

***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. A.***

REGIONAL PUBLIC TRANSPORTATION INFRASTRUCTURE STUDY (PTIS)

REQUEST FOR PROPOSALS

March 3, 2008

Proposals Requested By:

Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno CA, 93721
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TASK ORDER REQUEST FOR PROPOSALS
REGIONAL PUBLIC TRANSPORTATION INFRASTRUCTURE STUDY
COUNCIL OF FRESNO COUNTY GOVERNMENTS

I. INTRODUCTION

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

Discussion

Fresno County is part of the San Joaquin Valley Air Basin, a region that, much like its California cousin the South Coast Air Quality Management District, has significant air quality challenges. However, unlike other California regions, the San Joaquin Valley is not dominated by emissions from one large urban area. Instead, there are a number of small and moderately sized urban areas spread along the main axis of the predominantly rural Valley. This wide distribution of emissions complicates the problem of addressing air quality issues, and makes traditional strategies to reduce vehicle travel, such as public transportation, less practical.

Additionally, recent state population projections show Fresno County, as well as the entire San Joaquin Valley, more than doubling by the year 2050. Nearly two million people in Fresno County and over nine million in the Valley will present serious challenges to our built environment and to the public sector's ability to provide adequate services. How we maintain a desirable quality of life in the face of such growth is an ongoing challenge for local government planners.

The San Joaquin Valley Blueprint Planning Process is addressing just such issues. This eight county endeavor is a collaborative effort among the Valley's Councils of Governments (COGs). It is addressing land use and transportation to the year 2050 within the "Sustainable Communities" themes of Environment, Economy and Equity. The program is sponsored by the State with matching funds from the Valley Air District and the COGs. Blueprint planning is taking place at the county level with the COGs serving as lead agencies. It also has a regional component, where the Great Valley Center will synthesize the input from the eight counties into a cohesive Valley Vision.

Before the Blueprint processes had been initialized in the Valley, Fresno County policy makers formulated a study concept called the Public Transportation Infrastructure Study (PTIS). The purpose of the study is to evaluate mobility needs and opportunities, and identify strategies for public transit and transit supportive infrastructure development that will result in wider acceptance of alternative travel modes such as public transit, bicycle and pedestrian travel as mobility options.

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

developed a set of transit supportive recommendations. Phase I reports are available on the Fresno COG website at www.fresnocog.org.

In 2006, Fresno County Voters approved a half-cent sales tax called Measure C. Measure C includes a projected \$5 million reserve for the completion of the PTIS and the formation of a regional transit agency.

For the next phase of the PTIS, the Fresno COG will utilize the Fresno County Blueprint Steering Committee as the PTIS Steering Committee to ensure the highest possible integration of PTIS and Blueprint planning activities.

II. SCOPE OF WORK

The selected consultant(s) will work with the Fresno COG's Blueprint/PTIS Steering Committee to develop strategies for carrying out the scope of work which will lead to the successful achievement of the study goals that were developed in Phase I of the PTIS.

The Consultant shall assess and provide continuity with other related planning activities and processes within the region. Familiarity with other plans and activities is crucial. Some of those plans, studies and activities include:

- The San Joaquin Valley Blueprint
- Metro Rural Loop Feasibility Study
- The City of Fresno Activity Center Study
- Farmland Conservation Studies
- The City of Fresno South East Growth Area Specific Plan
- The Long-range Transit Master Plan and Bus Rapid Transit Plan
- The City of Fresno Downtown Transportation and Infrastructure Study

Information about these plans and studies is available on the COG website at www.fresnocog.org.

Public Transportation Infrastructure Study Goals:

System Design Goals

1. Design a countywide public transportation system that maximizes personal mobility by providing functional access to work, education, health care, recreation and other essential services for all county residents.
2. Design a countywide public transportation system which is safely accessible to pedestrians and bicyclists.
3. Design a countywide public transportation system that provides a viable, attractive and affordable alternative to private automobiles.
4. Design a countywide public transportation system that will lead to reduced vehicle miles traveled, improved air quality, and reduced traffic congestion.
5. Design a countywide public transportation system that provides optimum connectivity between all Fresno County jurisdictions including Indian Tribal Governments and communities. This county system should not preclude any logical connectivity to existing or future planned services in neighboring counties.

6. Design a countywide public transportation system that will be sustainable over a 50 year planning horizon.

System Supportive Strategies

1. Develop strategies that will maximize the use of public transportation.
2. Develop strategies that will reduce dependence upon private automobile use.
3. Develop transportation investment strategies that insure transportation-disadvantaged populations such as youths, seniors, disabled, farm workers and low income groups have convenient, fast, efficient, and reliable, access to work, education, health care, recreation and other essential services.
4. Develop strategies that that promote and support overall safety, walkability, and convenient access to public transportation.
5. Develop strategies that support intermodal travel including park-and-ride, rideshare, bicycle, rail and transit programs.
6. Develop public transportation strategies that support long-term regional economic vitality.

Scope of Services:

1. Determine the feasibility of various pedestrian, bicycle and transit supportive strategies
 - Identify transit and transit supportive infrastructure options and technologies
 - Determine which options, systems and technologies are viable under current conditions (Current Condition Scenario)
 - Determine what systems and technologies may be viable under alternative growth scenarios.

Note: The alternative scenarios will include among other ideas mixed land uses; compact building design; walkable development with a variety of transportation options, and an evaluation of population distribution and land use modifications.
2. Evaluate and model route alignments; project ridership; estimate costs; estimate anticipated shifts in transportation mode (mode split)
 - Determine route alignment and station locations under Current Condition Scenario
 - Estimate Current Condition Scenario capital and operational costs
 - Project Current Condition Scenario mode split
 - Determine route alignment and station locations under Alternative Growth Scenarios
 - Estimate capital and operational costs for Alternative Growth Scenarios
 - Project mode split for Alternative Growth Scenarios

Note: The City of Fresno has an established Bus Rapid Transit (BRT) Plan that the consultant will use for identified transit corridors under current conditions and alternative growth scenarios. Additional corridors may be identified during the study process. The consultant will be expected to further refine the BRT Plan through this study process, and develop connections with other corridors serving Fresno County communities.

3. Develop transit supportive policies and standards

- Develop transit supportive land use standards
- Develop model general plan element for transit supportive policies and standards
- Develop model mixed-use development policies and standards.
- Develop model infill development policies and standards
- Develop model transit station facility standards
- Develop transit supportive land-use overlays for key transit corridors

4. New Technology Funding Reserve

- Identify best opportunities to enhance existing transit modes through New Technology (Personal Rapid Transit or similar systems) for maximum intermodal operations.
- Identify best potential projects for New Technology funding reserve.
- Model ridership for potential projects
- Prepare potential implementation schedule and cost/benefit estimates
- Identify potential revenue streams
- Identify potential private sector partners/investors and government matching fund resources
- Restrict Study to technologies that have completed successful full-scale test facilities or are likely to have them completed by 2010

5. Develop Implementation Plan

- Develop long and short-range project priority list
- Develop operating and capital funding strategies
- Develop long and short-range implementation plan

6. Downtown Fresno Streetcar Feasibility Study

Please refer to supplemental RFP package:

Downtown Fresno Streetcar Feasibility Study

III. PUBLIC INVOLVMENT PROCESS

As with any effective planning process, public involvement is critical to the success of this effort. The Consultant will be expected to prepare and execute an effective public outreach program to insure that the public and elected officials are informed and engaged in all planning activities. Efforts to include minority groups such as farm workers, Native American communities and non-

English speakers will be required. A proposed public involvement process should be identified in each work task that supports the task and the overall project.

The Public Outreach and Involvement Process should include:

- Internet resources on the COFCG's website
- News letters, electronic and hardcopy
- Mass media, print and broadcast
- Public workshops during each phase of the process
- High quality graphic illustrations and computer simulations, and
- Multiple presentations to policy level boards including the County Board of Supervisors, the Fresno City Council, the COFCG Policy Board and any Fresno County City with a population greater than 25, 000.
- A method for assessing the level of public awareness of the PTIS

IV. PROPOSAL REQUIREMENTS

Proposal content and completeness are important. Clarity and conciseness are essential and will be considered in assessing the proposing organization's capabilities. The Project Technical Advisory Committee will screen all Consultant proposals submitted in response to this request for proposals. The Committee will determine, through the screening process, which Consultants may be invited to make formal presentations and be interviewed by the Committee. The Committee reserves the right to make a final selection without an interview.

One (1) reproducible and fifteen (15) copies of the proposal must be received at the Council of Fresno County Governments office, located at 2035 Tulare Street, Suite 201, Fresno, California 93721, by 5:00 P.M. PST on April 18, 2008. Proposals not received by that date and time will not be considered. In order to simplify the review process and to maximize the degree of comparative analysis, the proposal should be organized in the following manner:

A. TRANSMITTAL LETTER

The transmittal letter should be signed by an official authorized to bind the Consultant contractually and will contain a statement to the effect that the proposal is a firm offer for 90 days. The letter accompanying the proposal will also provide the following: names, titles, mailing address, email addresses, and telephone numbers of individuals with the authority to negotiate and contractually bind the company.

B. TABLE OF CONTENTS

Include identification of the material by section and page number.

C. OVERVIEW

This section should clearly convey the Consultant's understanding of the nature of the work and the general approach to be taken to its performance. This section should include, but not be limited to, a discussion of the purpose of the project, the organization of the project effort, and a summary of the proposed approach.

D. PROPOSED WORK PLAN

This section should include:

1) Task Descriptions:

A work program including a recommended set of tasks that will accomplish the goals and objectives of the PTIS. Include a full description of each step to be followed in carrying out the project. The work description should be presented in sufficient detail (tasks, subtasks, schedule, etc.) to demonstrate a clear and complete understanding of the work and the proposed approach.

2) Products:

A description of the format, contents and level of detail that can be expected for each anticipated task deliverable product should be included.

3) Schedule:

A schedule showing the expected sequence of tasks, subtasks, etc. should accompany the work description. Important milestones should be identified on the schedule.

E. Management Approach

This Section should describe the Consultant's management approach. If the proposal is a team effort, the distribution of work among the team members should be indicated. Describe the organization of the management, the structure of the work assignments, and any specific features of the management approach that requires special explanation. The prospective Consultant will designate by name the project manager to be employed who will oversee the project. No substitutions of the identified project manager will be allowed without prior approval of the Steering Committee.

Include the names and qualifications of all professional personnel to be employed, a resume for each professional, included in the appendix, a statement indicating hourly rate that will be charged for each professional assigned to the contract, and what tasks each professional will perform. Staffing assignments should be specific enough to demonstrate understanding of skills required and commitment of proper resources. The Consultant will not substitute members of the project team without prior approval of the Steering Committee.

F. SUMMARY OF QUALIFICATIONS

Provide a description of previous projects that significantly relate to your qualifications for this project. Provide names, mailing addresses, email addresses, and telephone numbers for at least three clients for whom the firm preformed services similar to those described in this request for proposal.

V. PROJECT SCHEDULE

Respondents should develop a proposed schedule as part of their proposal. This schedule should show estimated completion dates for recommended tasks and sub-tasks. The selected Consultant will be expected to perform all work necessary to complete approved tasks. The Consultant will take primary direction from the Steering Committee. It is intended that all work will be completed within the timelines of accepted tasks as agreed upon by the Steering Committee and the Consultant. The Consultant's work will begin immediately upon signing a contract. Any extensions to the timeline will require a formal written request from the Consultant to the Fresno COG Project Manager. The Committee will take appropriate action to ensure proper and timely performance by the Contractor.

Proposal Review and Award Schedule

<u>Activity</u>	<u>Date</u>
Request for Proposals Released	March 3, 2008
Deadline for Proposal Submittal	April 18, 2008
Pre-proposal Meeting	March 17, 2008
Oral Interview Selection Process	May 5, 2008 (if necessary)
Fresno COG Policy Board Approval	June 26, 2008 meeting
Notice to Proceed (subject to Contract Signing)	Post Fresno COG Policy Board Approval

VI. DELIVERABLE PRODUCTS

Deliverables for the project will be provided in a manner consistent with the Tasks/Schedule identified in the scope of work. The selected Contractor(s) is to provide deliverable materials and reports to the Fresno COG Project Manager:

Copies of all associated data tables and modeling data are to be provided in U-Plan, TP+/CUBE or compatible electronic format. All data and materials collected for this project will become the property of the Council of Fresno County Governments (Fresno COG) and will be turned over to the Project Manager upon acceptance each completed task. Copies of all associated data and materials prepared or collected for this project will become the property of the Council of Fresno County Governments (Fresno COG) and will be turned over to the Project Manager upon acceptance of the Final Project Report.

PUBLIC INVOLVEMENT MATERIALS

This product will consist of newsletters, briefing reports, flyers, meeting displays, graphic exhibits, photographs, Power Point presentations, press releases, minutes from public meetings and associated materials used to inform and engage the public. An executive summary describing the outcomes of the public workshops including a summary of public comments will be prepared.

FINAL PROJECT REPORT

The Consultant will be expected to provide a comprehensive written report containing detail sections describing the study purpose, methodology, data evaluation, findings, and recommendations. The report findings and recommendations must relate to the goals identified in this RFP under Section II Scope of Work *Public Transportation Infrastructure Study Goals*. Each jurisdiction in the study area will receive individual analysis. Public comments received as a result of the study will be included in the final report along with recommended mitigation measures and/or justification for non-action. A high quality, graphically rich Executive Summary suitable for general public release will be prepared.

The draft final report will undergo the COFCG's 45-day review process to allow an opportunity for additional public comment. It will be necessary for the Consultant(s) to attend COFCG meetings including the Transportation Technical Committee (TTC), the Policy Advisory Committee (PAC), and the Policy Board. Consultants will make presentations, answers questions and defend study findings and recommendations during this review and adoption process. This will require a minimum of six meetings over two months.

The Consultant will provide one electronic (.pdf) copy, and (1) unbound reproducible paper copy. Copies of all associated data tables and modeling data will be provided in U-Plan, TP+/CUBE or compatible electronic format. All data and materials collected for this project will become the property of the Council of Fresno County Governments (COFCG) and will be turned over to the Project Manager upon acceptance of the Final Project Report.

VII. CONSULTANT SELECTION

The Study Technical Advisory Committee will screen all Consultant proposals submitted in response to this request. The Committee will determine, through the screening process, which Consultants may be invited to make formal presentations and be interviewed by the Committee. The selection Committee reserves the right to make a final selection without an interview. The Fresno COG may elect to retain more than one consultant or consultant team to perform different study tasks.

VIII. BUDGET & BILLING FORMAT

A cost analysis of the proposed budget will be done by Fresno COG staff. Under various circumstances the budget could be subject to Pre-audit and/or the final cost subject to Post-audit by Fresno COG. The Contractor should have an accounting system capable of segregating direct cost from indirect costs. The Contractor and Subcontractors will comply with all applicable laws and maintain books, documents, papers, and accounting records for a period of three years from the date of the final payment.

A. Method of Payment

A Cost Reimbursement Contract will provide reimbursement, at actual cost plus a fixed fee for profit.

B. Project Budget

The original PTIS budget was set at \$3,000,000; however, because significant work has already been completed including Phase I of the PTIS, and other related planning studies such as the Fresno Downtown Transportation and Infrastructure Study (DTIS), a Bus Rapid Transit Plan, City of Fresno Activity Center Study, City of Fresno South East Growth Area Specific Plan and a Metro Rural Loop Feasibility Study, the COFCG does not anticipate needing \$3,000,000 to complete the PTIS.

Further, the evaluation committee will include proposal budget as a factor in the selection process.

C. Task Budget

A schedule of billing rates for each person working on the project must be provided. A schedule of estimated costs to complete each proposed task should add down to the total cost of the project (see Tables 1 & 2). The task budget should include a subsidiary breakdown by task of hours and billing rate charges. To ensure a full understanding of the resources committed to the project, the schedule should clearly indicate the amount of hours key personnel will be used in each task.

D. Budget and Cost Breakdown

The prospective Consultant will prepare a detailed cost breakdown for the proposed work to be performed during the project. This will include all tasks recommended to complete the project including final reports and presentation.

- 1) **Direct Labor Costs** – A schedule of billing rates and hours worked by employee or category of employee is required of the prime Contractor and all Subcontractors. Billing rates shall be based on actual pay rates and should cover all costs associated with the employee (salary, benefits, and anticipated cost of living and/or merit increases during the term of the Contract). Depending on the individual cost structure, overhead may be applied as a component of the billing rate or applied separately. The Proposer should be prepared to validate billing rates with payroll registers, wage agreements, or other payroll documentation.
- 2) **Overhead Rates** – The overhead rate should include all indirect costs not readily assignable to cost objectives specifically benefited. Typically an overhead rate is calculated on a company or division wide basis by segregating expenses into direct cost and indirect cost categories and then dividing the indirect costs by a direct cost base such as direct labor to arrive at an overhead rate. The overhead rate is then applied on a contract by contract basis to recapture the indirect costs that are not chargeable directly to a final objective such as general and administrative, facilities, equipment, supplies, accounting, maintenance, materials, etc. Some cost structures may be broken into various overhead rates that are applied to different bases. The Proposer should be prepared to provide supporting documentation such as prior agreements with government agencies or audits of prior year activities to validate overhead rates structures.
- 3) **Direct Cost** – Direct costs are those incremental costs that can be identified specifically with a particular final cost objective. Although in some instances direct costs and indirect costs may include similar categories, incremental

direct costs attributable to final objectives must be separated and not included in the overhead calculation. All direct costs specifically attributed to the project and not included in the billing rates must be itemized by budget category to be eligible for reimbursement. Once contractually authorized, direct cost budgets may not be substituted without prior written consent of Fresno COG.

- 4) **Subconsultant Fees** – Subconsultants must provide the same cost data detail as the prime Contractor (see Table I and Table 2).
- 5) **Fixed Fee** – A fixed fee is calculated as a basis of total direct and indirect costs. The State of California allows a 10% maximum fee.

TABLE 1
Example of Hypothetical Cost Estimates
Direct Cost by Task

Cost Items	Task 1	Task 2	Task 3	Total
1. Direct Labor	3,700	17,053	5,502	26,255
2. Overhead (___% of Line 1)	1,480	6,821	2,201	10,502
Total Salary Burden	5,180	23,874	7,703	36,757
3. Direct Expenses				
Telephone/FAX	35	28	15	78
Postage/Shipping	12	8	35	55
Graphics/Printing	11	11	75	97
Travel	350		500	850
Misc.	45	45	45	135
Total Direct Expenses	453	92	670	1,215
4. Sub-consultant Fees *	4,244	22,276	2,726	29,246
5. Fixed Fee (___% of Lines 1,2,3)	764	1,524	1,132	3,420
Total	10,640	47,766	12,231	70,638
				70,638

TABLE 2
Example of Project Task Costs by Key Personnel

Task No. and Description	Key Staff #1	Key Staff #2	Staff Support	Total Hours
Sub-Task 1. Establish Parameters	25	75		100
Sub-Task 3. Data Collection and Analysis		400	250	650
Sub-Task 4. Final Report and Presentation	15	50	175	240
Total Hours	40	525	425	990
Billing Rate	\$75.00	\$44.06	\$25.00	\$37.12
Memo Total	\$3,000	\$23,132	\$10,625	\$36,757

* Sub-consultants must provide required cost components found in Tables 1 & 2

E. DBE Participation

DBE Exhibit A - Bidders Listing must be completed for all Contractors and Subcontractors regardless of DBE affiliation.

