reform legislation not consistent with SB 45 (1988).
- Support legislation that lowers the threshold required to pass transportation initiatives to 55%.

Streets and Highways

- Support legislation that includes the use of design/build, public/private partnerships, and other innovative financing for transportation infrastructure projects.

Highway 99 as an Interstate

- Continue supporting efforts to designate State Route 99 through the Central San Joaquin Valley as a federal interstate.

Public Transportation

- Support protection of Federal Transit Administration funding and oppose budget cuts that will transfer transit funds to other non-transit programs.
- Support, in coordination with the local transit operators, efforts to identify additional transit operating funds to meet long-term needs.
- Support high speed rail serving the entire San Joaquin Valley.
- Support funding for the High Speed Rail project and oppose any decrease in funding in the state budget.
- Support the High Speed Rail ballot measure for the 2008 ballot.
- Support Federal contributions to high speed rail and the establishment of a Federal High Speed Rail Authority.
- Support the Altamont corridor as the High Speed Rail preferred alternative route for connecting the San Joaquin Valley to the Bay Area.
- Support efforts to secure additional funding from Proposition 1B, Intercity Rail Improvement Program, for high speed rail.

- Support adequate funding for passenger service and capitol improvements on Amtrak's San Joaquin Rail Corridor.
- Seek increases in funding levels for grade separation projects and the evaluation of the state's funding program to improve access to funds.
- Support legislation that includes additional funding and economic development activities for municipal general aviation airports outside the Fresno-Clovis Metropolitan Area.

Goods Movement

- Support goods movement legislation that includes the San Joaquin Valley region as a recipient of any new port container fees collected at the California ports to mitigate the emissions associated with freight movement to and from the ports through the Valley.
- Support including the Central Valley Trade Corridor in legislation pertaining to Goods Movement funding and programs.
- Maximize regional share of Proposition 1B funding to mitigate the impacts of goods movement in the Central Valley Trade Corridor.
- Support legislation pertaining to the Trade Corridor Improvement Fund and the Goods Movement Emission Reduction Program that include the Policy Board's approved criteria when considering funding allocations.
- Educate state officials and legislators that the San Joaquin Valley carries more truck traffic than any other major goods movement corridor in the state, and the resulting impact is significant.
- Support the inclusion of a dedicated funding program for Goods Movement infrastructure projects in the next Federal Surface Transportation Program due to be enacted in 2009. Work with the appropriate state and federal agencies and legislators to ensure that the San Joaquin Valley receive an equitable share of this funding to complete goods movement projects of regional significance.

Other

- Monitor legislation pertaining to the Abandoned Vehicle Abatement Program.
- Monitor legislation impacting the Freeway Service Patrol Program.

LOCAL AND REGIONAL PLANNING

Blueprint Planning

- Support consistent and ongoing funding in the state budget for the development, implementation, and update of regional blueprints.
- Seek a dedicated set-aside from Proposition 84, Sustainable Communities Program, for Regional Transportation Planning Agencies (RTPAs) to develop and update regional blueprints and support legislation that allows all RTPA's to be eligible for funding whether or not they have existing funds for blueprint planning.
- Support the Office of Planning and Research in their efforts to incorporate strategies in the general plan guidelines for implementation of blueprints.

Alternative Growth Strategies

- Support federal and state initiatives that provide funding for local agencies to implement alternative growth and affordable housing initiatives.
- Support federal and state policies and incentives that encourage compact growth, mixed use development, better transit connections and walkable communities.

Housing

- In coordination with local agencies, participate in activities related to legislative and administrative reforms of the Regional Housing Needs Assessment (RHNA).
- Ensure that there is sufficient funding to carry out the RHNA process.
- Monitor legislation and other activities that would establish a San Joaquin Valley Rural Regional Affordable Housing Trust Fund.

Eminent Domain

- Support clean-up language of current Eminent Domain law so that both the needs of the public agency and the rights of the property owner are met.

Transportation Modeling

- Monitor legislation that modifies modeling practices or imposes new standards on transportation modeling in transportation planning agencies.

AIR QUALITY

- Monitor air quality issues affecting the Fresno region.
- Partner with the San Joaquin Valley Air District and support their efforts where appropriate.
- Seek the establishment of a new San Joaquin Valley designation as an Air Quality Enterprise/Empowerment Zone at the state and federal level.
- Support increased funding to replace the oldest school buses in the Valley and adding flexibility to existing funding programs to allow for the replacement of more school buses.
- Support efforts to pursue funds for the Diesel Truck Retrofit Program and the Triangular Truck Trade Program.
- Work with state and local government and other key stakeholders on the development of legislation and regulations to incorporate climate change policies into regional transportation planning.
- Monitor efforts by the federal, state and local governments to establish common environmental standards related to the North American Free Trade Agreement (NAFTA).

PROCESS STREAMLINING

- Support legislation and/or administrative reforms to streamline the federal and state government's project delivery process and to eliminate unnecessary and/or duplicative requirements.

ONE VOICE ADVOCACY EFFORTS

- Continue to pursue federal and state support for the projects and policy issues identified through the Fresno COG One Voice efforts.

WATER SUPPLY, STORAGE and QUALITY

- Support legislation and bond proposals that adequately address the water supply, water storage, and water quality needs of Fresno County with special recognition for the importance of agriculture to the county's economy.

CALIFORNIA PARTNERSHIP FOR THE SAN JOAQUIN VALLEY

- Support efforts to establish in statute, the California Partnership for the San Joaquin Valley, and to provide a continuing stream of funding for its existence.
- Partner with the California Partnership for the San Joaquin Valley for the successful implementation of their strategic action plan.

FLOOD CONTROL

- Support legislation in partnership with the Fresno Metropolitan Flood Control District to provide funding that helps local flood protection efforts.

ECONOMIC DEVELOPMENT

- Partner with the Economic Development Corporation serving Fresno County, the Five Cities Economic Development Authority, and the region's Chambers of Commerce to advocate for improvements, when appropriate, to enhance the economic well-being of Fresno County residents.
- Evaluate proposed formulas in state and federal legislation that provide program or formula funding to ensure Fresno County and the Central Valley entities can be competitive for the funds.

IMMIGRATION

- Oppose indiscriminate enforcement actions by the U.S. Government that are conducted in a manner that violates the civil rights of Fresno County area residents for the purpose of deporting undocumented foreign nationals residing and working in Fresno County.

REAUTHORIZATION OF FEDERAL FARM BILL

- Monitor legislation pertaining to the federal reauthorization of the 2002 Farm Bill and support the Fresno County Farm Bureau's Farm Bill priorities, where appropriate.

OTHER

- Oppose unfunded federal and state mandates on local and regional governments, and support proposals that would prohibit the passage of legislation that impose new unfunded mandates.
- Work with staff from other Regional Transportation Planning Agencies, both in the San Joaquin Valley and in other regions of the state, to identify issues of regional significance in legislative proposals and policies and coordinate advocacy efforts to advance common goals.

POLICY ADVISORY COMMITTEE

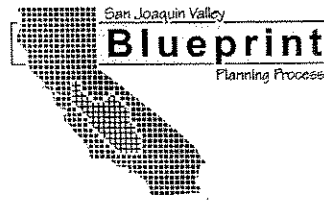
ACTION/DISCUSSION ITEMS

AGENDA ITEM III. I.



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December 19, 2007

**To: Barbara Goodwin, Executive Director
Tony Boren, Deputy Director
COG Blueprint Staff**

From: Barbara Steck, Senior Transportation Planner

Re: Blueprint – Phase III – Fresno County Alternative Scenario Analysis

Following is an outline of critical dates for the completion of Fresno COG's Phase III of the Blueprint planning process. We are requesting bids from marketing and/or advertising firms for assistance with these tasks.

January 23rd Blueprint Roundtable – Present scenario updates

February 27th Blueprint Roundtable – Present preliminary scenario runs with outcomes on 6 Fresno County alternative scenarios, take comments from committee, refine as needed

March 26th Blueprint Roundtable – Present results of final runs on all scenarios; Roundtable approval to take to public

March 27 - April 22 - Public outreach and feedback on 6 scenarios

Some suggested approaches:

- Community TV and Radio spots
- Presentations to local agencies and community groups
- Community Forums – one on east side and one west side
- Fresno Bee Survey? (TBD)
- Comcast Town Hall Meeting w/ Clickers? (TBD)
- Interactive COG website? (TBD)
- Other outreach strategies (TBD)

April 23rd Blueprint Roundtable - Report on public outreach; committee makes recommendation to COG Policy Board on selected concept

May 29th - COG Policy Board - approve Fresno's selected concept and forwards to UC Davis for inclusion in Valleywide analysis.

After this point, we will begin the Valleywide process of developing alternative regional scenarios and conducting outreach on scenarios. Once the San Joaquin Valley preferred growth scenario is selected, we will move to implementation – beginning with adoption of the SJV Blueprint by local agencies with land use authority. It's a challenging schedule, but we need to move forward if we hope to have all 70 Valley jurisdictions with land use authority endorse the SJV Regional Blueprint preferred scenario by June 30, 2009.

Fresno County Blueprint

Preliminary Draft Scenarios Descriptions

Three levels of network analysis will be conducted:

- *RTP Buildout (Scenarios 1-5)*
- *RTP Enhanced - RTP Buildout with SR 65 and TBD 99 Bypass (Scenarios 1-5)*
- *Metro Rural Loop (Scenario 6)*

SCENARIO 1: Current Trends - Status Quo Land Use pattern that reflects recent development practices. Growth would not be constrained within the current Spheres of Influence (SOI).

SCENARIO 2: Metro-focused, maintaining SOI - High density metropolitan area growth. This scenario directs 90% of the future growth in Fresno County to the metropolitan area. (Average densities will be determined after model runs.) It would emphasize higher density infill development and redevelopment; some greenfield development would also occur. It would maintain or shrink the existing SOI. It would allow no further development on strategic agricultural land or on strategic resource conservation land. There would be limited growth in the remainder of the County.

SCENARIO 3: SOI-focused, maintaining SOI - High density metropolitan area growth. This scenario directs almost all of the future growth in Fresno County to the city spheres and Millerton/Shaver Lake areas. (Average densities will be determined after model runs.) It would emphasize higher density infill development and redevelopment; some greenfield development would also occur. It would maintain or shrink the existing SOI. It would allow no further development on strategic agricultural land or on strategic resource conservation land. There would be limited growth in the remainder of the County.

SCENARIO 4: Metro-focused, expanding SOI - Moderate density increase, metropolitan area growth. This scenario directs 80% of the future growth in Fresno County to the metropolitan area. (Average densities will be determined after model runs.) It would involve infill development, redevelopment and significant greenfield development. It would allow for expansion of the SOI to accommodate growth. It would discourage further growth in areas of strategic agricultural or resource conservation land. There would be limited growth in the remainder of the county.

SCENARIO 5: Countywide Growth - Distributing a moderately increased density within all of the cities and unincorporated communities, and include new town development. (Average densities will be determined after model runs.) It includes some density increase from infill development and redevelopment. It would allow for expansion of the spheres of influence to accommodate growth. It would discourage further growth in areas of strategic agricultural or resource conservation land. There would be limited growth in the remainder of the county (unincorporated areas) to support agriculture.

SCENARIO 6: Corridors and Nodes - Moderate growth and high density increases utilizing the concept of the "Metro Rural Loop". Growth would be distributed within the County along the major transportation corridors and at designated "Nodes" which could expand existing cities or be "new cities/towns". This scenario would provide for significant infill/redevelopment in the metropolitan area and greenfield development to accommodate projected population. (Average densities will be determined after model runs.) Spheres of Influence would be adjusted accordingly. Growth corridors and nodes would be developed using the strategic farmlands study and strategic resource land mapping. There would be 2050 and 2110 versions.