The Fresno COG fully anticipates that it will consistently meet and exceed its adopted DBE overall goal under 49 CFR Part 26 using race-neutral measures exclusively.

Only DBE firms currently certified per 49 CFR Part 26 will participate as DBEs in our program. Such certification must be issued by Caltrans, FHWA, FTA, DOT, MPO, City, County, or State in accordance with 49 CFR Part 26.

Fresno COG will not deny award to Contractors on the basis of DBE participation, who demonstrate that they have used good faith efforts to achieve DBE participation.

Contractors selected on the basis of DBE participation must provide the following information with the initial proposal or before entering into a contractual agreement with Fresno COG:

- 1) The names and addresses of the DBE firms.
- 2) A description of the work each DBE will provide.
- 3) The dollar amount of participation by each DBE.
- 4) Proof of DBE certification.
- 5) Written confirmation that the DBE will participate.
- 6) If DBE participation is not achieved, evidence of good faith efforts must be provided.

Prime Contractors are required to maintain records and document payments to all Subcontractors for three years following the performance of the Contract. These records will be made available for inspection upon request by any authorized representative on Fresno COG, Caltrans, FHWA, or DOT. This reporting requirement also extends to any certified DBE Subcontractor. The Contractor shall maintain records showing the name and address of each Subcontractor, the date of payment, and total dollar figure paid to each Subcontractor.

Fresno COG will safeguard from disclosure to third parties information that may reasonably be regarded as confidential business information, consistent with federal, state, or local laws.

IX. QUESTIONS ON THE RFP

All questions on the RFP should be submitted in writing by April 4, 2008 to:

John Downs, Senior Transit Planner
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

X. PROPOSAL SUBMITTAL

A. Submission of Proposal/Period of Acceptance

One reproducible and 15 copies of proposals must be delivered to the Council of Fresno County Governments no later than **5:00 P.M. April 18, 2008**. Proposals **will not** be accepted after 5:00 P.M. PST. Postmarks will not be accepted. Facsimile or other electronically transmitted proposals will not be accepted. Proposals should be mailed or delivered to:

John Downs, Senior Transit Planner
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

All proposals will remain firm for a period of ninety (90) days following the final date for submission. All proposals will become the sole property of the Council of Fresno County Governments and a part of its official records without obligation on the part of the Council of Fresno County Governments.

The RFP is not to be construed as a contract or commitment on the Part of Fresno COG. Fresno COG reserves the right to reject all proposals, to seek additional information from each proposing Consultant, or to issue another RFP if deemed appropriate.

B. Examination of RFP Document

The Contractor shall be solely responsible for examining, with appropriate care, the RFP, including any Addenda issued during the proposal period, and for informing itself with respect to any and all conditions which may in any way effect the amount or nature of the proposal, or the performance of the work in the event the Contractor is selected. Failure of the Contractor to so examine and inform itself shall be at its sole risk and no relief for error or omission will be given.

C. Insurance Requirements

Without limiting Fresno COG's right to obtain indemnification from Contractor or any third parties, Contractor, at its sole expense, shall maintain in full force and effect the following insurance policies throughout the term of the Contract:

- 1) Comprehensive general liability insurance with coverage of not less than \$1,000,000 combined single limit per occurrence for bodily injury, personal injury and property damage. Comprehensive general liability insurance policies shall name the Fresno COG, its officers, agents, and employees, individually and collectively, as additional insured, but only insofar as the operations under the terms of the Contract are concerned. Such coverage for additional insured shall apply as primary insurance or self-insurance and any other insurance, or self-insurance, maintained by Fresno COG, its officers, agents, and employees, shall be excess only and not contributing with insurance provided under the Contractor's policies herein.

- 2) Comprehensive automobile liability insurance with limits for bodily injury of not less than \$25,000 per person, \$250,000 per accident and for property damages of not less than \$50,000, or such coverage with a combined single limit of \$250,000.
- 3) Professional liability insurance of at least \$1,000,000.
- 4) Workers compensation insurance as required by law.

This insurance shall not be canceled or changed without a minimum of thirty (30) days advanced, written notice given to Fresno COG. Contractor shall provide certification of said insurance to Fresno COG within twenty-one (21) days of the date of the execution of the contract. Such certification shall show to Fresno COG's sole satisfactions that such insurance coverage's have been obtained and are in full force; that Fresno COG, its officers, agents, and employees will not be responsible for any premiums on the policies; that as and if required such insurance names Fresno COG, its officers, agents, and employees, individually and collectively, as additional insured (comprehensive general liability only), but only insofar as the operations under the Contract are concerned; that such coverage for additional insured shall apply as primary insurance and any other insurance, or self insurance, maintained by Fresno COG, its officers, agents, and employees, shall be excess and not contributing with insurance provided under Contractor's policies herein; and that this insurance shall not be canceled or changed without a minimum of thirty (30) days advance, written notice given to Fresno COG.

In the event Contractor fails to keep in effect at all times insurance coverage as herein provided, Fresno COG may, in addition to other remedies it may have, suspend or terminate the contract upon the occurrence of such event.

D. Disadvantaged Business Enterprise (DBE) Certification

If the prospective Contractor or Subcontractor is DBE certified, proof that the company has been certified (Exhibit A of this RFP) shall be included in the proposal. Certification will be from an agency authorized to make such determinations; i.e. Small Business Administration, State of California, National economic Development Administration, City of Fresno, Fresno County, etc. Although there is no specific goal for this Contract, Fresno COG has an overall 15 percent DBE Goal.

E. Conflict of Interest

The prospective Contractor shall disclose any financial, business or other relationship with Fresno COG that may have an impact upon the outcome of the selection.

F. Preparation of Proposal

The proposal shall be formatted in accordance with the requirements specified in Section-IV Proposal Requirements of this RFP. Proposal forms shall be

executed by an authorized signatory as described immediately following in Section X-G - Signing of Proposal/Authorization to Negotiate. All Proposals shall be prepared by and at the expense of the Contractor.

G. Signing of Proposal/Authorization to Negotiate

The Proposal shall be signed by an official authorized to bind the Contractor and shall contain a statement to the effect that the Proposal is a firm offer for a 90-day period. The Proposal shall also provide the following: name, title, mailing address, email address and telephone number of individuals with authority to negotiate and contractually bind the Company.

H. Modification or Withdrawal of Proposals

Any Proposal received before the date and time specified above for receipt of Proposals may be withdrawn or modified by written request of the Contractor. To be considered, however, the modified Proposal must be received by the date and time specified previously. All verbal modifications to these conditions or provisions are void and ineffective for Proposal evaluation purposes. Only written changes issued by Contractor to Fresno COG are authorized and binding.

I. Rejection of Proposals

Failure to meet the requirements for this Request for Proposals will be cause for rejection of the Proposal. The Fresno COG may reject any Proposal if it is conditional, incomplete or contains irregularities or inordinately high cost rates. The Fresno COG may wave an immaterial deviation in a Proposal. Waiver of an immaterial deviation shall in no way modify the Request for Proposals documents or excuse the Contractor from full compliance with the Contract requirements if the Contractor is awarded the contract.

J. Contract Award

The actual award of the Contract by the Fresno COG Policy Board (tentatively set for the May 29, 2008 meeting). Proposal opening does not constitute the awarding of a Contract. The Contract is not in force until it is awarded by the Fresno COG and executed by the Fresno COG designees.

K. Attachments

Attachments to be included at the end of the Proposal are as follows (as attached herein):

Exhibit A--DBE Participation
Exhibit B--Title VI Assurance

XI. FRESNO COG RIGHTS

The Fresno COG may investigate the qualifications of any Proposer under consideration, require confirmation of information furnished by a Proposer, and require additional evidence of qualifications to perform the work described in this RFP. The Fresno COG reserves the right to:

- 1) Reject any or all of the proposals if it deems such action is in the public interest.
- 2) Issue subsequent Requests for Proposals.
- 3) Cancel the entire Request for Proposal.
- 4) Remedy technical errors in the Request for Proposals.
- 5) Appoint an evaluation committee to review the Proposals.
- 6) Seek the assistance of outside technical experts in Proposal evaluation.
- 7) Approve or disapprove the use of particular Subcontractors.
- 8) Establish a "short list" of Proposers eligible for interviews after review of written Proposals.
- 9) Negotiate with some, all, or none of the respondents to the RFP.
- 10) Solicit best and final offers from all or some of the Proposers.
- 11) Award a contract to one or more Proposers.
- 12) Accept other than the lowest price offer.
- 13) Waive informalities and irregularities in proposals and the bid process.

The RFP does not commit the Fresno COG to enter into a Contract, nor does it obligate the Fresno COG to pay for any costs incurred in preparation and submission of Proposals or in anticipation of a Contract. All proposals will be subject to public disclosure as required by the California Public Records Act.

The Fresno COG reserves the right to investigate the qualifications of all firms under consideration to confirm any part of the information furnished by a Proposer, or to require other evidence of managerial, financial or other capabilities that are considered necessary for the successful performance of the Contract.

XII. PROPOSER OBJECTIONS TO RFP SCOPE OF WORK OR TO PROPOSER SELECTION

A Proposer may object to any of the terms or provisions set forth in the RFP's scope of work or the selection of a particular Proposer on the grounds that Fresno COG procedures, the provisions of this RFP or applicable provisions of federal, state or local law have been violated or inaccurately or inappropriately applied, by submitting to Fresno COG a written explanation of the basis for the objection. Deadlines for Submittal of objections are:

- No later than two weeks prior to the date Proposals are due, for objections to RFP provisions; or
- Within three working days after the date on which Contract award is authorized or the date the Proposer is notified that it was not selected, whichever is later, for objections to Proposer selection.

If Proposer does not state any objections, Fresno COG will assume that the RFP scope of services is acceptable to Proposer and have been fully factored into its response. If Proposer intends to negotiate with Fresno COG concerning any part of the Scope of Work that the

Proposer finds objectionable, Proposer must provide specific language in its response that will address or cure its objections.

EXHIBIT A

DBE PARTICIPATION

*All Contractors and Subcontractors bidding on the project must submit the following information regardless of DBE Status.

Contact Person _____

Company Name _____

Address _____

City, State, Zip _____

Phone Number _____ Fax Number _____

Email _____

What was your firm's Annual Gross Receipts for the last year?

___ Less than \$1 million ___ Less than \$5 million ___ Less than \$10 million

___ Less than \$15 million ___ More than \$15 million

Age of Firm _____

Does your firm have a current DBE Certification pursuant to 49CFR Part 26?

Yes _____ No _____

Amount of Contract Participation \$ _____

DBE/WBE Participation (Continued)

The following stated dollar(s) amount(s) will be compensation paid to DBE/WBE firms certifiable under the provisions of the Code of Federal Regulations, Title 49, Part 23 as amended.

\$ _____ DBE Participation:

_____ Company

\$ _____ DBE Participation:

_____ Company

The undersigned hereby certifies that the forgoing statements and information are true and correct.

Date: _____

Name of Proposer: _____

By: _____

Title: _____

EXHIBIT B

TITLE VI ASSURANCE

The Council of Fresno County Governments, in accordance with Title VI of the Civil Rights Act of 1964, 78 stat. 252, 42 U.S.C. 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any Contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Downtown Fresno Streetcar Feasibility Study

Study cost not to exceed \$250,000

Although set out as a separate task, the Downtown Fresno Streetcar Feasibility Study must be integrated and coordinated with Public Transportation and Infrastructure Study.

The tasks outlined here do not need to be completed sequentially. There is much interaction and feedback among the various tasks and disciplines involved in the feasibility analysis, and there may be repeated iterations. The Consultant shall provide recommendations as to appropriate sequencing and scheduling of these activities. The items in the work program that are essential to determining feasibility shall be identified early to allow the preliminary engineering and environmental review phase to proceed. These essential items are expected to be alignments, cost estimates, environmental screening, structural research, and operations and management scenarios.

A. Purpose and Need Statement

The Consultant shall prepare a Purpose and Need statement for the project. The overall intent of the project being studied is to improve transit service to support existing and proposed development in the core areas of the City of Fresno. This includes capturing the economic benefit from improving transit service in project area.

B. Public Outreach and Survey

The Consultant shall manage and implement a public outreach and involvement program, which include at least two open house meetings and individual meetings with stakeholders in the area. Stakeholders include property and business owners, local developers, business associations, non-profits, residents, transit riders, public agencies, and private organizations.

The Consultant shall conduct an opinion survey, focus group, scoping meeting, or other method to gain insight to what the public desires in a transit system to serve the project area, and preferences for vehicle type, destinations served, service frequency, and other characteristics. This task should also assess whether the public would choose a streetcar over other available travel modes, and perception and general attitude toward streetcar service.

C. Travel Demand Analysis/Forecasting

Provide an assessment of the demand for transit services within the study area. This assessment shall include, but not be limited to, an assessment of the current demand for transit services as well as the growth in demand associated with proposed residential and office/commercial development.

The consultant should review existing plans for the study area including the FCMA Short Range Transit Plan, the FAX Long-Range and BRT service plans, the general plan for the City of Fresno, the Downtown Transportation and Infrastructure Study, current and proposed development plans within the service area, population projections and demographic profiles within the study area.

In addition to existing plans and planning efforts, the analysis should consider previous services offered by FAX using 'Trolley Style' buses to provide service in Downtown Fresno.

The analysis should also include the inter-relationship between any new service and the services currently provided by FAX. The time frame for analysis shall include at least the current or base year, five, ten and twenty year projections of demand. This assessment should consider the most recent regional travel demand models, and the demand impacts of growth associated with implementation of the Fresno COG "Blueprint" vision for the area.

The goal of this task is to provide a firm and clear understanding of the transportation needs and travel patterns of the study area so that transit service and routing alternatives can be developed that will provide the optimal service to meet the needs of the residents, employees and businesses in the study area.

A feasibility-level traffic analysis shall be performed identifying the major intersections, roadway segments and the potential impacts/delays to local existing and cumulative 2025 traffic. The consultant shall utilize the Fresno COG's Traffic model to assess the impact of the streetcar operation on local traffic.

D. Refine Objectives and Evaluation Criteria.

A statement of project objectives will be developed. Using these objectives, the Consultant shall devise criteria for reviewing and evaluating alignments and alternatives. The criteria shall be quantifiable, measurable, and objective to the greatest extent possible. Likely parameters for evaluating project alternatives include ridership goals, cost-effectiveness, whether key destinations are served, funding feasibility, cost distribution, and timing for project delivery.

E. Route Studies

The streetcar line is envisioned as an economic development engine that connects important destinations including redevelopment opportunities to work, housing and entertainment destinations. The Consultant shall identify key destinations within the project area, any constraints on routing imposed by physical conditions, traffic, or other considerations. Various routing alternatives will be prepared and evaluated. Potential station locations shall also be indicated.

F. Service Criteria

The desired schedule for streetcar operations will be considered in this task, including hours and days of operation, headways or frequency of service, and ridership capacity of the system. Route architecture (i.e., single track versus double track, loop versus line operation) should be evaluated. Headways of ten minutes or less are desired.

G. Equipment Analysis

A variety of equipment options are available for streetcars, including restored historic vehicles, replica cars, refurbished used vehicles, and modern streetcars. These options will be considered and evaluated. Operating systems, including signaling, coordination with traffic controls, power supply, and maintenance facility requirements will also be evaluated in this task. Accessibility requirements associated with the vehicles and stations will be described.

The consultant should prepare a matrix analysis of the benefits and tradeoffs, and the design and operating implications, of each of the vehicle options. Each potential type of vehicle (i.e. replica streetcar, historic streetcar or modern streetcar) will be assessed and compared on key characteristics (e.g., vehicle height, accessibility, station design requirements, passenger amenities like HVAC and automatic announcement systems) and implications for operations (staff requirements, vehicle performance, maintenance needs, multiple unit operation, interoperability with existing FAX systems, etc.). The matrix should also consider the impact of vehicle selection on a maintenance facility. For example, replica or historic streetcars that have a lot of exterior woodwork should be stored in a protected area to prolong the life of the woodwork.

H. Opportunities and Constraints Analysis

Physical and institutional constraints which affect the routing, cost of the project shall be identified and analyzed. Consultant shall formulate recommendations for working within any identified constraints, and shall identify opportunities and provide recommendations for maximizing opportunities.

I. Environmental Screening

The intent of this task is to identify potentially significant environmental impacts and state or federal permitting requirements. Noise, vibration, and stray current issues should also be considered. More detailed environmental impact analysis will be addressed in Phase 2 of the project. For example, the screening should include a preliminary traffic analysis to identify major issues between transit rail service, autos, BRT, pedestrians and bicycles and to indicate which intersections should be evaluated in Phase 2.

J. Conceptual Engineering

Engineering will be developed to a conceptual level to support the other tasks and decision-making. The work product would include conceptual level drawings of track and alignment.

K. Cost Estimates

To evaluate project alternatives and to assess feasibility, a range of cost estimates will be developed from the conceptual plans. Estimates will include final design and permitting necessary to construct the project. A range of operating cost estimates will also be prepared.

L. Station Design Criteria

This task will address potential station or stop locations, the level and type of improvements (e.g. separate platform versus curbside stop), accessibility issues for boarding areas, and general design criteria for stations. Stations should be pedestrian scale and blend well into the existing neighborhoods.

M. Operations and Management Scenarios

Operational information will be provided including how the system will be operated; who will manage operations; hours of operation; how many staff will be required; emergency preparedness; any regulatory considerations, etc. This information will be considered in outlining a plan for operations and management of a streetcar line. Labor requirements, including a 13(c) assessment shall be addressed. Private operators shall be considered in addition to FAX.

N. Financing Plan

This task includes the preparation of a financing plan for the implementation and start-up capital requirements and operating costs. The plan should also assess the costs associated with the project at start-up, and at five and ten year time horizons.

The analysis shall include a complete review of capital and operating funding resources, including but not limited to federal, state, and local funding resources, development fees, and operating assessments. The evaluation should review the financial capacity of FAX and the City of Fresno to implement and operate each of the service alternatives. The plan should recognize the intent of the parties that the initial start-up system should be funded through local/non-federal funding sources, and that this is not an exercise in re-allocating existing resources.

Private participation in financing a streetcar system is one of the basic principles adopted for this project. Gaining support of developers, property owners, non-profit organizations and others who will participate in financing is central to project success. The Consultant shall identify areas of benefit and outline a process for assigning costs, using information from interviews with stakeholders, route information, ridership characteristics, and other relevant inputs.

O. Final Report

The Consultant shall prepare final reports with recommendations for presentation to the Fresno COG's Policy Board and the Fresno City Council.

The Design report will document all of the Study work, summarizing the feasibility, conceptual engineering, environmental screening and design conclusions of the Study work discussed above, including the following:

- Alignment overview and station concepts
- Opportunities and constraints analysis
- Major engineering design assumptions and criteria, including track design, minimum curve radii and maximum gradient, drainage assumptions, vehicle characteristics, power supply, signaling
- Written description of alignment routes, including crossover and tie-in locations
- Power and signaling concepts, including train signal system assumptions, OCS pole location criteria, substation spacing and placement
- Operating and maintenance assumptions and requirements
- Vehicle storage and maintenance locations
- Location and description of any required structures
- Station locations and descriptions of improvements and access
- Right of way requirements for track, stations, power, and maintenance facilities
- Analysis of options and associated costs for operating the streetcar line, Construction cost estimate
- Total Project Cost Estimate, including "soft costs" (e.g. engineering, environmental, right-of-way, construction support)

- Financing section summarizing potential funding sources for capital and operating costs, and recommend a plan for building and running the system.

***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. B.***



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

Approved by Fresno COG

2008

Version 2



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

Approved by Fresno COG

_____, 2008

Version 2

Prepared For:



Prepared By:

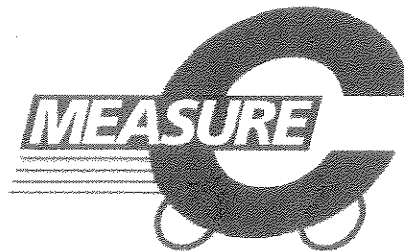


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DRAFT
Measure "C" Extension
2007 Local Agency Handbook
(Other Revenue Program Funding)
December 19, 2007

1. INTRODUCTION

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

When voters approved Measure "C" on the November 7, 2006 ballot, they authorized the Fresno County Transportation Authority (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 Script Program and the Taxi Script 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-Script 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.)	\$39,300,000	\$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 ¹	\$19,900,000	\$995,000	1.20%

¹ 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 ¹	\$746,400	1.20%

¹ 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 guide and 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 fee 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**

- Upon request by Fresno COG to the Authority in February or March of each year, an estimate of Category funds available for the next Fiscal Year can be provided (reference Table 2). The claim form (reference Appendix A) along with the final fund estimate will be forwarded to Fresno COG following the Authority Board meeting in May.
- 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 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 Phase 2 of the PTIS and for the Transit Consolidation Categories will be determined once a scope of work and fee 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.

◆ 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**

- Upon request by an eligible entity to the Authority in February or March of each year, an estimate of Category funds available for the next Fiscal Year can be provided (reference Table 2). The claim form (reference Appendix A) along with the final fund estimate will be forwarded to each eligible entity following the Authority Board meeting in May.
- 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
<i>Total FY 2007/08 Measure "C" Funds - \$62,200,000</i>		
Regional Public Transit Program	\$14,928,000	24.00%
<i>ADA / Seniors / Paratransit</i>	<i>\$491,380</i>	<i>0.79%</i>

◆ 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**

- Upon request by an eligible entity to the Authority in February or March of each year, an estimate of Subprogram funds available for the next Fiscal Year can be provided (reference Table 2). The claim form (reference Appendix A) along with the final fund estimate will be forwarded to each eligible entity following the Authority Board meeting in May.
- 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, KART 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, KART 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 Subprogram funds from the Authority to be allocated through the competitive process as follows:
 - Upon request by Fresno COG to the Authority in February or March of each year, an estimate of Subprogram funds available for the next Fiscal Year can be provided (reference Table 2). The claim form (reference Appendix A) along with the final fund estimate will be forwarded to Fresno COG following the Authority Board meeting in May.
 - 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 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 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, KART 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, KART 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 Subprogram funds from the Authority to be allocated through the competitive process as follows:
 - Upon request by Fresno COG to the Authority in February or March of each year, an estimate of Subprogram funds available for the next Fiscal Year can be provided (reference Table 2). The claim form (reference Appendix A) along with the final fund estimate will be forwarded to Fresno COG following the Authority Board meeting in May.
 - 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 Subprogram 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>	<i>\$1,308,200</i>	<i>2.10%</i>

◆ **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 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**

- Upon request by an eligible entity to the Authority in February or March of each year, an estimate of Subprogram funds available for the next Fiscal Year can be provided (reference Table 2). The claim form (reference Appendix A) along with the final fund estimate will be forwarded to each eligible entity following the Authority Board meeting in May.
- 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 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**

- Upon request by an eligible entity to the Authority in February or March of each year, an estimate of Subprogram funds available for the next Fiscal Year can be provided (reference Table 2). The claim form (reference Appendix A) along with the final fund estimate will be forwarded to each eligible entity following the Authority Board meeting in May.
- 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 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 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</i> ⁴¹	<i>\$746,400</i>	<i>1.20%</i>

⁴¹ 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

◆ Step 1 – Understanding the Subprogram

School Bus Replacement Subprogram 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. The Department of Motor Vehicles list of registered school buses in the County will be used to establish the priority for funding based on the oldest fleet vehicles being replaced until the remaining buses meet current air quality standards.

If and when all the buses meet the standards, then funds would revert to implementing clean fuel infrastructure. In addition to cleaner fueled buses, all replaced buses will be equipped with seat belts.

◆ Step 2 – Identifying Available Subprogram Funds

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

◆ Step 3 – Identifying Eligible Projects

Eligible Subprogram projects include:

- The oldest fleet vehicles would be replaced with new school buses equipped with seat belts.
- Administrative, planning and implementation services associated with this Subprogram

Eligible entities under this Subprogram include school districts and school bus service providers in Fresno County.

◆ Step 4 - Performance Criteria

To ensure that Measure "C" funds are utilized appropriately and result in an effective School Bus Replacement Subprogram, planning and implementation efforts will be evaluated in accordance with the following:

- The annual list of registered school buses in Fresno County provided by the Department of Motor Vehicles
- Documentation that a replacement bus has been purchased and that the old bus has been decommissioned

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

- Upon request by an eligible entity to the Authority in February or March of each year, an estimate of Subprogram funds available for the next Fiscal Year can be provided (reference Table 2). The claim form (reference Appendix A) along with the final fund estimate will be forwarded to each eligible entity following the Authority Board meeting in May.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 8
- Eligible entities shall submit claims to the Authority once a claim form is approved by an eligible entity
- The Authority will consider and approve 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 Subprogram Progress 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 to date
 - Other funding sources applied to fully fund the Subprogram
 - 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" Subprogram funds shall be repaid consistent with Authority policy

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

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

APPENDICES



APPENDIX A
LOCAL TRANSPORTATION PASS THROUGH REVENUES
CERTIFICATION AND CLAIM

TO: Fresno County Transportation Authority

FROM: _____
Local Agency Name
Address: _____ City: _____ Zip Code: _____
Contact: _____ Telephone: _____
FAX: _____ Email Address: _____

1. Applicable Funding Program: (Check One)

- | | | |
|---|--|--|
| <i>Regional Public Transit Program</i> | <i>Local Transportation Program</i> | <i>Alternative Transportation Program</i> |
| ☐ Fresno Area Express | ☐ Street Maintenance | ☐ Rail Consolidation Subprogram |
| ☐ Clovis Transit | ☐ ADA Compliance | <i>Environmental Enhancement Program</i> |
| ☐ FCRTA | ☐ Flexible Funding | ☐ School Bus Replacement |
| ☐ PTIS/Transit Consolidation | ☐ Pedestrian/Trails Urban | ☐ Transit Oriented Infrastructure for In-Fill |
| ☐ ADA/Seniors/Paratransit | ☐ Pedestrian/Trails Rural | <i>Administrative/Planning Program</i> |
| ☐ Farmworker Van Pools | ☐ Bicycle Facilities | ☐ Fresno COG |
| ☐ Car/Van Pools | <i>Regional Transportation Program</i> | |
| ☐ New Technology Reserve | ☐ Fresno Airports | |

2. The _____ ("claimant") is an eligible claimant of funds for local
Local Agency Name
transportation purposes pursuant to California Public Utilities Code Section 142257.

3. The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year 20__-20__
setting __.____% of the amount for the Subprogram or Category of funds checked above and available to the claimant.
On behalf of claimant, I hereby request release of the funds to claimant in accordance with:

- (a) Monthly payments consistent with adopted percentage, based on actual receipts
- (b) Compliance with Steps 5 and 6 of the Local Agency Handbook – Local Agency Pass-Through Funding programs

4. On behalf of claimant, I hereby certify as follows:

- (a) That the Subprogram or Category of funds checked above are not being used to substitute for property tax funds which claimant had previously used for local transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257.
- (b) That claimant has segregated property tax revenues from claimant's other general fund revenues used to support the Subprogram or Category of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to claimant's entire general fund.
- (c) That claimant shall account for Subprogram or Category of checked above and received pursuant to Public Utilities Code Section 142257. Claimant shall maintain current records in accordance with generally accepted accounting principles, and shall separately record expenditures for each type of eligible purpose. Claimant shall make such records available to the Authority for inspection or audit at any time.

5. Claimant understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Authorized Signature: _____
Title: _____
Date: _____

ATTACHMENT: Evidence of Formal Action for Approval and Submittal

Approved by: Fresno County Transportation Authority Board

Date: _____

Chairperson: _____

APPENDIX B
LOCAL TRANSPORTATION PASS THROUGH REVENUES
REPORTING REQUIREMENTS

TO: Fresno County Transportation Authority

FROM: _____
(Local Agency Name)

Address: _____ City: _____ Zip Code: _____

Contact: _____ Telephone: _____

FAX: _____ Email Address: _____

1. Applicable Funding Program: (Check One)

Regional Public Transit Program

- ☐ Fresno Area Express
- ☐ Clovis Transit
- ☐ FCRTA
- ☐ PTIS/Transit Consolidation
- ☐ ADA/Seniors/Paratransit
- ☐ Farmworker Van Pools
- ☐ Car/Van Pools
- ☐ New Technology Reserve

Local Transportation Program

- ☐ Street Maintenance
- ☐ ADA Compliance
- ☐ Flexible Funding
- ☐ Pedestrian/Trails Urban
- ☐ Pedestrian/Trails Rural
- ☐ Bicycle Facilities
- Regional Transportation Program*
- ☐ Fresno Airports

Alternative Transportation Program

- ☐ Rail Consolidation Subprogram
- Environmental Enhancement Program*
- ☐ School Bus Replacement
- ☐ Transit Oriented Infrastructure for In-Fill
- Administrative/Planning Program*
- ☐ Fresno COG

2. Are Funds Being Held in Reserve? ☐ Yes ☐ No ***If Yes, state reason and complete Items 5 & 8 below***

3. Project Name or Location: *(List if a major capital project such as the addition of a travel lane, shoulder, etc.)*

(If applicable, identify segments by jurisdiction) Net Length: _____ miles *(if applicable)*

4. Local Agency Program Name: *(List program name if a series of projects such as a Citywide AC Overlay or Landscape Maintenance at Various Locations, etc.) N/A if not applicable.*

5. Cost Breakdown

	Cost (\$)		Cost (\$)
Environmental Studies and Permits	_____	Construction	_____
Plans, Specifications, and Estimate	_____	% Contingency	_____
Right Of Way	_____	Reserve/Other	_____
		TOTAL COST:	_____

6. Other Agencies Involved: *(Permits/Approvals from California Department of Fish & Game, or other similar agency)*

7. Funding By Fund Source

	Amount (\$)		Amount (\$)
Measure "C"	_____	Other	_____
Other	_____	TOTAL FUNDING:	_____

8. Report Preparation

Prepared by _____ Date _____

This Reporting Form prepared under the direction of the Public Works Director, City Engineer, or Other Authorized Official of the

(Local Agency Name)

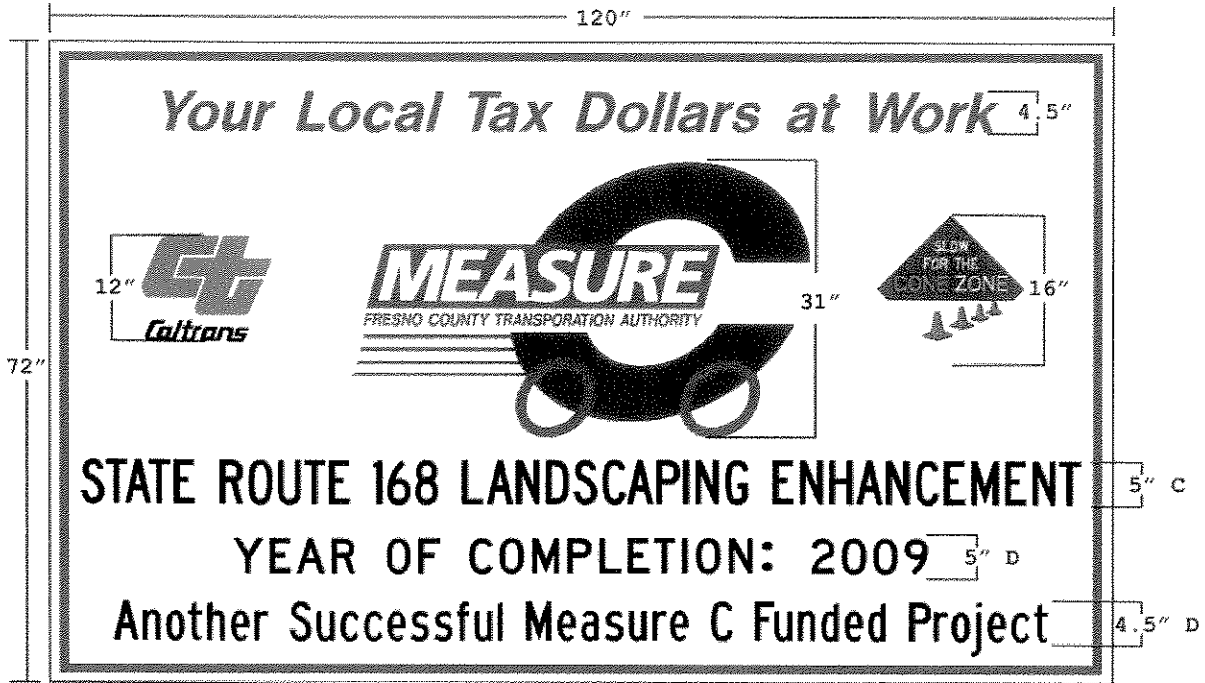
ATTACHMENT: Evidence of Formal Action for Approval and Submittal *(Please Specify)*

Approved by: Fresno County Transportation Authority

Date: _____

Chairperson: _____

FINAL
APPENDIX C
MEASURE "C" EXAMPLE PROJECT SIGNAGE SPECIFICATIONS



**Drawing is for layout purposes only; sign substrate and framing shall be per CalTrans Standard Plans.

Prepared By: Leonard R. Contreras
Safety Network, Inc.
Monday, May 21, 2007

This template can be applied to a 3' X 4' size sign as well. It is understood that each local agency has its own sign standards or they can apply Caltrans standards, incorporated above. The Authority can design the template for a local agency and can incorporate local agency logos into the template, if desired. The fabrication would be the responsibility of the local agency. The cost for design and fabrication is an eligible expense of Measure "C" funding.

FINAL
APPENDIX D
MEASURE "C" ENABLING LEGISLATION

A compilation of Senate Bill 878 (Chapter 301, Statutes of 1986), Senate Bill 685 (Chapter 474, Statutes of 2001)
and Senate Bill 110 (Pending, in enrollment, 2005)

Public Utilities Code, Division 15, Section 142000 to 142277
Revenue and Taxation Code Sections 6, 8, 9, 10, 22, and 23

LEGISLATIVE COUNSEL'S DIGEST

SB 110, Florez. Fresno County Transportation Authority:

(1) The Fresno Transportation Improvement Act establishes the Fresno County Transportation Authority, which is authorized to impose a sales tax in Fresno County for up to 30 years for transportation purposes, subject to voter approval. Existing law specifies the wording of the proposition to be presented by the board of supervisors to voters in that regard.

This bill would delete the specific language for the proposition, and instead would require the language presented to the voters to include the nature of the tax to be imposed, the tax rate of maximum tax rate, the period during which the tax will be imposed, and the purposes for which the revenue from the tax will be used. The bill would authorize the board of supervisors to designate an agency to place the matter before the voters of Fresno County.

(2) Existing law provides that the authority shall consist of 7 members and authorizes the authority to amend the expenditure plan for the sales tax revenues by a majority vote.

This bill would expand the authority to 9 members and revise the composition of the authority. The bill would require the authority to establish a citizens oversight committee. The bill would modify the process for amending the expenditure plan to require approval of amendments by the board of supervisors and a majority of the cities in Fresno County constituting a majority of the county's incorporated population. The bill would thereby impose a state-mandated local program.

(3) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

DIVISION 15. FRESNO COUNTY TRANSPORTATION AUTHORITY
Chapter 1. General Provisions

142000. This division shall be known and may be cited as the Fresno County Transportation Improvement Act.

142001. The Legislature hereby finds and declares all of the following:

(a) In Fresno County, regional transportation improvements and local transportation improvements and services are an immediate high priority needed to resolve the county's transportation problems that threaten the economic viability and development potential of the county and adversely impact the quality of life therein.

(b) In order to deal in an expeditious manner with current and future transportation problems, the county needs to develop and implement a local funding program that goes significantly beyond current federal and state funding which is inadequate to resolve these problems.

(c) It is in the public interest to allow the voters of Fresno County to continue the Fresno County Transportation Authority so that local transportation decisions can be implemented in a timely manner to provide regional transportation improvements and to meet local transportation needs.

142002. It is the intent of the Legislature that funds generated pursuant to this division not replace property tax revenues which would otherwise be expended for roads and transportation purposes.

142003. This division shall be liberally construed in order to effectuate its purposes. No inadvertent error, irregularity, informality, or the inadvertent neglect or omission of any officer, in any procedure taken under this division, other than fraud, shall void or invalidate that proceeding or any levy imposed to finance highway improvements or local transportation needs.

142004. "Authority" means the Fresno County Transportation Authority created pursuant to this division in the County of Fresno.

142005. "Board of supervisors" means the Fresno County Board of Supervisors.

142006. "County" means the County of Fresno.

142007. "Fresno-Clovis Metropolitan Area" means that area within the adopted spheres of influence of the Cities of Fresno and Clovis, as approved and amended by the local agency formation commission.

142008. "Transportation planning agency" means the Council of Fresno County Governments or any other agency which may be designated by the Governor as responsible for regional transportation planning within the county to comply with federal and state requirements.

142009. If the electors do not approve the imposition of the one-half of 1 percent retail transactions and use tax this division is repealed as of the date that the county certifies the election results to the Secretary of State.

142010. The authority is terminated two years from the last day on which the transactions and use tax authorized by this division is collected and as of that date this division is repealed.

Chapter 2. Creation of the Authority

142050. The Fresno County Transportation Authority is hereby continued in the county, as originally created by this section.

142051. The authority shall consist of nine members selected as follows:

(a) Two members of the board of supervisors appointed by the board, consisting of one member from rural district 1, 4, or 5 and one member from urban district 2 or 3.

(b) Two members representing the City of Fresno, consisting of the mayor thereof and a member of the city council of that city appointed by the city council.

(c) One member representing the City of Clovis appointed by the city council of that city.

(d) Two members representing the other cities within the county, consisting of one Westside member appointed by a committee comprised of the mayor or each of those cities west of State Highway Route 99, and one eastside member appointed by a committee comprised of the mayors of each of those cities east of State Highway Route 99.