DRAFT SCENARIO MATRIX

	Scenario 1 Current Trends/Status Quo	Scenario 2 Metro-Focused Growth "Frozen Spheres"	Scenario 3 Sphere of Influence Focused "Frozen Spheres"	Scenario 4 Metro Focused w/Sphere Expansion New Greenfields	Scenario 5 Countywide Growth w/Sphere Expansion New Towns and Rural Communities	Scenario 6 Corridors and Nodes Metro Rural Loop MRL consultants will provide modeling
		High Density Metro Growth	High Density Countywide Growth	Moderate Density Metro Growth	Moderate Density Countywide Growth	
GROWTH AREAS	Countywide	Metro 90%/Remaining 10%	All city SOIs and Millerton/Shaver Lake area	Metro 80%/Remaining 20%	10% for New towns, Countywide	To be determined
REDEVELOPMENT	250 units/year	3000 units/year	3000 units/year	1500 units/year	500 units/year	To be determined
SPHERES	Unlimited expansion	No expansion	No expansion	Some expansion	Some expansion	To be determined

Blueprint: Outlying cities' boundaries blur

Continued from Page A1

ties such as limiting growth to existing urban areas or establishing new towns along key corridors such as Interstate 5 and Highway 168.

But the centerpiece will be the status quo maps, with their unblinking forecast of a county dominated by urban sprawl at midcentury.

"The story we want to tell the public right now, I guess, is if we continue with business as usual, this is what the [urban area's] footprint will look like," said Barbara Steek, senior transportation planner for the council and staff coordinator of the Fresno County portion of the blueprint effort.

The public will get its chance to weigh in at a series of meetings tentatively planned for April.

The next month, the council's governing board — composed of mayors and other representatives from the county's 15 cities and the Board of Supervisors — is scheduled to vote on which alternative best fits the county's own preferred vision of its future.

After that, vision documents from all eight Valley counties — the others are San Joaquin, Stanislaus, Merced, Madera, Kings, Tulare and Kern — will be merged into a comprehensive set of guidelines for accommo-



"There's a lot of concern that development will chew up open space and farmland."

— **Michael Prandini**, president and chief executive officer of the Building Industry Association of the San Joaquin Valley

dating 4 million more people, more than double the current number, without turning wide swaths of the Valley into new versions of Los Angeles or San Jose.

The nonprofit Great Valley Center, based in Modesto, will coordinate that part of the process. But details on the implementation, including new land-use maps and other legally binding documents, such as general plans, will remain mostly vested with individual cities and counties.

There appears to be broad consensus that the "business as usual" future depicted by the status quo maps is not acceptable, at least in Fresno County. Even the building industry's representatives are on board, up to a point.

"There's a lot of concern that development will chew up open space and farmland," said Michael Prandini, president and chief executive officer of the Building Industry Association of the San Joaquin Valley.

Prandini said builders generally are "OK with denser development," which could include smaller home lots and more condominiums, townhouses and apartments.

But Prandini warned that future home buyers will have the last word: "If you set up a pattern of development that no one wants to buy, then everyone is in trouble."

Besides higher densities, another possible outcome of the blueprint process is a conceptual design for a new transportation corridor called the Metro Rural Loop, which would encircle Madera and the Fresno-Clovis metropolitan area.

One leg might link Highway 65 east of Visalia with Highway 152 near Chowchilla; another could sweep the west side along Highway 145.

Outwardly, it looks like a typical urban beltway, designed for cars and surrounded by sprawl. But Keith Berghold, Fresno's assistant development director and the loop's leading advocate,

says it would be focused on mass transit and accompanied by strict development controls. Moreover, he said, it is intended to serve as "a metaphor for cooperation" among the region's fractious counties, cities and towns.

Madera County Planning Director Rayburn Beach supports the loop, or at least the part that would serve the eastern edge of his county.

But he is a skeptic on the value of the regional blueprint as a whole, preferring to leave such planning efforts to local communities and county governments.

He describes the blueprint process, led by committees of planners, public officials and other local leaders, as reaching only "a particular group of people in every county," he said. "It didn't reach out to the very poor. It didn't reach out to the day-to-day builders."

Nevertheless, blueprint participants say their goal is to build public and institutional support so that, by the time they finish, their vision of the future will be immune from future attack, whether from shortsighted planners or rogue city councils.

They also hope that state financial aid for purposes such as transportation or housing will be somehow tied to compliance with the guidelines that come out of the blueprint.

Farther south, Kingsburg, Selma and Fowler have grown into one knotty mass and have nearly merged with Parlier and Reedley.

That vision of the future, laid out in newly issued computer-generated maps, is something that participants in a current eight-county planning effort say they want the region to avoid — along with the traffic congestion, air pollution and other consequences of unchecked urban sprawl.

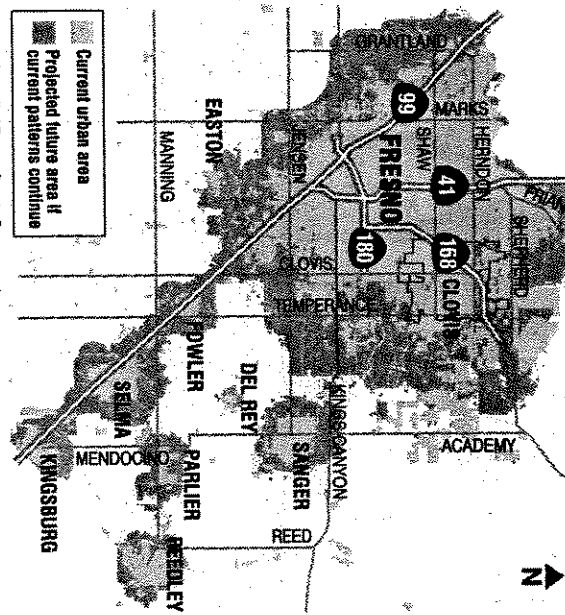
"If we keep building the way we've been building, then that's likely to be what we'll look like," said Clovis planning and development director John Wright, who is on a committee that is shepherding Fresno County's slice of the state-funded San Joaquin Valley Blueprint Planning Process.

Like their counterparts in other counties, local planners with the Council of Fresno County Governments will reach out to the public in coming months for help reshaping the "status quo" outlook reflected by the maps — and for reaction to various alternative visions.