(e) Two members of the public at large, consisting of one member appointed by the board of supervisors with the appointee residing outside of the incorporated areas of Fresno and Clovis, and one member appointed jointly by the city councils of Fresno and Clovis with the appointee residing within the incorporated area of Fresno or Clovis.

142052. (a) Except for the Mayor of the City of Fresno, the members of the authority shall serve for a term of two years.

(b) If any member other than the public member ceases to be an elected official, that member shall cease to be a member of the authority, and another member shall be appointed for the remainder of the term pursuant to Section 142051.

Chapter 3. Administration

142100. The authority, at its first meeting, and thereafter annually at the first meeting in January, shall elect a chairperson who shall preside at all meetings, and a vice chairperson who shall preside in his or her absence. In the event of their absence or inability to act, the members present, by an order entered into the minutes, shall select one of their members to act as chairperson pro tempore, who, while so acting, shall have all the authority of the chairperson.

142101. The authority shall adopt rules for its proceedings consistent with the law of the state.

142102. A majority of the members of the authority constitutes a quorum for the transaction of business, and all official acts of the authority require the affirmative vote of the majority of the members of the authority.

142103. The acts of the authority shall be expressed by motion, resolution, or ordinance.

142104. All meetings of the authority shall be conducted pursuant to Chapter 9 (commencing with Section 54950) of Part 1 of Division 2 of Title 5 of the Government Code.

142105. The authority shall do all the following:

(a) Adopt an annual budget.

(b) Adopt an administrative code, by ordinance, which prescribes the powers and duties of the authority officers, the method of appointment of the authority employees, and methods, procedures, and systems of operations and management of the authority.

(c) Cause a post audit of the financial transactions and records of the authority to be made at least annually by a certified public accountant.

(d) Appoint a policy advisory committee composed of one representative of each city in the county and one representative of the county. Each representative on the committee shall be an elected official. If a representative ceases to be an elected official, that representative shall cease to be a member of the committee, and another representative from that city or county, as the case may be, shall be appointed. No person shall serve on the authority and on the committee at the same time.

(e) Establish a citizens oversight committee with membership, method of appointment, roles, and responsibilities in accordance with and as defined in the initial expenditure plan prepared for the purposes of the extension of the retail transactions and use tax.

(f) Do any and all things necessary to carry out the purposes of this division.

142106. The authority may hire an independent staff of its own or contract with any department or agency of the United States or with any public agency to implement this division.

142107. The authority shall fix the compensation of its officers and employees.

142108. (a) Notice of the time and place of a public hearing on the adoption of the annual budget shall be published pursuant to Section 6061 of the Government Code not later than the 15th day prior to the day of the hearing.

(b) The proposed annual budget shall be available for public inspection at least 15 days prior to the hearing.

142109. (a) The authority shall rely, to the extent possible, on existing state, regional, and local transportation planning and programming data and expertise, rather than on a large duplicative staff and set of plans.

(b) The authority shall not expend more than 1 percent of the funds generated pursuant to this division in any year for salary and benefits of its staff.

Chapter 4. Powers and Functions

142150. The authority may adopt a seal and alter it at its pleasure.

142151. The authority may sue and be sued, except as otherwise provided by law, in all actions and proceedings, in all courts and tribunals of competent jurisdiction.

142152. All claims for money or damages against the authority are governed by Division 3.6 (commencing with Section 810) of Title 1 of the Government Code, except as provided therein, or by other statutes or regulations expressly applicable thereto.

142153. The authority may make contracts and enter into stipulations of any nature whatsoever, either in connection with eminent domain proceedings or otherwise, including, but not limited to, contracts and stipulations to indemnify and hold harmless, to employ labor, and to do all acts necessary and convenient for the full exercise of the powers granted in this division.

142154. The authority may contract with any department or agency of the United States, with any public agency, including, but not limited to, the Department of Transportation, the Council of Fresno County Governments, or any county, city, or district, or with any person upon any terms and conditions that the authority finds in its best interest.

142155. (a) Contracts for the purchase of services, supplies, equipment, and materials in excess of ten thousand dollars (\$10,000) shall be awarded to the lowest responsible bidder after competitive bidding, except in an emergency declared by the authority or by an executive committee to which the authority has delegated responsibility to make that declaration.

(b) If, after rejecting bids received under subdivision (a), the authority determines and declares that, in its opinion, the services, supplies, equipment, or materials may be purchased at a lower price on the open market, the authority may proceed to purchase these services, supplies, equipment, or materials in the open market without further observance of the provisions regarding contracts, bids, or advertisements.

Chapter 5. Transportation Coordination

142200. The authority shall consult with, and coordinate its actions to secure funding for the completion and improvement of the priority regional transportation improvements with the cities in the county, the board of supervisors, the Council of Fresno County Governments, and the Department of Transportation for the purpose of integrating its planned improvements with the other transportation improvement plans and operations of other transportation agencies impacting the county.

142201. The authority shall prepare and adopt an annual report each year on progress made to achieve the objective of improving transportation conditions related to priority regional transportation improvements and other local transportation needs.

Chapter 6. Transactions and Use Taxes

142250. (a) A retail transactions and use tax ordinance, applicable in the incorporated and unincorporated territory of the county may be imposed by the authority in accordance with Section 142262 of this code and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, if two-thirds of the electors voting on the measure vote to approve the imposition of the tax at an election which shall be called for that purpose by resolution of the board of supervisors.

(b) The election shall be held in the November 2002 or a subsequent general election.

(c) The tax ordinance shall become operative as set forth in Section 142253. The tax ordinance shall specify the period, not to exceed 30 years, during which the tax is to be imposed. The tax may be terminated earlier if the conditions of Sections 142255, 142256, 142257, and 142260 have been met.

142251. The authority, in the retail transactions and use tax ordinance, shall state the nature of the tax to be imposed, shall provide the tax rate or rates or the maximum tax rate or rates, shall specify the purposes for which the revenue derived from the tax will be used, and may set a term, not to exceed 30 years, during which the tax may be imposed.

142252. (a) The county shall conduct an election called by the board of supervisors to implement this chapter pursuant to Section 142250, and the authority shall reimburse the county for the county's costs in conducting the election.

(b) The election shall be called and conducted in the same manner as provided by law for the conduct of elections by a county.

142253. Any retail transactions and use tax ordinance adopted pursuant to this chapter shall be operative on the first day of the first calendar quarter commencing more than 120 days after adoption of the ordinance.

142254. The revenues from the retail transactions and use taxes imposed pursuant to this chapter may be allocated by the authority for the administration of this division and for transportation improvement purposes, including administration of this division, legal actions related thereto, planning, environmental reviews, design, construction, and repair.

142255. A county transportation expenditure plan shall be prepared by the transportation planning agency for the expenditure of the revenues expected to be derived from the tax imposed pursuant to this chapter, together with other federal, state, and local funds expected to be available for transportation improvements, for the period during which the tax is to be imposed.

142256. (a) A county transportation expenditure plan shall not be adopted by the authority until it has received the approval of the board of supervisors and of the city councils representing both a majority of the cities in the county and a majority of the population residing in the incorporated areas of the county.

(b) The plan shall be adopted prior to the call of the election provided for in Section 142250.

142257. (a) The expenditure plan shall specify the amount and the formula by which the retail transactions and use tax shall be allocated to each city and the county for local transportation purposes determined to be priority projects by local governments to which funds are allocated.

For purposes of this subdivision, the population of the county is the population of the unincorporated area of the county.

(b) Prior to the authority allocating funds, each local government shall certify to the authority that the funds will not be substituted for property tax funds which are currently utilized to fund existing local transportation programs. If the local government is unable to segregate property tax revenues from other general fund revenues which cannot be so distinguished, substitution of funds from the authority for general funds is also prohibited.

(c) The authority shall require that local governments to which funds are allocated to separately account for those funds and maintain records of expenditures in accordance with administrative code requirements adopted by the authority.

142258. (a) Except as otherwise provided by Section 142260, the transportation planning agency may amend the expenditure plan. The transportation planning agency, at a minimum, shall review biennially and assess the needs for transportation improvements contained in the expenditure plan as specified in Section 142255. As part of this review and assessment, the transportation planning agency may solicit proposals for transportation improvements from the Department of Transportation and the cities and the county. The transportation planning agency shall adopt a procedure for evaluating these proposals in consultation with the Department of Transportation and the cities and the county.

(b) Based on the evaluation, the transportation planning agency shall prepare an updated plan for the expenditure of the revenues expected to be derived from the retail transactions and use tax imposed pursuant to this chapter, together with other federal, state, and local improvements, for the period during which the tax is imposed. The first five years of the plan shall be incorporated into the transportation planning agency's annual submission to the California Transportation Commission for the state transportation improvement program pursuant to Chapter 2.5 (commencing with Section 65080) of Division 1 of Title 7 of the Government Code.

(c) The expenditure plan shall also include projections of revenues likely to be available from other federal, state, and local funds expected to be available for expenditure plan transportation improvements for the period during which the tax is imposed.

(d) Before adoption of an expenditure plan, the transportation planning agency shall conduct public hearings on the plan.

142259. Amendments to the expenditure plan adopted pursuant to Section 142255 are to provide for the use of additional federal, state, and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. The transportation planning agency shall take all appropriate actions to give highest priority to the projects in the initial expenditure plan, and any amendments shall not delay or delete any project in the initial plan without the transportation planning agency holding a public hearing and documenting within the plan the reason why the amendments are being recommended to the authority and are necessary relative to conditions beyond control of the authority.

142260. (a) The authority may, by the affirmative vote of a majority of the members, approve the updated expenditure plan adopted pursuant to Section 142258.

(b) The authority may amend the expenditure plan adopted pursuant to Section 142258, if required, subject to all of the following conditions:

(1) The authority shall take all appropriate actions to give highest priority to the projects in the initial expenditure plan, and if any amendments delay or delete any project in the initial plan, the authority shall hold a public hearing and adopt a resolution initiating the amendments that specifically detail the reason why the amendments are necessary relative to conditions beyond the control of the authority.

(2) The authority shall notify the transportation planning agency, the board of supervisors, and the city council of each city in the county and provide them with a copy of the proposed amendments.

(3) The amendment is approved by the board of supervisors.

(4) The amendment is approved by a majority of the cities constituting a majority of the population residing in the incorporated areas of the county.

(c) The proposed amendments shall become effective immediately upon completion of the approval process in subdivision (b).

142261. If a retail transactions and use tax is adopted pursuant to this chapter, the authority shall prepare and submit a report to the Department of Transportation, to the board of supervisors, to the city council of each city in the county, and to the transportation planning agency, on or before each January 1 after taxes are imposed pursuant to this chapter. The report shall evaluate and report the progress made in implementing the expenditure plan during the preceding fiscal year.

142262. The authority, subject to the approval of the voters, may impose the retail transactions and use tax at a maximum rate of one-half of 1 percent under this chapter and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, and may state the maximum tax rate in terms of not to exceed one-half of 1 percent.

142263. (a) The board of supervisors, or its designee, as part of the ballot proposition to approve the imposition of a retail transactions and use tax, shall seek authorization from the electors to issue bonds payable solely from the proceeds of the tax.

(b) The maximum bonded indebtedness which may be authorized shall be an amount equal to the sum of the principal and interest on the bonds, not to exceed the estimated proceeds of the tax, for a period of not more than 30 years. The actual wording of the proposition on any short form of ballot card, label, or other device, regardless of the system of voting used, shall include all of the following:

- (1) The nature of the tax to be imposed.
- (2) The tax rate or the maximum tax rate.
- (3) The period during which the tax will be imposed.
- (4) The purposes for which the revenue derived from the tax will be used.

(c) The sample ballot to be mailed to the voters, pursuant to Section 13303 of the Elections Code, shall include the full proposition, and the voter information handbook shall include the entire expenditure plan adopted by the authority.

142264. (a) The bonds authorized by the voters concurrently with the approval of the retail transactions and use tax may be issued by the authority at any time, and from time to time, payable solely from the proceeds of the tax. The bonds shall be referred to as "limited tax bonds."

(b) The pledge of the tax to the limited tax bonds authorized under this chapter has priority over the use of any of the tax for pay-as-you-go financing, except to the extent that priority is expressly restricted in the resolution authorizing the issuance of the bonds.

142265. Limited tax bonds shall be issued pursuant to a resolution adopted at any time by an affirmative vote of a majority of the members of the authority. Each resolution shall provide for the issuance of bonds in the amounts as may be necessary, until the full amount of the bonds authorized have been issued. The full amount of bonds may be divided into two or more series and different dates of payment fixed for the bonds of each series. A bond need not mature on its anniversary date.

142266. (a) A resolution authorizing the issuance of limited tax bonds shall state all of the following:

(1) The purpose for which the proposed debt is to be incurred, which may include all costs and estimated costs incidental to or connected with the accomplishment of those purposes, including, without limitation, engineering, inspection, legal, fiscal agents, financial consultant and other fees, bond and other reserve funds, working capital, bond interest estimated to accrue during the construction period and for a period not to exceed three years thereafter, and expenses of all proceedings for the authorization, issuance, and sale of the bonds.

(2) The estimated costs of accomplishing those purposes.

(3) The amount of the principal of the indebtedness.

(4) The maximum term that the bonds proposed to be issued shall run before maturity, which shall not be beyond the date of termination of the imposition of the retail transactions and use tax.

(5) The maximum rate of interest to be paid, which shall not exceed the maximum allowable by law.

(6) The denomination or denominations of the bonds, which shall not be less than five thousand dollars (\$5,000).

(7) The form of the bonds, including, without limitation, registered bonds and coupon bonds, to the extent permitted by federal law, and the form of any coupons to be attached thereto, the registration, conversion, and exchange privileges, if any, pertaining thereto, and the time when all of, or any part of, the principal becomes due and payable.

(b) The resolution may also contain any other matters authorized by this chapter or any other provision of law.

142267. The bonds shall bear interest at a rate or rates not exceeding the maximum allowable by law, payable semiannually, except that the first interest payable on the bonds, or any series thereof, may be for any period not exceeding one year, as determined by the authority.

142268. In the resolution authorizing the issuance of the bonds, the authority may also provide for call and redemption of the bonds prior to maturity at the times and prices and upon other terms as specified. However, no bond is subject to call or redemption prior to maturity unless it contains a recital to that effect or unless a statement to that effect is printed thereon.

142269. The principal of, and interest on, the bonds shall be payable in lawful money of the United States at the office of the auditor-controller-treasurer of the county and other places as may be designated by the authority.

142270. (a) The bonds, or each series thereof, shall be dated and numbered consecutively and shall be signed by the chairperson or vice chairperson of the authority and the auditor-controller-treasurer of the county, and the official seal of the authority shall be attached.

(b) The interest coupons of the bonds, if any, shall be signed by the auditor-controller-treasurer of the county.

(c) All signatures and the seal may be printed, lithographed, or mechanically reproduced, except that one of the signatures on the bonds shall be manually affixed.

(d) If any officer whose signature appears on the bonds or coupons ceases to be that officer before the delivery of the bonds, the officer's signature is as effective as if the officer had remained in office.

142271. The bonds may be sold as the authority determines by resolution. The authority may sell the bonds at a price below par, whether by negotiated or public sale.

142272. Delivery of any bonds may be made at any place either inside or outside the state, and the purchase price may be received in cash or bank credits.

142273. All accrued interest and premiums received on the sale of the bonds shall be placed in the fund to be used for the payment of principal of, and interest on, the bonds, and the remainder of the proceeds of the bonds shall be placed in the treasury of the authority and applied to secure the bonds or for the purposes for which the debt was incurred. However, when the purposes have been accomplished, any money remaining shall be either (a) transferred to the fund to be used for the payment of principal of, and interest on, the bonds or (b) placed in a fund to be used for the purchase of outstanding bonds of the authority from time to time in the open market at prices and in the manner, either at public or private sale or otherwise, as determined by the authority. Bonds so purchased shall be canceled immediately.

142274. (a) The authority may provide for the issuance, sale, or exchange or refunding bonds to redeem or retire any bonds issued by the authority upon the terms, at the times, and in the manner which it determines.

(b) Refunding bonds may be issued in a principal amount sufficient to pay all, or any part of, the principal of the outstanding bonds, the premium, if any, due upon call and redemption thereof prior to maturity, all expenses of the funding, and either of the following:

(1) The interest upon the refunding bonds from the date of sale thereof to the date of payment of the bonds to be refunded out of the proceeds of the sale of the refunding bonds or to the date upon which the bonds to be refunded will be paid pursuant to call or agreement with the holders of the bonds.

(2) The interest upon the bonds to be refunded from the date of sale of the refunding bonds to the date of payment of the bonds to be refunded or to the date upon which the bonds to be refunded will be paid pursuant to call or agreement with the holders of the bonds.

(c) The provisions of this chapter for the issuance and sale of bonds apply to the issuance and sale of refunding bonds.

142275. (a) The authority may borrow money in anticipation of the sale of bonds which have been authorized pursuant to this chapter, but which have not been sold and delivered, and may issue negotiable bond anticipation notes therefore and may renew the bond anticipation notes from time to time. However, the maximum maturity of any bond anticipation notes, including the renewals thereof, shall not exceed five years from the date of delivery of the original bond anticipation notes.

(b) The bond anticipation notes, and the interest thereon, may be paid from any money of the authority available therefore, including the revenues from the retail transactions and use taxes imposed pursuant to this chapter. If not previously otherwise paid, the bond anticipation notes, or any portion thereof, or the interest thereon, shall be paid from the proceeds of the next sale of the bonds of the authority in anticipation of which the notes were issued.

(c) The bond anticipation notes shall not be issued in any amount in excess of the aggregate amount of bonds which the authority has been authorized to issue less the amount of any bonds of the authorized issue previously sold, and also less the amount of other bond anticipation notes therefore issued and then outstanding. The bond anticipation notes shall be issued and sold in the same manner as the bonds.

(d) The bond anticipation notes and the resolutions authorizing them may contain any provisions, conditions, or limitations which a resolution of the authority authorizing the issuance of bonds may contain.

142276. Any bonds issued under this chapter are legal investments for all trust funds; for the funds of insurance companies, commercial and savings banks, and trust companies; and for state school funds; and whenever any money or funds may, by any law now or hereafter enacted, be invested in bonds of cities, counties, school districts, or other districts within the state, that money or funds may be invested in the bonds issued under this chapter; and whenever bonds of cities, counties, school district, or other districts within the state may, by any law now or thereafter enacted, be used as security for the performance of any act or the deposit of any public money, the bonds issued under this chapter may be so used. The provisions of this chapter are in addition to all other laws relating to legal investments and shall be controlling as the latest expression of the Legislature with respect thereto.

142277. Any action or proceeding wherein the validity of the adoption of the retail transactions and use tax ordinance provided for in this chapter, or the issuance of any bonds there under, or any of the proceedings in relation thereto, is contested, questioned, or denied, shall be commenced within six months from the date of the election at which the ordinance is approved; otherwise, the bonds and all proceedings in relation thereto, including the adoption and approval of the ordinance, shall be held to be valid and in every respect legal and incontestable.

SEC. 5. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district are the result of a program for which

legislative authority was requested by that local agency or school district, within the meaning of Section 17556 of the Government Code and Section 6 of Article XIII B of the California Constitution. *[note: repeats Section 23]*

7252.8. "Districts," as used in this part, also means a county transportation authority or the Metropolitan Transportation Commission if authorized to impose transactions and use taxes pursuant to this part.

SEC. 6.

7252.10. "District," as used in this part, also means the Fresno County Transportation Authority, if authorized to impose transactions and use taxes pursuant to this part. This section shall remain in effect as long as Division 15 (commencing with Section 142000) of the Public Utilities Code remains in effect, but shall be repealed upon the repeal of that division.

SEC. 7. - Deleted

SEC. 8. If any provision of this act or the application thereof to any circumstances is held unconstitutional, that decision shall not affect other provisions or applications of the act which can be given effect without the invalid provision or application and to this end, the provisions of this act are severable. The Legislature hereby declares that it would have passed this act, and each portion thereof, irrespective of the fact that any other portion be declared unconstitutional.

SEC. 9. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act and because this act is in accordance with the request of a local agency or school district which desired legislative authority to carry out the program specified in this act.

SEC. 10. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting the necessity are: In order to assure the development of traffic and transportation projects and to clarify what fees a court may order persons to pay who are ordered to attend schools for traffic violators or driving schools, it is necessary that the act take effect immediately.

SEC. 22. If any provision of this act or the application thereof to any circumstances is held unconstitutional, that decision shall not affect other provisions or applications of the act which can be given effect without the invalid provision or application and to this end, the provisions of this act are severable. The Legislature hereby declares that it would have passed this act, and each portion thereof, irrespective of the fact that any other portion be declared unconstitutional.

SEC. 23. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district are the result of a program for which legislative authority was requested by that local agency or school district, within the meaning of Section 17556 of the Government Code and Section 6 of Article XIII B of the California Constitution.

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. The Taxi Scrip Program started 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 it issuance. Scrip that has expired cannot be used. It is recommend not to buy more scrip than you can use prior to the expiration date.

Return this application to the Fresno COG office at 2135 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.

***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. D.***

CMAQ and RSTP Amounts for First Call for Projects

	DOF Population 01/01/07	Lifeline Basis	RSTP Lifeline	CMAQ Lifeline
Clovis	92,269	10.04%	1,850,244	1,116,433
Coalinga	18,061	1.97%	362,172	218,534
Firebaugh	6,692	0.73%	134,193	80,972
Fowler	5,293	0.58%	106,139	64,044
Fresno	481,035	52.34%	9,646,055	5,820,407
Huron	7,493	0.82%	150,255	90,663
Kerman	13,591	1.48%	272,536	164,448
Kingsburg	11,234	1.22%	225,272	135,929
Mendota	9,426	1.03%	189,017	114,052
Orange Cove	10,544	1.15%	211,436	127,580
Parlier	13,080	1.42%	262,289	158,265
Reedley	24,909	2.71%	499,493	301,393
Sanger	24,877	2.71%	498,851	301,006
San Joaquin	3,870	0.42%	77,604	46,826
Selma	23,194	2.52%	465,103	280,642
County	173,535	18.88%	3,479,847	2,099,731
Total	919,103	100.00%	18,430,506	11,120,924

Subtotal County Share	3,479,847
County Exchange (2 years @ \$268,108)	536,216
Fresno County	2,943,631

Apportionments per Year

FFY	RSTP	CMAQ
2009/10	9,132,950	11,021,728
2010/11	9,297,556	11,220,119
2011/12	9,465,125	11,433,082
2012/13	9,635,497	11,627,679
2013/14	9,808,936	11,836,978
2014/15	9,985,497	12,050,043
Total	57,325,561	69,189,629

estimate
estimate

Maximum Lifeline in Call 1 RSTP Call 1

RSTP 60/40 Split

6 yr Total	57,325,561
Lifeline	34,395,337
Regional Bid	22,930,224

2009/10	9,132,950
2010/11	9,297,556
2 yr Total	18,430,506
Lifeline	18,430,506
Regional Bid	-

50/50 split in Call 1 CMAQ Call 1

CMAQ 30/70 Split

6 yr Total	69,189,629
Lifeline	20,756,889
Regional Bid	48,432,740
Cost Effective CMAQ (20%)	13,837,926

2009/10	11,021,728
2010/11	11,220,119
2 yr Total	22,241,847
Lifeline	11,120,924
Regional Bid	11,120,924
Cost Effective CMAQ (20%)	4,448,369

Timeline for the Adoption of the 2009 FTIP and Associated Call for Projects

January 24th - SAFETEA-LU Subcommittee Meeting

February 20th – *Tentative* CMAQ Workshop

February 28th /29th - Approve and Release the Lifeline/Competitive Bid Call for Projects

March 28th - Submit Lifeline and Competitive Bid Projects

April 8th - *Tentative* CMAQ Scoring Committee

April 24th - Board Approval of Project Selections

May 20th - Draft FTIP

June - Public Review/Hearing

July – Fresno COG FTIP Adoption

November - FHWA Approval of FTIP

~~December – Possible Amendment 1~~

February - FHWA Approval Amendment 1

***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. E.***

In the Matter of:

GREENHOUSE GAS POLICIES

Signed: Barbara Goodwin, Executive Director

Climate Change Plan

Prior to or in conjunction with the adoption of the proposed 2010 RTP, Fresno COG will develop a Greenhouse Gas Emissions Reduction Plan (Plan) that includes the following:

- General discussion of the potential impacts that global climate change poses to the Fresno County region, with particular focus on potential impacts related to RTP facilities, to the extent that such information is available;
- A baseline inventory of total GHG (including CO₂, CH₄, and NO_x) emissions directly and indirectly associated with RTP activities that currently exist. Fresno COG recognizes that definitive data sources do not exist for creating this inventory at this time, and information and data provided by the California Air Resources Board (ARB) and San Joaquin Valley Air District will be necessary for Fresno COG to include such an inventory in the plan;
- Development of feasible GHG emissions reduction measures and strategies to achieve reductions in RTP GHG emissions. Such reduction measures may include construction of new transportation projects, modification of existing facilities or services, incentive or funding programs, pricing strategies, regulations or any other actions that reduce GHG emissions associated with RTP activities.
 - State protocols and GHG emissions inventory mechanisms are necessary tools to track and monitor GHG emissions at the local level. Fresno COG and member agencies must determine, in cooperation with the state, the solutions that will best minimize its potential risks and maximize its potential benefits.

Transportation

- Adoption of future RTP updates shall be conditioned upon incorporating any applicable future state laws pertaining to VMT reduction and climate change.
- Fresno COG shall review the performance measures to be included in the 2010 RTP and will consider revising these measures to include criteria related to reduction in vehicle miles traveled and/or reduction in energy use.
- Fresno COG shall continue to work with its member agencies to increase the number of Alternative Fuel Vehicles (AFVs) in municipally owned vehicles, as well as those owned by contractors of these cities, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable haulers.
- Fresno COG acknowledges that particulate matter associated with diesel engine exhaust is of substantial concern to the health of the residents of the County. Furthermore, diesel exhaust is an important source of GHGs. Fresno COG shall work with its member agencies to discuss discretionary reduction of diesel exhaust emissions through:
 - Funding retrofit, repower or replacement of diesel vehicles with funding from applicable federal, state, and local sources
 - Limits on idling of diesel on-road and off-road vehicles subject to discretionary approval of local jurisdictions
 - Encouragement of technology, such as electrification, to provide alternatives to operating the heating and air conditioning, refrigeration units while idling at distribution centers, warehouses, truck stops and other facilities where diesel trucks may reside overnight or for periods of several hours.

- Fresno COG shall continue to take actions to implement a comprehensive carpool and vanpool program. Through Measure "C", funding will be used to subsidize carpool or vanpool programs that originate within Fresno County, spark the development of new vanpools/carpools and offer financial support and assistance to existing vanpools.
- Fresno COG shall prepare an analysis of potential pricing strategies to reduce GHG emissions. Such strategies shall include but are not limited to reduced transit fares; fare-free zones on the transit system; transit vouchers; days on which transit is free; and imposing tolls on freeways and highways.
- Fresno COG shall support clean transportation programs that aim to reduce fuel consumption, promote the use of electricity as an alternative fuel, reduce dependence on foreign oil, and respond to state environmental priorities. Fresno COG shall incorporate electrification technologies (e.g., such as electric vehicle charging stations, electrified bus) that reduce GHG emissions into future RTPs and RTP updates as feasible.
- Bid solicitations for construction of projects proposed in the proposed 2010 RTP and subsequent RTP updates shall include
 - Preferences for the use of alternative formulations of cement and asphalt with reduced GHG emissions to the extent that such cement and asphalt formulations are available at a reasonable cost in the marketplace.
 - Bonus points for use of alternative-fuel or cleaner diesel powered off-road construction equipment, to be determined at the time of RTP development and subject to the needs of each local jurisdiction.
 - Incorporation of shade trees into construction projects where feasible.
- Fresno COG shall support efforts that further analysis of the GHG emission contribution from goods movement through transportation corridors, trucking, ports and other relevant freight movement practices.
- Fresno COG shall support the use of grants, loans, incentives and revenue raising authority to assist local governments with the implementation of climate change response activities and GHG reduction strategies.
- Fresno COG shall support state efforts to create standards and protocols for all new passenger cars and light-duty trucks that are purchased by the state and local governments that conform to the California Strategy to Reduce Petroleum Dependency.
- Fresno COG shall support state legislation to provide incentive funds to local governments to develop and implement GHG reduction programs.
- Fresno COG shall support efforts that will enable counties to purchase new vehicles for local fleets that conform to state purchasing standards, are fuel efficient, low emission, or use alternative fuels.

Land Use

Once complete, Fresno COG will work with local agencies to integrate the San Joaquin Valley Blueprint process into future regional planning efforts, including Regional Transportation Plans and RTP Updates. The Regional Blueprint plans for population growth that is anticipated in the region over the next 40+ years. This process will ultimately integrate land use, transportation and resource planning to form a preferred vision for future development through the year 2050. The Blueprint will address greenhouse gas emissions reductions through the following goals and objectives:

- Accommodate projected population growth by designating appropriate areas for urban and rural growth, economic development, and multi modal transportation corridors that support smart growth principles.
- Promote 'downtowns' or 'urban centers' as the commercial, financial and social centers of communities. Promote higher density housing located adjacent to and within convenient walking distance of downtown, urban mixed use centers and/or transit corridors.
- Support and encourage policies and plans which direct growth to well planned neighborhoods and communities.
- Encourage the design and development of an effective transportation system that integrates all modes into a seamless, reliable, cost- efficient system, including intelligent transportation solutions and high tech communication options.
- Support intermodal travel including park-and-ride, rideshare, bicycle, rail and transit programs.
- Support increased mass transit connectivity and accessibility.
- Promote reduction of vehicle miles traveled.
- Align the Regional Transportation Plan to fund the endorsed recommendations made in technical studies in order to formulate the capital improvement plan for the region.
- Promote the achievement and maintenance of State and Federal standards for air quality.
- Encourage General Plan, Community Plan and Specific Plan updates to include air quality elements, and promote mitigation measures that reduce air pollution from existing and new development.
- Encourage the reduction of air pollution impacts from new developments.
- Support and coordinate efforts that address strategies to reduce greenhouse gases and incorporate the latest scientific information into planning efforts.
- Promote energy efficiency, solar energy production, and other methods of reducing greenhouse gas production.
- Encourage local general plans to incorporate climate change strategies.
- Help establish baseline greenhouse gas emission rates for municipalities.
- Promote landscaping strategies that will reduce greenhouse gases.

Energy

During the design and approval of transportation improvements implemented under the proposed 2010 RTP, the following energy efficiency measures shall be incorporated when applicable:

- LED technology shall be used for all new or replaced traffic lights, rail signals, and other features compatible with LED technology.
- Fresno COG shall support the use of procurement practices that promote the use of energy efficient products and equipment.

Fresno COG shall encourage state and federal lawmakers and regulatory agencies to design programs to promote the expanded availability and use of renewable fuels.

Public Education

Fresno COG will conduct a public information program to educate the public about the connection between individual transportation behavior and global climate change, including options for reducing motor vehicle-related greenhouse gas emissions. This includes information on trip reduction, trip linking, public transit, bicycling and walking, and other transportation related issues provided through educational forums, informational resources and other communication opportunities.

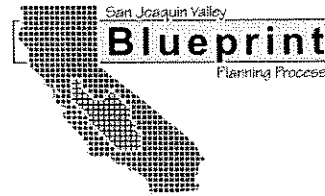
***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. F.***



2035 Tulare Street, Suite 201
Fresno, California 93721

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



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 1-4)*
- *RTP Enhanced - RTP Buildout with SR 65 and TBD 99 Bypass (Scenarios 1-4)*
- *Metro Rural Loop (Scenario 5)*

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: 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.

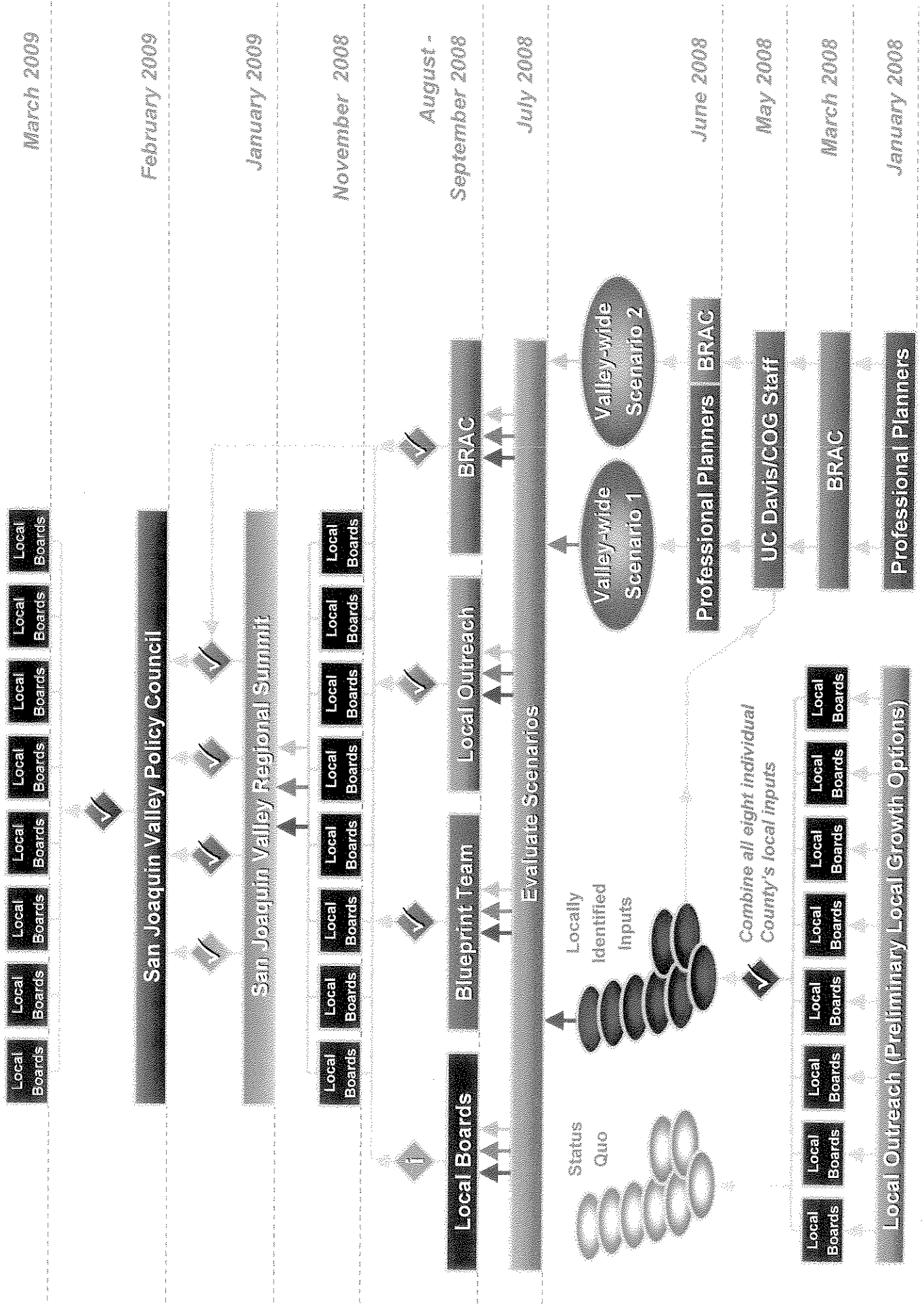
SCENARIO 3: Metro-focused, expanding SOI - Moderate density increase, metropolitan area growth. This scenario directs 80% of the future growth in Fresno County to the metropolitan area. (Average densities will be determined after model runs.) It would involve infill development, redevelopment and significant 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 4: 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 5: 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 Sphere of Influence Focused "Frozen Spheres"	Scenario 3 Metro Focused w/Sphere Expansion New Greenfields	Scenario 4 Countywide Growth w/Sphere Expansion New Towns and Rural Communities	Scenario 5 Corridors and Nodes Metro Rural Loop MRL consultants will provide modeling
		High Density Countywide Growth	Moderate Density Metro Growth	Moderate Density Countywide Growth	
GROWTH AREAS	Countywide	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	1500 units/year	500 units/year	To be determined
SPHERES	Unlimited expansion	No expansion	Some expansion	Some expansion	To be determined

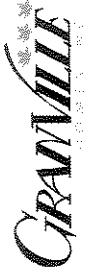


POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. G.

2008 One Voice Sponsors:



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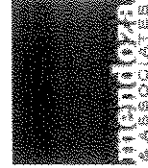
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Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, California 93721
Telephone: 559-233-4148
Fax: 559-233-9645
Website Address: www.fresnocog.org

"One Voice" Mission Statement

"One Voice" unites Fresno County communities and regional interests in a voluntary and collaborative effort to seek federal and state funds annually for projects of regional significance. All projects chosen shall contribute to an improved quality of life throughout the Fresno County region.

"One Voice" History

In 2003, the Council of Fresno County Governments (Fresno COG) decided to undertake a "One Voice" effort seeking federal and/or state funding for projects of broad community-wide benefit within Fresno County. The goal was to assemble a public-private delegation, select prioritized projects, and then visit our Congressional and federal departmental representatives in Washington, D. C. to pursue funding and grant opportunities. The Fresno COG proposed this as an annual effort and has made a similar effort at the State level in Sacramento.

The message we heard during each of our visits to Washington, D.C. was that we were welcomed and encouraged to return and to continue communications, building upon the broad-based coalition we were assembling. The "One Voice" approach is positively recognized and viewed as a means of assisting our federal representatives identify, prioritize and shepherd much needed projects through the federal budget process. No accomplishments in connection with "One Voice" activities would be possible without the outstanding leadership of the Fresno COG congressional delegation.

Although the "One Voice" effort does not represent the sole advocacy for the Fresno region (Fresno County, individual cities and other public authorities pursue important objectives in Washington as well), it does provide an opportunity to give special focus to a core group of projects around which the broadest group within the county can unite.