The alternatives will place varying amounts of emphasis on priorities such as preserving farmland and environmentally sensitive land, such as wetlands. They will also examine strate-

A sprawling vision

Maps produced as part of a long-term San Joaquin Valley planning effort show that, if current development patterns do not change, large parts of rural Fresno County will become urbanized by 2050, connecting cities along Highway 99 into one continuous urban mass and encroaching on outlying cities such as Sanger.



Source: Council of Fresno County Governments

THE FRESNO BEE

Clovis planner Wright sees reason to hope that the effort will succeed, even if it means confronting a history of sprawl dating back at least to World War II.

"They've done it in Europe," he said. "So you can't say there's nowhere else in the world where they've done this kind of thing."

The reporter can be reached at rclemings@fresnobee.com or (559) 441-6371.

Valley seeking to stall sprawl

Eight counties work toward smarter growth.

By Russell Clemings
The Fresno Bee

Welcome to Fresno County in the year 2050.

Since 2007, the population has doubled to almost 2 million. But development patterns haven't changed.

Endless subdivisions of single-family homes still rule the landscape. Farmland still gives way to tile roofs and fescue lawns in one gulp after another of 160 acres each.

The Fresno/Clovis metropolitan area has swallowed Easton and is creeping to the outskirts of Sanger.

Farther south, Kingsburg, Selma and Fowler have grown into one knotty mass and have nearly merged with Parlier and Reedley.

That vision of the future, laid out in newly issued computer-generated maps, is something that participants in a current eight-county planning effort say they want the region to avoid — along with the traffic congestion, air pollution and other consequences of unchecked urban sprawl.

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See BLUEPRINT, Page A14

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. J.

Fresno COG "One Voice" ~ 2008 Recommended Regional Priorities

Project/Bill/Account	Project Description	Project Location	Congressional District	Total Request (Final\$ TBD)	Requesting Agency
# 1 Transportation Priority Project					
State Route 180 - Temperance to Academy Ave. <i>THUD (STP)</i>	Completion of construction of the segment of SR 180 from Temperance to Academy	Southeast Fresno County	21	\$3,000,000	Fresno COG
Highway 269 Bridge Project <i>THUD (STP)</i>	Build a 500 foot bridge across the Arroyo Pasajero Creek	Near the City of Huron	20	\$1,300,000	Fresno COG
Golden State Corridor Economic Development Infrastructure <i>THUD (TCSP)</i>	Roadway rehabilitation, improvements and enhancements to facilitate economic development.	Golden State Boulevard through Kingsburg, Selma, Fowler, and portions of Fresno Co.	19, 20, 21	\$3,000,000	Fresno COG
Recycled Water Master Plan System – Phase C <i>Interior (EPA-STAG)</i>	Complete build-out of main water transmission lines. Developed in 5 phases – Total Cost - \$35 million	City of Clovis	21	\$850,000	City of Clovis
Veteran's Boulevard <i>THUD (STP)</i>	Diagonal connection between Herndon Ave. and Grantland in NW Fresno	NW area of City of Fresno	19	\$1,500,000	City of Fresno
Willow Avenue Corridor Improvements from Herndon Ave to Copper Ave. <i>THUD (TCSP)</i>	Widening of Willow Ave	Northeast Fresno connecting to the City of Clovis	21	\$2,000,000	City of Fresno
Manning Avenue Bridge Rehabilitation and Reconstruction. <i>THUD (TCSP)</i>	Manning Avenue Bridge Rehabilitation and Reconstruction.	Manning Avenue entrance to Reedley over the Kings River	21	\$500,000	City of Reedley
#1 Social Services Priority Project					
Never Give Up - Fresno County Gang Prevention Initiative Justice: Commerce, Justice, Science	Institute first step of countywide Gang Prevention Initiative	Countywide	18, 19, 20, 21	\$1,500,000	County of Fresno
Transit Signal Priority <i>THUD (Bus and Bus Facilities)</i>	Fund Transit Signal Priority System	Various congested intersections within Fresno Clovis Metropolitan Area	18, 20, 21	\$3,500,000	City of Fresno

Congressional Districts – 18 – Cardoza, 19 – Radanovich, 20 – Costa, 21 – Nunes
1/7/2008

Fresno COG "One Voice" 2008 Policy Priorities

<i>Project/Legislative Vehicle</i>	<i>Project Description</i>	<i>Project Location</i>	<i>Applicant</i>	<i>Congressional Districts</i>
Future of the 144th Fighter Wing, California Air National Guard <i>Defense (Authorization)</i>	To assign F-15 aircraft to the 144th Fighter Wing to replace the F-16 dated to expire in the year 2012.	Fresno Yosemite International Airport	City of Fresno	21
Fresno Yosemite International Airport <i>DHS (Authorization)</i>	Establish FYI as an international Port of Entry (POE) with the US Dept. of Homeland Security, Customs and Border Protection Agency (CBP)	Fresno Yosemite International Airport	City of Fresno - Dept. of Airports	21
Air Quality Enterprise/ Empowerment Zone Designation Federal Tax Legislation <i>(Authorization)</i>	Establishment of new designation	County of Fresno	County of Fresno - Board of Supervisors	18, 19, 20, 21