Fruits of "One Voice"

Total to Date: \$13,151,000

The Fiscal Year 2008 Omnibus Appropriations bill included the following "One Voice" project:

\$1,636,000 for Friant Road Widening, Copper to Millerton

In 2007 a Continuing Resolution was passed that nationally eliminated all projects proposed for the Appropriations Bill. This action included the following four "One Voice" projects that were pending and are subsequently not included in the Fruits of "One Voice" total to date:

\$500,000 for State Route 180 Improvements

\$250,000 for the construction of a vocational training facility in Mendota

\$1,000,000 for Friant Road Widening

\$200,000 for the West Side Vocational Training Center in Fresno County

Three additional "One Voice" projects were contained in the 2005 Federal Transportation Reauthorization Bill (SAFETEA-LU):

\$1,200,000 for Friant Road Widening

\$7,600,000 for Freeway 180 Improvements

\$240,000 for Willow and Herndon Traffic Flow Improvements

The 2006 Transportation, Treasury and Housing and Urban Development Appropriations bill included:

\$900,000 for State Route 180 East Improvements

Four "One Voice" projects were included in the 2005 omnibus appropriation:

\$250,000 for the Non-Point Source Water Quality Management Program to Fresno COG to contract with the Fresno County Farm Bureau.

\$500,000 for the Friant Corridor Improvements Project to the County of Fresno.

\$200,000 for the Regional Jobs Initiative to CSUF

\$400,000 to the Workforce Investment Board

\$225,000 for the Rural Vocational Training Centers Project to the County of Fresno

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.	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
Veterans 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

Fresno COG "One Voice" 2008 Policy Priorities

Project/Legislative Vehicle	Project Description	Project Location	Applicant	Congressional Districts
Future of the 144th Fighter Wing, California Air National Guard Defense <i>(Authorization)</i>	To assign F-15 aircraft or other newer advanced fighter 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

***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. H.***



January 30, 2008

The Council of Fresno County Governments (Fresno COG) would like to announce the upcoming "Sacramento One Voice" advocacy effort. This will be the third consecutive year that the Fresno COG will lead a delegation of elected officials, city managers, local agency staff, and community leaders to Sacramento to advocate for state support for regional priorities. This trip provides an opportunity to expand upon relationships with our local Senate Members, Assembly Members, State Agencies, and the Governor's office in order to provide a foundation for continued awareness of the issues facing the Fresno County region. Discussion topics for advocacy during the upcoming trip are attached as well as a rough outline of the trip schedule.

We encourage your participation in this worthwhile effort. This is your opportunity to speak on the issues that are important to you that affect the Fresno County region.

If you are interested in participating as a member of this delegation please contact Jennifer Dansby at Fresno COG for additional information.

"Sacramento One Voice" Trip:

March 10-11, 2008

RSVP by February 22, 2008

Jennifer Dansby: (559) 233-4148 or email: jenniferd@fresnocog.org

Thank you for your interest!

SACRAMENTO "ONE VOICE" ADVOCACY ISSUES	PRIORITY RANK
PORT CONTAINER FEES FOR THE SAN JOAQUIN VALLEY: Support 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.	1
STATE BOND IMPLEMENTATION: Maximize Fresno County's regional share of Proposition 1B (Transportation Bond), Proposition 1C (Housing Bond), and Proposition 84 (Parks Bond) bond monies.	2
WATER: SURFACE LEVEL WATER STORAGE: Support funding to meet the surface level water storage needs of Fresno County via new bond monies, legislation, or other avenues of funding.	3
CALIFORNIA PARTNERSHIP FOR THE SAN JOAQUIN VALLEY: Support legislation establishing the California Partnership for the San Joaquin Valley, in statute, through January 1, 2020.	4
THE SAN JOAQUIN VALLEY REGIONAL AFFORDABLE HOUSING TRUST: Support AB 1129 (Arambula) establishing the San Joaquin Valley Regional Affordable Housing Trust and maximize funding opportunities from Proposition 1C and other available state sources for the Trust.	5
SAN JOAQUIN VALLEY DESIGNATION AS AN AIR QUALITY ENTERPRISE/EMPOWERMENT ZONE: Seek the establishment of a new San Joaquin Valley designation as an Air Quality Enterprise/Empowerment Zone at the State and Federal level. The new designation would recognize that the Valley has a unique air quality and economic situation that calls for additional state and federal resources to effectively meet the unique challenges that face the Valley.	6
HIGH-SPEED RAIL: Support the development of High-Speed Rail in a manner that is most beneficial to Fresno County and the entire San Joaquin Valley and the retention of the High-Speed Rail Bond Measure on the November 2008 ballot.	7

In addition to the above issues, the delegation will speak to the following:

SAN JOAQUIN VALLEY BLUEPRINT PLANNING PROCESS: Provide project update on regional blueprint planning activities.

FRESNO COG 2008 LEGISLATIVE PLATFORM: Introduce Fresno COG's 2008 Legislative Platform.

2008 SACRAMENTO "ONE VOICE" PRELIMINARY TRIP OUTLINE

Monday, March 10th

Capitol Building Room #115

10:00 am – 10:30 am	Morning briefing to prepare for day's meetings
10:30 am - 12:00 pm	Meetings
12:00 pm – 1:30 pm	Lunch Break
1:30 pm – 5:00 pm	Meetings
6:00 pm – 8:00 pm	Dinner reception at McCormick and Schmick's Fresh Seafood Restaurant w/guest speaker

Overnight stay at hotel of your choice. Fresno COG has reserved a limited number of hotel rooms at the Marriott Residence Inn at 1501 L Street, Sacramento, Ca 95814. The rooms will be held until February 10th at a rate of \$115. You may call (800) 331-3131 and identify yourself as a part of the Fresno Council of Governments or go online to www.marriott.com/sacdt. Make sure to put FCGFCGA in the group code box in order to get the negotiated rate. Parking is 17 per night. There are a number of other hotels in the area. Please contact Jennifer Dansby for list and contact information.

Tuesday, March 11th

Capitol Building Room #115

8:30 am – 9:00 am	Morning briefing to prepare for day's meetings
9:00 am – 12:00 pm	Meetings
12:00 pm – 1:30 pm	Lunch Break
1:30 pm – 5:00 pm	Meetings
5:00 pm	End of Sacramento "One Voice". You are free to go!

***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. I.***

DEPARTMENT OF TRANSPORTATION

DISTRICT 6
1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 488-4057
FAX (559) 488-4195
TTY (559) 488-4066



*Flex your power!
Be energy efficient!*

January 28, 2008

Ms. Barbara Goodwin
Executive Director
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Dear Ms. Goodwin:

At the Partnership meeting, it was requested that Caltrans provide an estimated fair-share cost distribution for the Route 99 Interstate Designation Study and ask that you consider for the upcoming RTIP Programming Cycle. This work will include performing technical studies, preparing design exception justifications, and coordinating with FHWA in order to complete the application for the conversion of Route 99 to an Interstate. As you recall, this was discussed at the last SJV Planning Agencies Director's meeting on November 30, 2007, and has been subsequently added to the agenda for the Director's meeting coming up next Wednesday, January 30, 2008, for consideration. Caltrans has set aside \$250,000 in the ITIP for this effort and we would like you to consider including the estimated project costs into the RTIP based on the proposed fair-share distribution table below:

MPO	SHARE PER MPO & Caltrans			
	Base Amount	% Share		Fair Share
San Joaquin	\$250,000	15.5%	x	\$38,750
Stanislaus	\$250,000	11.1%	x	\$27,750
Merced	\$250,000	6.4%	x	\$16,000
Madera	\$250,000	3.3%	x	\$8,250
Fresno	\$250,000	19.7%	x	\$49,250
Tulare	\$250,000	14.7%	x	\$36,750
Kern	\$250,000	29.3%	x	\$73,250
		100.0%		\$250,000
Caltrans Total	\$250,000			\$250,000
		Study Total		\$500,000

Note: Cost distribution based on Caltrans funding 50% and MPOs 50% of cost based on historical STIP RIP shares among MPOs.

If you have any further questions, please contact me at (559) 488-4057.

Sincerely,

MALCOLM X. DOUGHERTY
District 6 Director

***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. K.***



FRESNO COUNTY RURAL TRANSIT AGENCY
2100 Tulare Street, Suite 619 Fresno, CA 93721
Phone: 559 - 233 - 6789 Fax: 559 - 233 - 9645
Webpage: www.ruraltransit.org Email: jwebster@ruraltransit.org

January 11, 2008

MEMORANDUM

TO: FCRTA Policy Board;
Fresno COG Policy Board;
Fresno County Board of Supervisors - Bob Waterston District 5;
Fresno COG / FCRTA Policy Advisory Committee;
Fresno COG Transportation Technical Committee;
Fresno COG Social Service Transportation Advisory Council; and
The General Public.

FROM:  Jeffrey D. Webster, General Manager

SUBJECT: Progress Report on August 2007 Unmet Transit Needs Survey for the
Unincorporated Communities of Dunlap, Miramonte, Pinehurst, and
Squaw Valley Towards Demonstration Program Implementation.

ACTION SUMMARY

Staff has circulated a Bilingual Survey to determine the possible transit needs of residents living in and around the unincorporated communities of Dunlap, Miramonte, Pinehurst, and Squaw Valley (Reference Maps Attached). The Survey was mailed, with return postage, to 2,250 residential postal addresses (Attachment). We received 181 returned Surveys. Staff has completed the tabulation of the raw data. Staff has analyzed the information to determine a recommendation for your review and consideration towards implementing a Demonstration Project to determine if actual ridership will materialize sufficient to warrant continuation.

RECOMMENDATION

Based on the analysis of the information from the Survey, the FCRTA General Manager is recommending that a Measure - C Funded FCRTA Service Expansion Demonstration Program be implemented after March 1st through June 30, 2008 to determine ridership response and subsystem viability to FCRTA's Productivity Standards to warrant continuation for the coming 2008-09 Fiscal Year.

BACKGROUND

During the previous twenty (20) years we have received occasional informal inquiries as to why the South Sierra Foothill Communities didn't have transit service. At no time were the requests reflective of a group of individuals stating that they need transit services or were willing to ride themselves if such a service were provided. Invariably they were asking for service so "*someone else*" could maybe ride, if they indeed needed to go someplace. Such requests simply do not equate into an "*unmet transit need* that is reasonable to meet".

About four (4) years ago, a "*volunteer driver program*" that had been coordinated by the local County Library staff was discontinued after a dozen years of success. The program terminated when the interest by rider, drivers, and volunteer library staff was no longer evident. Previously, local residents would call in advance offering to transport other local residents to their requested destinations. Trips were coordinated accordingly with those expressing a need for rides. We tried to formalize and support the arrangements by offering to reimburse drivers on a mileage basis (\$.25 per mile) for their trips. We would have required that their personal vehicles be safety inspected annually, properly insured, and that monthly reporting forms be completed, and mailed into our offices for reimbursement. Each rider would have paid \$5.00 towards the cost of the trip. Despite the offer, over a ten (10) year period, no one was willing to submit to a governmental process. They felt independent, they were doing it to be neighborly, taking care of their own, and didn't need governmental interference in their personal matters.

The Council of Fresno County Governments (Fresno COG) is responsible as the Regional Transportation Planning Agency (RTPA) for Fresno County to administer the allocation of Transportation Development Act (TDA) funds to ensure that transit needs, that are reasonable to meet, are indeed met before any remaining difference can be made available to the incorporated City and County jurisdictions for Street and Road purposes. As such, the Transit Agencies of Fresno County (the City of Fresno's Fresno Area Express and HandyRide services; the City of Clovis's Stageline and Round-Up services; and the Fresno County Rural Transit Agency's: Auberry Transit; Coalinga Transit; Del Rey Transit; Firebaugh Transit; Fowler Transit; Huron Transit; Kerman Transit; Kingsburg Transit; Laton Transit; Mendota Transit; Orange Cove Transit; Parlier Transit; Reedley Transit; Sanger Transit; San Joaquin Transit; Selma Transit; Southeast Transit; and Westside Transit services) are required to establish minimum performance standards to ensure that they are complying with local, State, and Federal standards. Annually, their actual performance is evaluated against these standards to determine if expectations are being met, otherwise corrective actions are imposed by the Fresno COG's Social Service Transportation Advisory Council (SSTAC) with the Fresno COG Policy Board's concurrence. Funding constraints may be proposed to ensure compliance.

In the Spring of 2007, Emil Dupras, Secretary of the "Foothill Seniors" contacted Supervisor Bob Waterston and myself regarding her observation, that following the successful passage of Measure-C, *"what's in it for them?" "After all, they pay taxes too!"* I recounted the history of transit in the area; she was aware of it. She was interested in having transit service from a common location that people can drive to and park, board a vehicle that would transport the group to hospitals, and shopping centers in the Fresno-Clovis Metropolitan Area. She felt that sufficient interest could support such a service on a periodic, and than a regular basis. I explained to her and Supervisor Waterston that we would reflect the consideration in the updated Rural Short Range Transit Plan that was to be adopted in June 2007. Mr. Waterston supported a comprehensive unmet transit needs survey to determine the collective interests of his constituents in the identified foothill communities.

THE SURVEY

FCRTA staff committed to circulate a Survey during the Summer of the 2007-08 Fiscal Year with the intent to determine if there would be sufficient support to recommend a *"South Sierra Transit Demonstration Program"* that could be funded by Measure-C funds as a FCRTA Service Expansion. The draft Survey flyer was prepared and tested. The introduction, explanation, and questions were clear in both English and Spanish, and there were opportunities to select between multiple choice answers and appropriate fill in the blank spaces that could quickly be filled in and returned. The Survey was to seek responses to transit needs of the residents of the four (4) unincorporated communities.

In August 2007, FCRTA staff completed preparation to distribute the final Survey form (the original was 11"x17", attached is an 8-1/2" x 11" reduction for reference purposes). FCRTA Staff worked with the rural Post Office Postmaster to determine the number of Survey mailers necessary to ensure that every resident within, and adjacent to the Community on a rural postal route, or post office box, would receive a copy. On August 5th and 6th, the FCRTA staff delivered 2,250 copies of the Survey to the rural Postmasters for mailing to all the residents in and around Dunlap, Miramonte, Pinehurst, and Squaw Valley (Attachment). Expressed in the Survey, was the hope that the self addressed stamped Survey could be completed and returned by August 24th. Staff continued to receive survey responses through mid-October.

The Survey form was in English on one side and Spanish on the other side. The right side of the form explained the specific intent of the Survey. It described possible service within the Communities and to Fresno, days and times of operation, the cost, and specific ridership expectations. On the left side of the form were eleven (11) simple questions:

1. *What is your home address?*
2. *How do you currently travel "to" and "from" your home?*
3. *Do you need transit services?*
4. *How often would you use transit?*
5. *Would you consider riding with someone else for your trips?*
6. *Who at this address would use public transit?*
7. *Are any frail or disabled? Would they require special attention, or assistance, in requesting or completing their transit trip?*
8. *Could you get to a community bus stop location on your own? Or would you need to be picked-up at your home?*
9. *What are your main transportation needs?*
10. *Please tell us where you need to go, when you need to come back, and how often you need to go there, and how much you would be willing to pay for the round trip?*
11. *Would you be interested in "carpooling"? Would you be willing to transport others who may wish to ride with you? Or would you like to ride with someone else?*

The text concluded with *"Thank you for taking the time to respond to this Survey. When finished just fold the paper over, tape or staple it, and mail it back to us, the return postage is included. The results will be tabulated to determine if sufficient interest is evident to support a South Sierra Transit Demonstration Project in the future."*

SURVEY RESPONSES

The overall number of responses and the individuals represented do not, in themselves, reflect a meaningful commitment of a minimum number of consistent, regular riders to support a new transit service exclusively for the Communities of Dunlap, Miramonte, Pinehurst, or Squaw Valley. We have received 181 responses. This represents an 8.0% return rate. Some experienced evaluators consider this to be an above average response. I had hoped for at least a 25% return, since the Survey could be completed within ten (10) minutes or less. The return postage was also included. The results of the Survey and analysis of the data are summarized as follows.

One hundred and eighty (180) or 99% were completed in *"English"*, and one (1) or 1% was completed in *"Spanish"*.

The responses to the 1st, 2nd, and 3rd questions revealed where they live, how they currently travel *"to"* and *"from"* their homes, and if they need transit services.

Of the 181 responders:

- 170 (93.92%) Have Access to Personal Transportation
- 11 (0.76%) Have No Personal Transportation

Of those with no personal transportation:

- 6 (3.31%) Ride with Someone Else
one (1) lives in Dunlap, one (1) in Miramonte, and four (4) in Squaw Valley; and
- 5 (2.76%) Do Not Reportedly Travel
two (2) live in Dunlap and three (3) live in Squaw Valley.

Of the 181 responders:

<u>Community</u>	<u>Responses</u>	<u>Don't Need Transit</u>	<u>Need Transit</u>
Dunlap	19	8	11
Miramonte/Pinehurst	27	12	15
<u>Squaw Valley</u>	<u>135</u>	<u>60</u>	<u>75</u>
Totals	181	80	101

It should be noted that some responders did not answer every question, and in some cases recorded multiple responses.

Of those reporting that they *"need transit"*, forty-five (45) *"needed access in the foothills"* and seventy (70) *"wanted to go to Fresno"*. Several responders also wanted to go to six (6) other Cities:

- 6 - Dinuba (Tulare County);
- 1 - Lemoore (Tulare County);
- 3 - Orange Cove;
- 19 - Reedley;
- 3 - Sanger; and
- 7 - Visalia (Tulare County).

The fourth (4th) question asked *"how often they would ride"*:

- 14 reported they would ride *"once a week"*;
- 15 indicated *"twice a week"*;
- 9 said *"three times a week"*;
- 2 stated *"four times a week"*;
- 7 reported *"five times a week"* (for work); and
- 54 indicated that they would *"only ride when needed"*.

The fifth (5th) question asked if they were willing *"to ride with others"*:

11 responded *"no"*; and
87 said *"yes"*.

It is important to note that passengers would *not* be riding by themselves. Our services are based on sharing rides and grouping passenger trips with others.

Responses to the sixth (6th) question, *"who would ride?"* revealed that of the one hundred and one (101) *"need transit"*. The actual responses represent data from one hundred and ninety-seven (197) people.

94 (48%) were *"males"*; and
103 (52%) were *"females"*.

Their respected ages were placed into three (3) groups:

39 were *"0-17 years of age"*;
87 were *"18-59 years of age"*, and
59 were *"60 years of age and older"*.

The seventh (7th) question was to determine if they were *"disabled and needed special assistance?"* :

67 reported *"no"*; and
34 stated *"yes"*.

49 indicated that they *"did not require assistance"* while
13 would *"need assistance"*.

8 use *"wheelchairs"*;
3 have *"motorized chairs"*;
3 use *"walkers"*;
2 are *"visually impaired"*;
2 are *"physically disabled"*; and
1 uses a *"cane"*.

The eighth (8th) question asked if they *"would need assistance to get to a bus stop?"*.

78 said *"no"*; and
22 indicated *"yes"*.

24 indicated that they *"did not need to be picked-up at their home"*, while 28 stated that they *"would need to be picked-up at their home"*.