A Guide to Appropriations Project Opportunities

Bill THUD: Transportation-Housing and Urban Development Account STP: Surface Transportation Program TCSP: Transportation-Community-System Preservation Account EDI: Economic Development Initiative Account	(STP) The Surface Transportation Program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities; Average Project Amount \$1,500,000-\$2,500,000. (TCSP) Funds within this account are used to: (1) Improve the efficiency of the transportation system; (2) Reduce environmental impacts of transportation; (3) Ensure efficient access to jobs, services, and centers of trade; (4)Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals; Average Project Amount \$300,000-\$1,000,000. (EDI) This account is the broadest of all the urban development funds. EDI funds are used for a wide variety of economic development projects but must be used for construction or real property acquisition; Average Project Amount \$300,000-\$500,000.
Bill Interior Account STAG: State and Tribal Assistance Grants Account	These funds are largely designed to build or rehabilitate water and wastewater infrastructure systems. However, funding may also be used for related activities such as monitoring and treatment. This account provides funding for both wastewater and drinking water projects and related activities. 70% of funds within this overall account are used to capitalize state revolving funds for wastewater and clean water while roughly 30% of total funds are earmarked by Congress for the above activities; Average Project Amount \$250,000- \$500,000.
Bill Labor-HHS-Education: Labor Health and Human Services and Education Account Museum and Library Services Account Health Resource Service Administration (HRSA)	(Museum and Library Services) This related agency program provides funding to upgrade and expand museums and other educational institutions including facilities and programming; Average Project Amount \$75,000-\$300,000. (HRSA) These funds are used for construction and equipment as well as program development. HRSA supports programs which provide health services to disadvantaged, medically underserved, and special populations, decrease infant mortality, assist in the education of health professionals, and provide technical assistance regarding the utilization of health resources and facilities. Construction projects <u>must</u> be directly related to health-related activities; Average Project Amount \$600,000-\$800,000.
Bill Justice: Commerce, Justice, Science Account Juvenile Justice Program Byrne-JAG: Byrne Memorial Justice Assistance Grants Account COPS Technology	JAG funds are used for law enforcement programs, prevention and education programs, drug treatment programs, prosecution and court programs, and planning, evaluation, and technology improvement programs; Average Project Amount \$500,000- \$700,000. COPS Technology grants provide funding for the continued development of technologies and automated systems that help Tribal, state, and local law enforcement agencies prevent, respond to, and investigate crime. This funding allows state agencies to purchase technologies to advance communications interoperability, information sharing, crime analysis, intelligence gathering, and crime prevention in their communities. Average Project Amount \$200,000-\$300,000.
Bill Department of Agriculture Account Buildings and Facilities and/or	Funds for Agriculture Research Service buildings and facilities. To perform agricultural research and demonstration relating to production, utilization, marketing, and distribution (not otherwise provided for); home economics or nutrition and consumer use including the acquisition, preservation, and dissemination of agricultural information; and for acquisition of lands by donation, exchange, or purchase at a nominal cost Average Project Amount \$270,000- \$2,000,000

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. N.

Adopted January 9, 2009

San Joaquin Valley Housing Trust Board of Directors and Alternates

San Joaquin Valley COGs (8)

Kings County Association of Governments	
Elected: Sid Craighead, Avenal Council	Staff: Terri King, ED
Fresno County Council of Governments	
Elected: January 24 meeting	Staff: Barbara Goodwin, ED
Kern County Council of Governments	
Elected: January meeting	Staff: Ron Brummit, ED
Madera County Transportation Commission	
Elected: January meeting	Staff: Patricia Taylor, ED
Merced County Association of Governments	
Elected: Diedre Kelsey, Supervisor	Staff: Jesse Brown, ED
San Joaquin Council of Governments	
Elected: January meeting	Staff: Andrew Chesley, ED
Stanislaus Council of Governments	
Elected: January meeting	Staff: Vince Harris, ED
Tulare County Association of Governments	
Elected: January 28 meeting	Staff: George Finney, ED
City staff Professional: from Each County to be chosen by COGs	

California Partnership for the San Joaquin Valley (4)

Land Use, Agriculture, Housing Work Group:
Energy Work Group: Green Builders Association
Workforce Work Group:
Partnership Board liaison: Fritz Grupe, The Grupe Company

Affordable Housing Developers (4)

Carol Ornelas, Executive Director, Visionary Builders
Michael Lane, Management Analyst, Self Help Enterprises
Dennis Wallace, Executive Director, Habitat Bakersfield, representing Valley Habitats

Valley Housing Authorities: Stephen Pelz, ED, Kern County Housing Authority
Alternate: Nick Benjamin, ED, Madera Housing Authority

Valley Homebuilders Association (BIA): John Beckman, CEO, BIA of the Delta
Alternate: Mike Prandini, CEO, BIA Fresno County

Trade Unions: Building Trades Council

Housing Advocates (3)

North Valley: People and Congregations Together: Loretta Thomas
Central Valley: Sara Hedgepath Harris, Fresno Housing Alliance
South Valley: Faith in Action: Andrae Gonzales

Specialists (3)

Child Care: Christie Hendricks, Child Care Planner, Merced Department of Education
Disabilities: Bob Hand, Executive Director, Centers for Independent Living
CV Planning Organization: John Wright, City of Clovis; Fred Brusuelas, City of Visalia

Staff assistance to Board: ~~Central California~~ ^{CALIFORNIA COALITION OF} Rural Housing: Darryl Rutherford; California Partnership: Allysunn Williams.

Advisors to Board: US HUD: Rollie Smith; State of California HCD: Paul McDougall

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. O.

Original table

Table 19
Final Estimated Housing Construction Need
by Jurisdiction and Income Group
January 1, 2006 to June 30, 2013

Market Area	City/Unincorporated	Adjusted table			Difference		
		Very Low	Low	Total	Very Low	Low	Total
FCMA	Clovis	3,214	2,323	15,398	3,275	2,354	15,384
	Fresno	4,820	3,260	20,971	4,912	3,304	20,968
	Unincorporated	297	142	658	303	144	664
	FCMA Total	8,331	5,725	37,027	8,490	5,803	37,015
East Valley	Fowler	130	94	550	132	96	551
	Kingsburg	308	227	1,211	314	230	1,213
	Orange Cove	213	157	778	218	159	781
	Parlier	139	102	640	142	104	639
	Reedley	311	231	1,349	317	234	1,350
	Sanger	561	403	2,350	572	408	2,351
	Selma	435	337	2,169	444	341	2,166
	Unincorporated	252	155	677	257	157	680
	East Valley Total	2,349	1,706	9,724	2,394	1,729	9,730
Westside North	Firebaugh	99	79	379	101	80	380
	Kerman	689	419	2,420	702	425	2,424
	Mendota	89	71	359	91	72	359
	San Joaquin	53	42	199	54	43	200
	Unincorporated	201	116	631	205	117	633
	Westside North Total	1,131	727	3,988	1,153	737	3,996
Westside South	Coalinga	35	23	115	35	24	115
	Huron	126	80	475	129	81	477
	Unincorporated	60	12	139	61	12	140
	Westside South Total	221	115	729	226	116	731
Sierra Nevada	Unincorporated	114	86	672	116	88	670
	Sierra Nevada Total	114	86	672	116	88	670
Total County	Incorp. Total	11,222	7,848	49,366	11,436	7,955	49,357
	Unincorp. Total	925	511	2,777	943	518	2,786
	County Total	12,147	8,359	52,142	12,379	8,473	52,142

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. P.