Question number nine (9) asked what their *"main transportation needs"* were?:

19 said *"to work"*;
73 indicated *"to medical / dental appointments"*;
75 reported *"to shopping / errands"*;
14 stipulated *"Community Center"*;
24 said to the *"Post Office"*; and
20 mentioned for *"social / recreational"*.

Several *"other"* locations were mentioned a number of specific times:

5 times - Sierra Vista Mall; and WalMart.
4 times - Fulton Mall; Kaiser Hospital; and Winco.
3 times - Bear Mt. Library; Church; Costco; School; St. Agnes Hospital; VA Hospital.
2 times - Auto Shop - Fresno; Bank, and Vons.
1 time - After School Events; Blackstone; Catholic Charities; Food Max; Fresno State University - work; Gym; Hardware in Fresno and Squaw Valley; Kaiser Clinic - Clovis; Reedley College; and River Park.

The tenth (10th) question asked specifically *"where do you need to go, when do you need to come and go, how often, and how much would you be willing to pay for the round trip"*?

The responses to where they needed to go and how often was previously indicated. Very few mentioned how much they were willing to pay, probably because the narrative discussed the fares. Several noted that they were on fixed incomes, but were willing to pay as necessary.

Question number eleven (11) asked and gave information about participating in the Valleyrides.com *"carpooling program"* with the contact phone number (559-441-7433).

42 were *"not interested"*; while
41 indicated they *"were interested"*.

It was interesting to note however that while the phone number to request ridesharing information was included, no phone calls from the four (4) communities were received during the Survey period. However, printed rideshare information was mailed to the addresses provided by the forty-eight (48) residents.

ANALYSIS RESULTS

In our experience with similar surveys in the past when people positively indicate that they will definitely utilize a *"needed"* transit service, only one (1) in five (5) actually ever do. All too often, we receive responses from people that are thinking *"someday I may need the service, but not right now"*; or *"I don't really need it, but someone else probably does, so I'll support it for them to use"*.

In summary and analysis of this particular Survey information, it would appear that some of the Survey forms express some apparent and possible diverse transit needs. However, eighty (80) responders do *not* need transit because they have access to their own personal transportation, and of the one hundred and one (101) responses that reportedly *"need transit"*, ninety (90) state that they have access to their own personal transportation; fifty-four (54) of them admit that they would *"only ride when needed"*, thirty-four (34) reported to be *"disabled"*. Seventeen (17) of them reportedly use mobility aids in conjunction with their own personal vehicles - so they appear to have the means of transporting these devices themselves currently (8 - wheelchairs; 5 - motorized chairs; 3 - walkers; and 1 - cane); thirteen would need further assistance to travel. Of the remaining eleven (11), that have *no* transportation, six (6) ride with someone else; and the other five (5) reportedly do *not* travel at all, so they *may* indeed need transit.

Certainly, it is understood that some people with personal transportation choose to utilize available transit services for many reasons. Some like to ride with others, some recognize the cost savings especially with ever rising fuel costs, environmental considerations, and apparent convenience perceptions. It's also recognized that some may feel safer, or need to travel with someone else.

Next, in light of the reported frequency of travel, (*number of individuals traveling multiple times a week 14 - one time; 15 - two times; 9 - three times; 2 - four times, and 7 - five times and 54 - only when needed*); it is difficult to anticipate attracting a sufficient number of weekday riders during an eight (8) hour service day to meet our minimum productivity standards.

- Passengers per Hour = 5
- Passengers per Mile = 0.5
- Cost per Hour = \$63.00
- Cost per Mile = \$4.33
- Cost per Passenger = \$9.25
- Farebox Recovery = 10.0%

Inter-Community services between the four (4) Foothill Communities would have to average five (5) passengers per hour. The fares for each one-way trip would be: Seniors 65+ (with a photo ID) free, Elderly 60 to 64, Disabled, and Children (0-17)

with an Adult \$.50; and General Public \$.75.

Inter-Community to City would have to average fifteen (15) round trip passengers per service day. We recognize that when averaged, ridership varies by day of month, weather, and a number of other factors. When ridership is down, it must be up at other times to meet average expectations. Reduced service hours and days of week may be considered during the demonstration period in attempts to preserve minimum "life-line" services, when performance standards are *not* being met.

The "*special introductory reduced fare for everyone*" utilizing inter-community services to near-by Cities (Orange Cove, Reedley, Parlier, Sanger) would be \$3.00 per round trip. Service to Clovis and Fresno would be \$5.00 per round trip.

Some trip needs will *not* be able to be addressed; in particular, travel beyond Fresno County boundaries. The FCRTA has a policy of *not* traveling outside of Fresno County and our insurance does not cover such travel. Trips to Tulare County for Dinuba, and Visalia and Kings County for Lemoore would *not* be possible.

Trips to work, or colleges, would *not* be possible under this program. However, commuter carpooling / commuter vanpooling / and farm labor vanpooling could be arranged through the new Measure-C program being administered by the Council of Fresno County Governments (Fresno COG). Two (2) or more individuals (*not* residing in the same household) may apply for a commuter carpool subsidy when utilizing their personal vehicles. A minimum of seven (7) individuals would be needed to begin a subsidized commuter vanpool / farm labor vanpool program (vehicle sizes include: 7, 8, 10, 12, and 15 passengers). One person would be the primary driver, and others could back them up. Specific arrangements (pick-up, drop-off, travel times, destination locations, etc. would be made by the participants themselves. Each of these three (3) services could extend beyond the Fresno County boundaries, as long as they "*originate*" and "*return*" to Fresno County.

Further analysis brings other issues into consideration. When the service request was first brought to our attention by Ms. Maureen Dupras, Secretary to the "Foothill Seniors", she indicated that passengers could get to a local bus stop location on their own. She felt this would facilitate group trips to destination of common interest. This would surely assist in a successful operation.

The option of going "to" and "from" specific homes in the foothill communities is very problematic. The "driver" would need to be *very* familiar with the local area. I personally surveyed the communities. The traveling distances are long, time consuming, over very winding roadways, with vast elevation changes. Transit passengers will experience a very different perspective in a transit vehicle instead of riding in their personal vehicle. Motion sickness may result. Some roadways are

immediately adjacent to protruding mountain rock walls, while the other side is a cliff down the mountain side. Trees and their branches encroach into the lanes, along side and overhead. High profile vehicles must dodge, scrape, or collide with the limbs. With very light local traffic, most drivers encroach over the marked center line for safety. When two (2) vehicle pass they quickly correct to their own lanes. In viewing residential locations off the paved County roads, brings up another significant problem. The distance from the actual road to a home may be several hundred feet or more, sometime paved, or gravel, or dirt. Trees again appear to pose a significant obstacle. While a resident's personal vehicle may be able to negotiate the area adequately, despite adverse weather, our high profile transit vehicle may *not* be able to do so. The ability to navigate the space for a convenient front door pick-up location for a rider may simply *not* be possible. The solution may be similar to school bus pick-ups and drop-offs in the area, either at the main road *or* an agreed to nearby location. This fact may pose problems for frail or disabled residents. Our Survey indicated that thirteen (13) residents would *"need assistance"*. While some may think that we can simply address the accessibility issues on a case by case basis, this is not so. We are required by Federal law (Americans with Disabilities Act of 1990) to treat everyone *"the same"*.

The other issue of concern is how this Demonstration Program would be implemented. The proposed service would take place between 8:00am and 5:00pm, with a mid-day lunch hour for the driver (generally between 12 noon and 1:00pm). The service would operate Monday through Friday, except on the following observed holidays: New Years Day; Martin Luther King Jr's Birthday; Lincoln's Birthday; President's Day; Cesar Chavez's Birthday; Memorial Day; American Independence Day; Labor Day; Columbus Day; Veteran's Day; Thanksgiving Day; Thanksgiving Day After; and Christmas Day.

The survey revealed that forty-five (45) residents needed access in the foothills. They mentioned that they wanted to: *"go shopping, to the post office, the Community Center, and for social / recreational"*. Seventy (70) wanted to go beyond the foothill communities, they mentioned: Orange Cove; Reedley; Parlier; Sanger; Clovis and Fresno. Often they mentioned: *"to go shopping / errands and medical / dental appointments"*. Specific locations were previously enumerated. When you have access to your own personal transportation, you can just get up and go as you please. But with public transit, we have to schedule and group our trips to accommodate as many as possible to maintain our productivity standards. So we should set aside time in the early morning for local foothill community trips, for example 8:00am to 9:30am and then at 10:00am to 5:00pm schedule nearby trips to Orange Cove and Reedley on certain days of the week for example Tuesday and Thursday; and longer trips to Sanger, Clovis, and Fresno for example on Monday, Wednesday, and Friday.

The actual timing becomes very important to those with *"medical appointments"*.

Arrangements to drop someone off at a particular time is very problematic. With your own personal transportation, again *"you come and go as you please"*. If one rider has a 10:00am appointment in Sanger on Monday and another rider needs to be at Kaiser Hospital in Fresno at 11:00am, and several other riders want to go to Sierra Vista Mall in Clovis to shop, we have major problems. First the vehicle may be transporting a Dunlap rider to the Post Office until 9:30am. It will *not* be possible to pick-up the others to go down the hill and get to Sanger by 10:00am. The other riders may want to be dropped off at Sierra Vista Mall *"because its on the way"*, before the rider who needs to go to Kaiser Hospital by 11:00am. And after everyone is dropped off by 12 noon, the driver needs to take their required lunch hour until 1:00pm. In the mean time, the passenger who was left in Sanger has completed their appointment an hour ago and they *"want to go home now!"*. The driver learns twenty (20) minutes later that the Kaiser Hospital riders also *"wants to be picked-up now!"* to also go home, and those at Sierra Vista Mall want to *"stay until at least 3:00pm"* before going home, and when the driver arrives, one rider didn't show-up for an additional thirty (30) minutes. It simply is *not* possible to make multiple trips back and forth to address the wants of each individual.

Some individuals expressed a desire to go to major shopping centers such as Sierra Vista Mall, Fashion Fair, and River Park. These facilities each are very spread out. When the driver arrives, they will unload the passenger at a particular location. Usually, it is understood that drop-off locations are the same locations for the return pick-ups. It will *not* be possible to make multiple pick-ups and drop-offs throughout the day. For example when a passenger is dropped off by Gottschalks at Fashion Fair, the driver will *not* be able to return in thirty (30) minutes to pick-up the same passenger who may then wants to go to Macy's, at the other end of Fashion Fair.

For those wanting to go to shopping at discount stores such as Costco, we *cannot* accommodate large items or quantities such as: a 42" TV, a fifty (50) pound bag of dog food, or the month' supply of groceries (*"but the gallon of ice cream is melting!"*).

We will need to work cooperatively with each individual, or group, to ensure a successful program despite these observations

BUDGETING FOR THE DEMONSTRATION PROGRAM

When the FCRTA considers implementation of a typical new transit service it must be designed to be sustainable as a cost effective operation, pursuant to the California Transportation Development Act of 1971. Even with ninety percent (90%) local sales tax funding (from Measure - C), at least ten percent (10%) of the remaining operating costs must be covered by passenger fares. Our twenty-eight

(28) years of practical experience have made us realize that the usual threshold for a minimum transit service includes the operation of a modified fifteen (15) passenger type van. The actual modifications include wheelchair accessibility in conformance with the "American's with Disabilities Act" (ADA) of 1990. The vehicle must have a raised roof and either a ramp or wheelchair lift. The interior seating capacity, through the use of flip-seats may be reconfigured to range from fourteen (14) passengers, not including the driver, to one (1) wheelchair passenger and eight (8) other seated passengers, plus the driver.

With the circumstances raised by the results of this Survey, it would appear that we may need to propose the operation of a larger capacity vehicle to accommodate multiple disabled passengers. Our twenty-two (22) passenger cut-away van may transport two (2) side-by-side wheelchairs, or scooters, at the rear of the vehicle. Passengers may choose to transfer to a regular passenger seat. If resultant ridership did *not* consistently warrant the larger capacity vehicle, the smaller fourteen (14) passenger van would replace it. It is clear that the operation of multiple (2) vehicles is *simply not* being considered at this time.

Staff did *not* reflect a South Sierra Transit subsystem budget within its adopted 2007-08 Budget. An FCRTA Budget amendment may be considered to facilitate this proposed Demonstration Program. Attached is a draft Budget for a South Sierra Transit Demonstration Project. It reflects a twelve (12) month projected total cost of \$139,192. Farebox receipts would have to equal a minimum of \$13,920 to achieve the minimum ten percent (10%) farebox recovery requirement.

For the Demonstration Project, staff is recommending that the service be implemented during the remainder of this 2007-08 Fiscal Year to determine viability. Specifically, after March 1st to June 30th if all the arrangements can be agreed to by the interested parties. As such, the actual proposed four (4) month budget (attached) would total \$46,765. The required farebox receipts from the passengers would need to total \$4,677, or ten percent (10%) of the actual expenditures. Therefore the minimum average daily farebox receipts would need to be \$55.68.

RIDERSHIP AND RESULTANT FAREBOX RECOVERY EXAMPLES

An example of an alternative weekly service arrangement was previously suggested. The following four (4) examples help to illustrate alternative examples of needed ridership and farebox revenues needed to meet minimum expectations toward a successful Demonstration Program:

1. In order to achieve the daily farebox receipts, we would need to attract and transport five (5) residents (10 one-way trips) to travel within and between

the foothill communities each service day during the suggested two (2) hour period from 8:00am to 10:00am in order to receive approximately \$5.00. Next, during the suggested time period of 10:00am to 12:00noon and 1:00pm to 5:00pm, we would need to transport seven (7) passengers (14 one-way trips) between the foothill communities and Orange Cove and Reedley in order to receive \$21.00. An additional six (6) riders (12 one-way trips) would be needed to go to and from Sanger, Clovis, and/or Fresno to achieve \$30.00. At the end of the day we would have transported eighteen (18) individuals for thirty-six (36) one-way trips. The resultant farebox receipt that day would be the minimum \$56.00 to meet the minimum farebox recovery of ten percent (10%). However, we would have only transported 4.5 passengers per hour, less than the five (5) passengers per hour standard.

2. With the suggested Tuesday and Thursday schedule we would need to transport seventeen (17) riders (34 one way trips) between the foothill communities and Orange Cove and/or Reedley. The resultant farebox receipts would be \$51, plus the \$5 for the five (5) residents that would ride locally in the morning. The resultant ridership would be forty-four (44) one-way trips and \$56.00 in farebox receipts. We would have transported 5.5 passengers per hour, equal to the five (5) passengers per hour standard.
3. With the suggested Monday, Wednesday, and Friday inter-community suggested schedule we would need to transport ten (10) passengers (20 one-way trips) to Clovis and/or Fresno to receive \$50, plus the \$5 for the five (5) residents that road locally in the morning. The resultant ridership would be thirty (30) one-way trips and \$55.00 in farebox receipts. However, we would have only transported 3.75 passengers per hour, less than the five (5) passengers per hour standard.
4. And remember, if the service only served within the foothill communities for eight (8) hours per day we would need twenty-eight (28) passengers (56 one-way passengers) to achieve \$56.00 in receipts, As a result, we would have transported 7 passengers per hour, more than the five (5) passengers per hour standard.

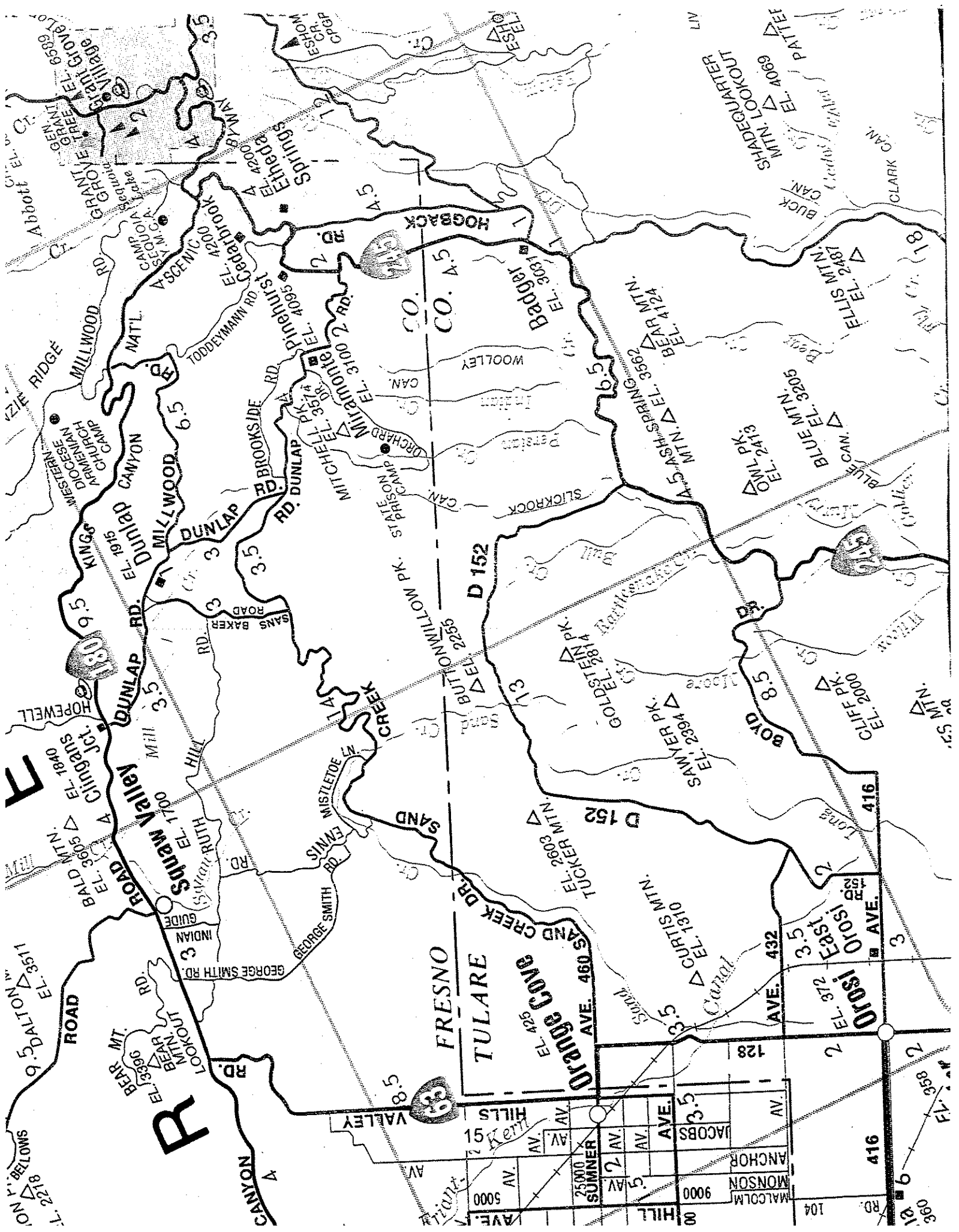
REVIEW CONSIDERATION

If the Fresno COG's Social Service Transportation Advisory Council (SSTAC) feels that a Demonstration Program should be implemented, then staff would have to recommend that it be on a short term (30-90 days) basis to determine actual viability. If after program modifications, reasonable ridership did not materialize, than the service would be discontinued with thirty (30) days notice.