FINANCIAL OPERATIONS																		
	Clovis	Coalinga	Firabaugh	Fowler	Fresno City	Huron	Kerman	Kingsburg	Mendota	Orange Cove	Parlier	Reedley	Sanger	San Joaquin	Seima	Fresno County	Admini- stration	Total
YTD REVENUES																		
Registration Fees																		\$181,697.76
Interest																		\$6,418.18
Other																		
TOTAL REVENUES																		\$188,116.94
COSTS (3rd QUARTER)																		
Personnel	12,502.00	4,042.00	1,974.00	4,418.00	135,320.00		470.00	846.00				8,460.00	4,136.00	188.00	2,162.00	24,573.24	2,375.00	201,466.24
Services and Supplies			105.00				65.00	233.58				818.75		1,262.50	2,608.00	1,684.28		6,777.11
Major Purchases (\$2,500+)																		0.00
TOTAL COSTS	12,502.00	4,042.00	2,079.00	4,418.00	135,320.00		535.00	1,079.58				9,278.75	4,136.00	1,450.50	4,770.00	26,257.52	2,375.00	208,243.35
YTD COSTS	12,502.00	4,042.00	2,079.00	4,418.00	135,320.00		535.00	1,079.58				9,278.75	4,136.00	1,450.50	4,770.00	26,257.52	2,375.00	208,243.35
UNEXPENDED REVENUES																		\$0.00
VEHICLES ABATED																		
VOLUNTARY ABATEMENTS																		
PUBLIC	34	27	1	43														105
PRIVATE	59		14		768		3	7				74	36		19	183		1,163
TOWS (ABATEMENTS)																		
PUBLIC	4	8	1	2														15
PRIVATE	16		2		14		1	1				8	4	1	2			49
TOTAL ABATEMENTS																		
PUBLIC	38	35	2	45									0		0	0		120
PRIVATE	75		16		782		4	8				62	40	1	21	183		1,212
GRAND TOTAL ABATEMENTS	113	35	18	46	792		4	8				62	40	1	21	183		1,332

2007/08 ABANDON VEHICLE ABATEMENT FUND ACTIVITY

1ST QTR

09/30/07

Fund	UNDIST.	PRIOR	CURRENT	YTD	PRIOR	CURRENT	YTD	
NumbMember Agency	BALANCE	REVENUE	REVENUE	REVENUE	EXPENSE	EXPENSE	EXPENSE	
		****		****	****		****	
01 Clovis		15,492.58	17,059.60	32,552.18	.00	12,502.00	12,502.00	20,050.18
02 Coalinga		4,967.17	5,469.79	10,436.96	.00	4,042.00	4,042.00	6,394.96
03 Firebaugh		2,188.46	2,409.88	4,598.34	.00	2,079.00	2,079.00	2,519.34
04 Fowler		2,065.01	2,274.00	4,339.01	.00	4,418.00	4,418.00	(78.99)
05 Fresno		92,232.47	101,561.88	193,794.35	.00	135,320.00	135,320.00	58,474.35
06 Huron		732.22	806.51	1,538.73	.00	.00	.00	1,538.73
07 Kerman		1,483.39	1,633.46	3,116.85	.00	535.00	535.00	2,581.85
08 Kingsburg		1,364.17	1,502.09	2,866.26	.00	1,079.58	1,079.58	1,786.68
09 Mendota		831.78	916.05	1,747.83	.00	.00	.00	1,747.83
10 Orange Cove		930.43	1,024.63	1,955.06	.00	.00	.00	1,955.06
11 Parlier		1,154.22	1,270.87	2,425.09	.00	.00	.00	2,425.09
12 Reedley		6,920.83	7,620.78	14,541.61	.00	9,278.75	9,278.75	5,262.86
13 Sanger		6,545.16	7,207.21	13,752.37	.00	4,136.00	4,136.00	9,616.37
14 San Joaquin		359.25	395.50	754.75	.00	1,450.50	1,450.50	(695.75)
15 Selma		5,562.16	6,124.53	11,686.69	.00	4,770.00	4,770.00	6,916.69
16 Fresno County		19,379.07	21,339.16	40,718.23	.00	26,257.52	26,257.52	14,460.71
18 COFCG ADMIN	162,389.23	(162,208.37)	9,500.00	(152,708.37)	.00	2,375.00	2,375.00	7,305.86
		(.00)	188,115.94	188,115.94	.00	208,243.35	208,243.35	142,261.82
				188,115.94 **			208,243.35 **	
Fund		AVA			AVA	AMOUNT	Unclaimed	Cumulative
NumbMember Agency		CASH			PAYABLE	AVAILABLE	Cash	Unpaid
		BALANCE			Balance	TO PAY	Balance	Expenses
		****			****			
01 Clovis		32,372.18			12,322.00	12,322.00	20,050.18	.00
02 Coalinga		10,436.96			4,042.00	4,042.00	6,394.96	.00
03 Firebaugh		4,598.34			2,079.00	2,079.00	2,519.34	.00
04 Fowler		4,339.01			4,418.00	4,339.01	.00	78.99
05 Fresno		193,794.35			135,320.00	135,320.00	58,474.35	.00
06 Huron		1,538.73			.00	.00	1,538.73	.00
07 Kerman		3,116.85			535.00	535.00	2,581.85	.00
08 Kingsburg		2,866.26			1,079.58	1,079.58	1,786.68	.00
09 Mendota		1,747.83			.00	.00	1,747.83	.00
10 Orange Cove		1,955.06			.00	.00	1,955.06	.00
11 Parlier		2,425.09			.00	.00	2,425.09	.00
12 Reedley		14,541.61			9,278.75	9,278.75	5,262.86	.00
13 Sanger		13,752.37			4,136.00	4,136.00	9,616.37	.00
14 San Joaquin		754.75			1,450.50	754.75	.00	695.75
15 Selma		11,686.69			4,770.00	4,770.00	6,916.69	.00
16 Fresno County		40,718.23			26,257.52	26,257.52	14,460.71	.00
18 COFCG ADMIN		9,680.86			2,375.00	2,375.00	7,305.86	.00
		350,325.17			208,063.35	207,288.61	143,036.56	774.74
		350,325.17			208,063.35	0		142,261.82
****							REV/SUM	(20,127.41)

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. Q.

Proposed Scope of Work for Analysis of Short-haul Rail Intermodal Facilities in the San Joaquin Valley

Objectives

The purpose of the proposed analysis is to estimate the change in truck vehicle miles of travel (VMT) that would be expected as a result of operating short haul rail freight service between the Port of Oakland and a new intermodal terminal located in the San Joaquin Valley. This service will allow California produce and manufactured goods to be put on rail at one or more locations in the Valley, and transported by rail to the Port of Oakland for export markets. Conversely, it will also allow goods inbound to the Central Valley to be transported by rail from the Port of Oakland or other likely points of origin for distribution to markets within and beyond the Valley.

Cambridge Systematics will adapt the San Joaquin Valley Truck Model and Performance Measure Tools developed in Phase III of the San Joaquin Valley Goods Movement Study to conduct the modal diversion analysis and VMT calculations. The analysis will focus on the number of truck trips rerouted, replaced and/or eliminated as a result of the rail service and affiliated intermodal terminal, and the resulting change in truck VMT within the 8 San Joaquin Valley counties represented in the model. We will use other available information, including a recent (2007) survey of Valley agricultural producers and shippers, to help develop and refine a rail diversion model for this application.

Task 1 - Update the Truck Diversion Model

In an earlier study conducted by The Tioga Group and Cambridge Systematics in 2003, a truck diversion model was developed using information from surveys and interviews with shippers / carriers and data from existing sources. Existing data sources included the Central Stanislaus Freight Study, the Caltrans Statewide Truck Travel Survey, the Caltrans Intermodal Transportation Management System data, and the Port Import/Export Reporting Service provided by the port.

This truck diversion model will be updated based on a new survey conducted by Tioga earlier this year. Tioga interviewed importers/exporters in California's Central Valley to obtain several data points and expressions of interest or disinterest in the proposed short-haul rail service between a) the Port of Oakland and Stockton and b) the Port of Oakland and Crows Landing.

The new survey showed an increased interest in using rail based on a well defined service plan. Parameters in the model will be updated using the latest data.

Task 2 - Calculate Truck Diversion

The diversion model will be used to analyze impacts for the following four scenarios. These are:

- Rail service to Crow's Landing only - Near term (2000) analysis

- Rail service to Crow's Landing only - Future year (2030) analysis
- Rail service with stops at Crow's Landing and Fresno - - Near Term (2000) analysis
- Rail service with stops at Crow's Landing and Fresno - - Future year (2030) analysis

For each scenario, the percentage of shippers that would likely use the rail service will be estimated for three commodity groups. The three commodity groups are perishable food/farm products, non-perishable food/farm products, and other products. The truck trips removed due to rail usage will be replaced with truck trips added to the system due to drayage to the local intermodal hub.

Task 3 - Model runs to perform Impact Analysis

Cambridge Systematics will adapt the San Joaquin Valley Truck Model and Performance Measure Tools developed in Phase III of the San Joaquin Valley Goods Movement Study to accommodate a modal diversion analysis. To apply the Truck Model to this study, the team will identify zip code distribution of truck trips between the Port of Oakland and the San Joaquin Valley affected by the rail alternatives. The model then redirects the appropriate truck trips from each zip code to the nearest intermodal yard rather than Port of Oakland. Model runs will be performed separately for each scenario. The standard output performance measures include:

- Truck volumes on all roadways
- Vehicle miles traveled
- Congestion (recurrent delay)
- Reliability (non-recurrent delay)
- Safety (fatalities, injuries, and property damage)
- Emissions

Task 4 - Management and Meetings

Cambridge Systematics will prepare for and attend a number of meetings during the course of the project. In addition to these meetings, we will have regular telephone conference calls.

Optional Task 5 - Additional Horizon Year

This is an optional task to perform analysis for an additional horizon year to provide input to the emissions analysis. This would involve updating networks socioeconomic data and the commodity flow data to setup the model to produce forecasts for an additional horizon year.

Optional Task 6 - Additional Scenarios

This is an optional task to perform analysis for additional scenarios. One such scenario could be to model rail service with stops at Crow's Landing, Fresno and Shafter. Table 1 shows the budget involved in analyzing each additional scenario.

Cost Proposal

Table 1.0 Proposed Cost by Task

Tasks	Hours	Cost
1. Update The Truck Diversion Model	72	\$9,045
2. Calculate Truck Diversions	36	\$5,133
3. Impact Analysis	104	\$12,308
4. Meetings and Management	36	\$9,183
5. Optional Task - Additional Horizon Year	80	\$10,000
6. Optional Task - Additional Scenario	44	\$5,007
Subtotal (without optional task)	248	\$35,669
Subtotal (with optional task)	292	\$50,676

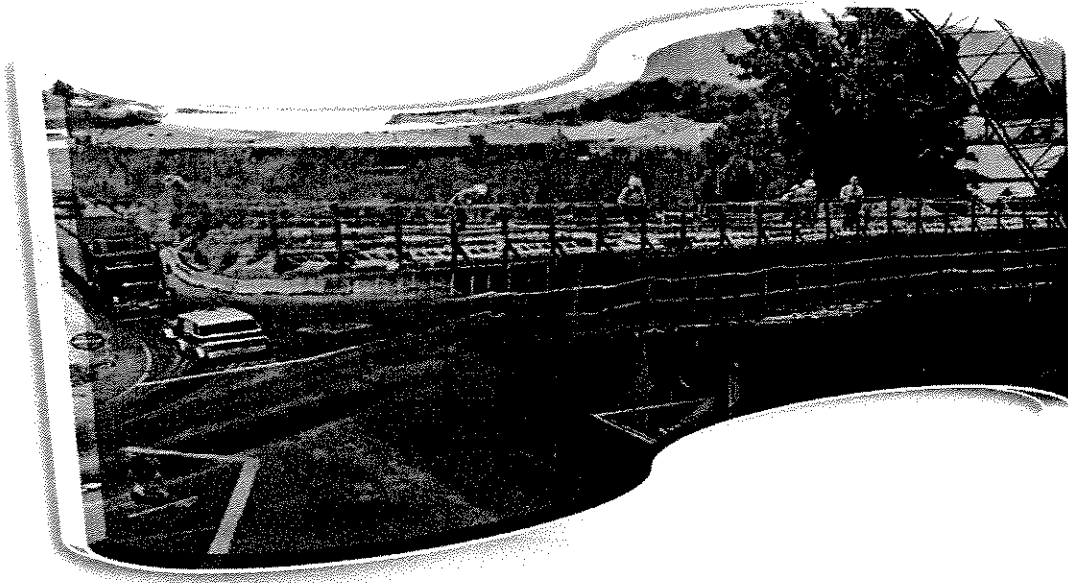
Project Schedule

Initial results for the above mentioned four scenarios for years 2000 and 2030 will be completed by 12/31/07. Additional scenarios and work on an intermediate horizon year will be completed on a schedule to be determined.

POLICY ADVISORY COMMITTEE

IV. OTHER BUSINESS

San Joaquin Valley Regional Transportation Planning Agencies Fall/Winter Policy Conference



Strengthening Our Valley Voice

January 31 – February 1, 2008
Stockton, CA

Stockton Sheraton at Regent Point
110 West Fremont Street
Stockton, CA 95202
\$109 single/double

Hosted by:
San Joaquin Council of Governments
555 East Weber Avenue
Stockton, California 95202
Phone: 209-468-3913
Fax: 209-468-1084
Email: info@sjcog.org



REGISTRATION

Conference Registration

To register, please make your checks payable to SJCOG and mail to: SJCOG, Attn: Nicole Gorham, 555 East Weber Avenue, Stockton, CA 95202. Please fax this form to (209) 468-1084.

Name: _____ Title: _____
Organization: _____ Address: _____
City: _____ State/Zip: _____
Phone: _____ Email: _____

Cost is **\$90 per person** and includes continental breakfast and lunch (both days) and the Thursday evening reception and dinner.

Total Amount Enclosed \$ _____

_____ Check here if you prefer vegetarian meals

Accommodations

The conference will be held at the new Stockton Sheraton Hotel at 110 West Fremont Street, Stockton. A block of rooms has been reserved for January 30 – 31, 2008. The room rate is \$109.00. The cutoff date for reservations is January 18, 2008. Make reservations by calling 800-325-3535 or 209-944-1140. To obtain the group rate, reference SJCOG when making your reservation.

Transportation

Driving Directions: From Highway 99 north/south, take the Highway 4 West exit towards Central Stockton. Take the Center Street/El Dorado Street/Downtown exit. Turn right on South Eldorado Street. Turn left on East Fremont Street. Arrive at Stockton Sheraton at Regent Point.

From Interstate 5 north/south, take the Downtown Stockton/Fresno Avenue exit. Turn left on El Dorado Street. Turn left on East Fremont Street. Arrive at Stockton Sheraton at Regent Point.

Cancellation Policy

All cancellations after January 29th are subject to payment for all costs; i.e. meals, copying fees, etc. There will be no refunds after January 30th. Substitutions are always accepted.

PRELIMINARY PROGRAM

Thursday, January 31st

7:00 am to 8:00 am
Registration and Continental Breakfast

8:00 am to 8:15 am
Welcoming Remarks
Victor Mow, Chairman, San Joaquin Council of Governments
Board of Directors and Supervisor, San Joaquin County Board
of Supervisors

8:15 am to 9:30 am
Session 1: Transportation Financing
Our unmet maintenance, operation, and rehabilitation
needs. How big is the problem for our local streets and
roads, state highways, and transit? What can we do
about it?

9:30 am to 10:45 am
Session 2: A Single Voice for San Joaquin Valley
Relationship-building, programming, and policy issues
between valley COGs. How well do we communicate?
What can we do differently? How do we develop "one
voice" for the valley?

10:45am to 11:00 am **Break**

11:00 am to 12:15 pm
Session 3: Route 99 - Next Steps
How Proposition 1B is helping to enhance the Valley's
major goods movement corridor.

12:15 pm to 1:30 pm **Lunch and Keynote Speaker**
Secretary Dale Bonner, Business, Transportation, &
Housing Agency

1:30 pm to 3:00 pm
**Session 4: Blueprint, Partnership, and Local
Government - Roles and Relationships**
How do the Blueprint Regional Advisory Committee
California Partnership for the San Joaquin Valley, and
local government see their roles today and in
the future? How can we best work together?

3:00 pm to 3:15 pm **Break**

3:15 pm to 4:45 pm
**Session 5: "We Are Not Alone"- Partnerships
Outside of the Valley**
What kind of public/private partnerships exist within our
regions? How do interregional partnerships leverage
more funding for common projects? This session will
explore regional transportation strategies and the
collaborative role of public/private partnerships.

5:30 pm to 6:30 pm **Reception**

6:30 pm to 9:00 pm **Dinner**
Congressman Dennis Cardoza (invited)

Friday, February 1st

8:00 am to 9:00 am
Continental Breakfast

9:00 am to 10:30 am
**Session 6: High Speed Rail - Impacts on the Valley
Region**
What are the pros and cons of high speed rail in the
Valley? What are the environmental impacts and
connectivity features? This session will discuss
alignment and access.

10:30am to 10:45 am **Break**

10:45am to 12:00 pm
Session 7: Transportation Sales Tax Measures
The good, the bad, and the ugly. Local transportation
measures in the San Joaquin Valley. This session will
discuss issues and strategies for developing a sales tax
measure.

12:00 pm to 1:00 pm **Working Lunch**
Session 8: Goods Movement
Priorities for goods movement in the valley. What are the
results from the Transportation Bond?