I sincerely hope this information, analysis, and comments help you to better understand the circumstances we face in addressing potential transit needs that may prove to be reasonable to meet.

If other questions arise, I will be pleased to address them.

Attachments



F

R

FRESNO
TULARE

Orange Cove
SAND CREEK DEL.

Orsi East
AVE.

416

416

416

416

416

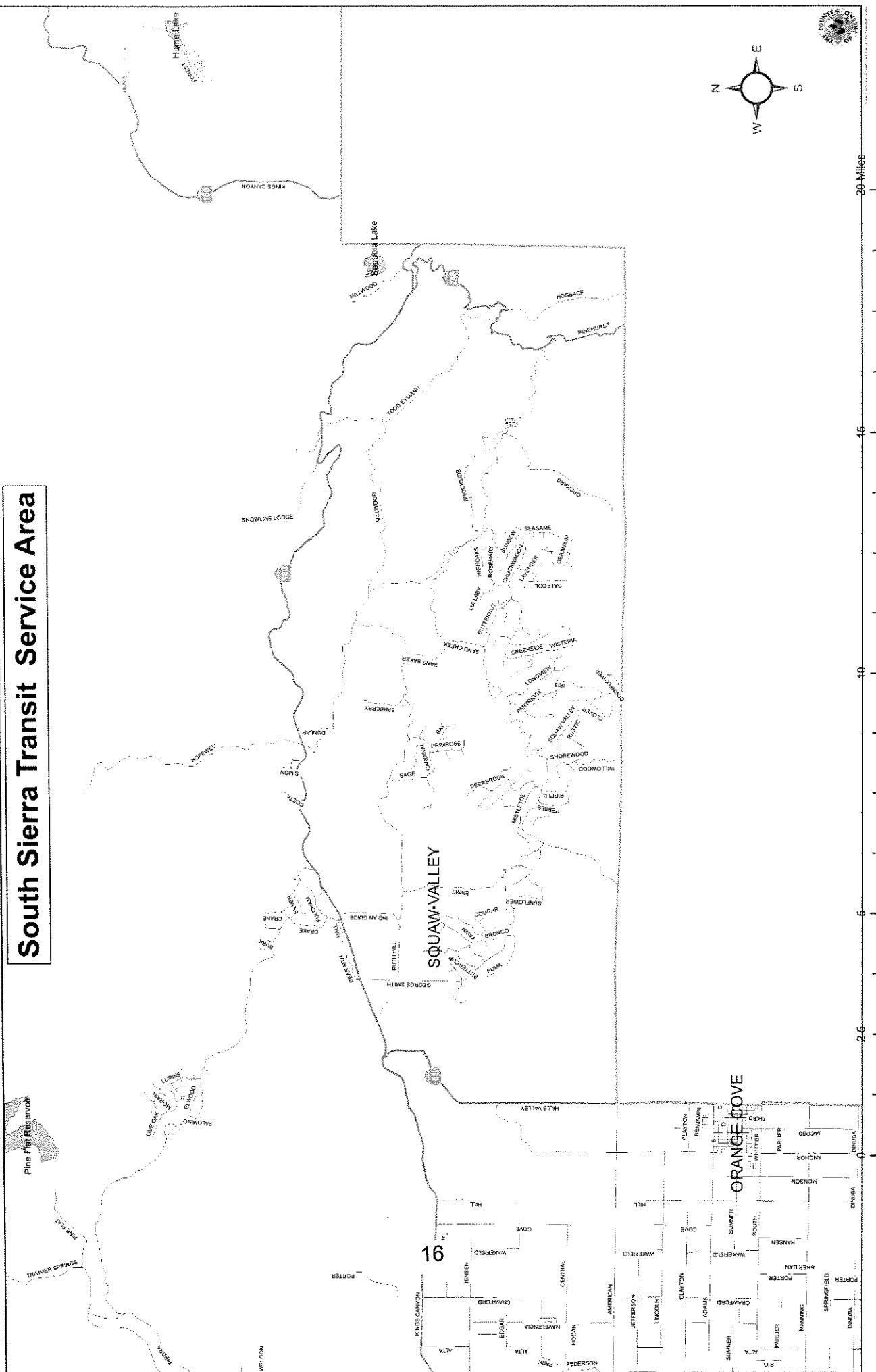
416

416

416

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South Sierra Transit Service Area



**FRESNO COUNTY RURAL TRANSIT AGENCY**

2100 Tulare Street, Suite 619 Fresno, CA 93721

Phone: 559 - 233 - 6789 Fax: 559 - 233 - 9645

Webpage: www.ruraltransit.org Email: jwebster@ruraltransit.org

August 2, 2007

MEMORANDUM

From: Jeffrey D. Webster, General Manager

Regarding: **Check for Postage Stamps, 4,400 - \$.41 Stamps = \$1,804.00**

South Sierra Unmet Transit Needs Survey
Measure - C Program Activity 2007-08
As per adopted Budget, 6/28/07 Resolution 2007-03

Mailings to
Squaw Valley, CA 93675
332-2122
Post Office Boxes:

125

Orange Cove Post Office Routes to Squaw Valley
626-1418

Highway Contract #03: 350
Highway Contract #04: 407
Highway Contract #76: 376
Highway Contract #80: 378

Dunlap, CA 93621
338-2493
Post Office Boxes:

270

Miramonte and Pinehurst 93641
Miramonte Post Office
336-2542
Post Office Boxes:

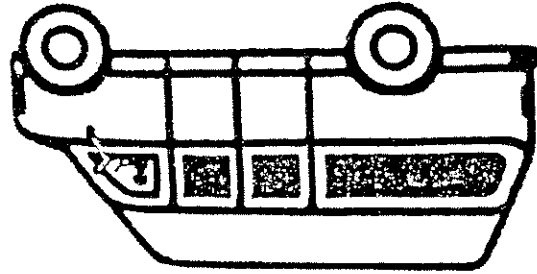
72

Highway Contract #74 139
68

Total Mailings: 2,185
Extra Copies: 15
Subtotal (Postage) 2,200
Extra to Squaw Valley Library 50 (No Postage)
TOTAL SURVEYS 2,250

2 stamps each (mail to and return) 4,400
First Class Stamps \$.41 each **\$1,804.00**

SOUTH SIERRA TRANSIT ?



Council of Fresno County Governments
Fresno County Rural Transit Agency
2035 Tulare Street, 201
Fresno, CA 93721

Current Resident
Dunlap, CA 93621



Unmet Transit Needs Survey for the South Sierra Unincorporated Communities of Dunlap, Miramonte, Pinehurst, & Squaw Valley August 2007

The Fresno County Rural Transit Agency (FCRTA) is currently assisting the Council of Fresno County Governments (COFCG) in its efforts to determine if there are any "unmet transit needs" that may be reasonable to meet. Annually, the COFCG's Social Service Transportation Advisory Council (SSTAC) attempts to seek comments from the public regarding the existing general public and social services transportation services provided throughout Fresno County.

Over the years we have received requests from individuals who believe that the South Sierra Communities of Dunlap, Miramonte, Pinehurst, and Squaw Valley may be able to support its own transit services. The previous Volunteer Driver Program for local riders, that was coordinated through the Squaw Valley Library, was discontinued.

Some feel that you may need transit service within your Communities. Such service could be available on a Dial-A-Ride basis during a weekday period such as 8:00am to 12:00noon and 1:00pm to 5:00pm. Fares would be \$.75 per one-way trip for the general public and \$.50 for the elderly (60+), disabled, and children (0-18) when with an adult. We would need to average six (6) passengers per service hour. During an eight (8) hour service period we would need to average forty-eight (48) passenger trips per day.

Others feel that you may need transit service from your Community to Fresno. Such service could be done on a twenty-four (24) hour prior reservation basis. The passenger would call a toll free phone number and make a reservation indicating when they needed to be somewhere and when they would be finished to go home again. The dispatcher would coordinate the trip with other riders, to group the passengers. Hopefully an minimum of at least six (6) passenger would be willing to depart and return at approximately the same times. The dispatcher would call each passenger back with the final arrangements for the following day. The discounted fare for all passengers would be \$5.00 per round trip. We would need to average six (6) to ten (10) passenger per trip.

Monthly convenience passes would be available. In-Community - general public, \$30.00 per month; Elderly (60+), Disabled and Children (0-18) with and Adult, \$20.00 per month. To Fresno - all passengers, \$100.00 per month.

Community Service Representatives have requested that we conduct a specific "Unmet Transit Needs" Survey of those residents directly associated with Dunlap, Miramonte, Pinehurst, and Squaw Valley to document your "transit needs". There are eleven (11) questions that we would like you to carefully answer and return to us by August 24, 2007. Just fold the paper over, tape or staple it, and mail it back to us, the return postage is included. If you require a different accommodation in responding to this questionnaire, due to a limiting disability, please ask another person to write your responses for you.

To better access your transit needs, please respond to the following questions:

1. What is your home street address _____
2. How do you currently travel "to" and "from" your home?
☐ personal-family automobile, truck, van; ☐ motorcycle; ☐ bicycle;
☐ walk; ☐ ride with someone else; ☐ no means of transportation;
☐ other, _____
3. Do you need transit services? ☐ no; ☐ yes; ☐ In Foothill
Communities, ☐ to Fresno; ☐ other _____
4. How often would you use transit? ☐ daily; ☐ times a week;
☐ only when needed.
5. Would you consider riding with someone else for your trips?
☐ no; ☐ yes.
6. Who at this address would use public transit?
Number of Males: ☐ , their Ages ☐ , ☐ , ☐ , ☐ ;
Number of Females: ☐ , their Ages ☐ , ☐ , ☐ , ☐ .
7. Are any frail or disabled? ☐ no; ☐ yes. Would they require special
attention, or assistance, in requesting or completing their transit
trip? ☐ no; ☐ yes, ☐ a wheelchair, or other, please explain:

8. Could you get to a community bus stop location on your own?
☐ no; ☐ yes. Or would you need to be picked-up at your home?
☐ no; ☐ yes.
9. What are your main transportation needs?
☐ work; ☐ medical / dental; ☐ shopping / errands; ☐ Community
Center; ☐ Post Office; ☐ social / recreational; ☐ other _____
10. Please tell us where you need to go, when you need to come
back, how often you need to go there, and how much you would
be willing to pay for the round trip. _____
11. Would you be interested in "carpooling"? Would you be willing
to transport others who may wish to ride with you?
Or would you like to ride with someone else? The specific
arrangements can be worked out between participating people.
Valleyrides.com can help by providing you with a "match list" of
others in your area who may want to go to similar locations, at
similar times. ☐ no; ☐ yes, call 559-441-RIDE(7433).

Thank you for taking the time to respond to this Survey.

When you are finished just fold the paper over, tape or staple it, and mail it back to us, the return postage is included.

The results will be tabulated to determine if sufficient interest is evident to support a South Sierra Transit Demonstration Project in the future.

**Las Necesidades Inapropiadas del Transito
Inspeccionan para las Comunidades no
Incorporada de Dunlap, Miramontes,
Pinehurst y Squaw Valley - Agosto 2007**

Los Representantes del trabajo comunitario han solicitado que realizamos una inspección inapropiada específica de Necesidades de Tránsito de esos residentes directamente asociado con Dunlap, Miramonte, Pinehurst, y Squaw Valley para documentar sus necesidades de tránsito. En la espalda de este papel hay once preguntas que queremos que usted conteste con cuidado y mandarlo para el 24 de agosto de 2007. Doble apenes el papel sobre, graba o lo cose con una grapa y envía lo apoya a nosotros, el franqueo del regreso se incluye. Si usted requerir un accommodation diferente a responder a este cuestionario, debido a una incapacidad restricta por favor pregúntele a otra persona que escribir sus respuestas por usted.

19

Los resultados se tabularon para determinar si el interes es suficiente para sostener un Proyecto de la Demonstracion del Transito para sostener un Proyecto de la Demonstratracion del Transito en el futuro.

FRESNO COUNTY RURAL TRANSIT AGENCY

DEMONSTRATION PROGRAM
EXAMPLE

TWELVE (12) MONTH BUDGET

EXAMPLE	ADOPTED	ACTUAL	DRAFT	TWELVE (12) MONTH BUDGET	
	2006/07 Budget	2006/07 Projected	2007/08 Budget		
South Sierra Transit					
				CHANGE	PERCENT
REVENUES					
[PAST CARRYOVER/(SHORTFALL)]					
1 South Sierra	0	0	0	0	0%
2 Fresno County	0	0	0	0	0%
TOTAL CARRYOVER	0	0	0	0	0%
[FARE RECEIPTS (002/)]					
401 Farebox			3,480	3,480	0%
1 Intra-City	0	0	10,440	10,440	0%
3 Inter-City	0	0	0	0	0%
2 Local Fare Augmentation	0	0	0	0	0%
4 Common Carrier	0	0	0	0	0%
402/1 Spec. Fare Gov. Contract	0	0	0	0	0%
404 Freight	0	0	0	0	0%
405 Other	0	0	13,920	13,920	0%
TOTAL FARE RECEIPTS	0	0	13,920	13,920	0%
[OPREATING REVENUE (003/)]					
407 Interest	0	0	0	0	0%
409 LTF and/or STA Fund Revenues					
1 South Sierra	0		0	0	0%
2 Fresno County	0	0	0	0	0%
3 CTSA-Article 4.5	0	0	125,272	125,272	0%
409/5 Measure "C"	0	0	125,272	125,272	0%
TOTAL OPER. REVENUES	0	0	125,272	125,272	0%
[STATE/FEDERAL GRANT REVENUE (005/)]					
413 FTA					
1 Regional - Section 5311	0	0	0	0	0%
2 CMAQ	0	0	0	0	0%
TOTAL STATE & FEDERAL GRANTS	0	0	0	0	0%
[REVENUE SUMMARY]					
1. Carryover	0	0	0	0	0%
2. Current Revenue	0	0	139,192	139,192	0%
***** TOTAL REVENUES *****	0	0	139,192	139,192	0%

FRESNO COUNTY RURAL TRANSIT AGENCY

DEMONSTRATION PROGRAM
EXAMPLE

SOUTH SIERRA TRANSIT	ADOPTED	ACTUAL	DRAFT	TWELVE (12) MONTH BUDGET	
	2006/07 Budget	2006/07 Projected	2007/08 Budget		
EXPENDITURES				CHANGE	PERCENT
[OPERATIONS (010/)]					
501 Salaries & Wages					
1 Driver	0	0	0	0	0%
2 Dispatcher	0	0	0	0	0%
502 Fringe Benefits					
0 Other Fringe Benefits	0	0	0	0	0%
1 FICA	0	0	0	0	0%
2 Workman's Compensation	0	0	0	0	0%
3 Retirement	0	0	0	0	0%
4 Medical Insurance	0	0	0	0	0%
503 FCRTA Direct Expense					
0 Training	0	0	300	300	0%
4 Drug Testing/Physicals	0	0	500	500	0%
505 Telephone/Radio Dispatch Costs	0	0	1,500	1,500	0%
506 Casualty & Liability Costs	0	0	13,500	13,500	0%
507 Ticket Purchases/Expenses	0	0	100	100	0%
508 Contracted Services	0	0	61,088	61,088	0%
509 Miscellaneous Expenses	0	0	50	50	0%
512 Vehicle Leases & Rentals	0	0	100	100	0%
TOTAL OPERATIONS EXPENDITURES	0	0	77,138	77,138	0%
[VEHICLE MAINTENANCE/REPAIR (041/)]					
504 Vehicle Expenses					0%
0 Fuel	0	0	15,000	15,000	0%
1 Lubricants (Oil/Grease/Fluids)	0	0	0	0	0%
2 Tires, Batteries	0	0	3,000	3,000	0%
3 Maintenance/Repair	0	0	30,000	30,000	0%
509 Miscellaneous	0	0	100	100	0%
TOTAL MAINTENANCE/REPAIR EXPENDITURES	0	0	48,100	48,100	0%
[ADMINISTRATION (160/)]					
501 Local Salaries & Wages					
2 Administration	0	0	0	0	0%
502 Local Fringe Benefits					
0 Other Fringe Benefits	0	0	0	0	0%
1 FICA	0	0	0	0	0%
2 Workman's Compensation	0	0	0	0	0%
3 Retirement	0	0	0	0	0%
4 Medical Insurance	0	0	0	0	0%
503 FCRTA Direct Expense					
1 FCRTA Administration	0	0	0	0	0%
2 CTSA Administration	0	0	0	0	0%
3 Marketing	0	0	1,000	1,000	0%
4 Drug Testing/Physicals	0	0	0	0	0%
505 Utilities	0	0	0	0	0%
509 Miscellaneous Office Expenses	0	0	0	0	0%
512 Administrative Leases & Rentals	0	0	300	300	0%
TOTAL ADMINISTRATION EXPENDITURES	0	0	1,300	1,300	0%
TOTAL CURRENT OPERATING EXPENDITURES	0	0	126,538	126,538	0%
NON OPERATING EXPENSES:					
170/520/0 Operator Acquired Asset				0	0%
000/101/5 Addition to Capital Reserve				0	0%
TOTAL NON OPERATING EXPENDITURES	0	0	0	0	0%
Operating Contingency +/-	0	0	12,654	12,654	0%
**** TOTAL EXPENDITURES ****	0	0	139,192	139,192	0%

DEMONSTRATION PROGRAM RECOMMENDED		FRESNO COUNTY RURAL TRANSIT AGENCY			FOUR (4) MONTH BUDGET After March 1, 2008 to June 30, 2008	
		ADOPTED	ACTUAL	DRAFT		
		2006/07 Budget	2006/07 Projected	2007/08 Budget		
South Sierra Transit						
REVENUES					CHANGE	PERCENT
[PAST CARRYOVER/(SHORTFALL)]						
1 South Sierra		0	0	0	0	0%
2 Fresno County		0	0	0	0	0%
TOTAL CARRYOVER		0	0	0	0	0%
[FARE RECEIPTS (002/)]						
401 Farebox						
1 Intra-City		0	0	1,169	1,169	0%
3 Inter-City		0	0	3,508	3,508	0%
2 Local Fare Augmentation		0	0	0	0	0%
4 Common Carrier		0	0	0	0	0%
402/1 Spec. Fare Gov. Contract		0	0	0	0	0%
404 Freight		0	0	0	0	0%
405 Other		0	0	0	0	0%
TOTAL FARE RECEIPTS		0	0	4,677	4,677	0%
[OPREATING REVENUE (003/)]						
407 Interest		0	0	0	0	0%
409 LTF and/or STA Fund Revenues						
1 South Sierra		0		0	0	0%
2 Fresno County		0	0	0	0	0%
3 CTSA-Article 4.5		0	0	0	0	0%
409/5 Measure "C"		0	0	42,088	42,088	0%
TOTAL OPER. REVENUES		0	0	42,088	42,088	0%
[STATE/FEDERAL GRANT REVENUE (005/)]						
413 FTA						
1 Regional - Section 5311		0	0	0	0	0%
2 CMAQ		0	0	0	0	0%
TOTAL STATE & FEDERAL GRANTS		0	0	0	0	0%
[REVENUE SUMMARY]						
1. Carryover		0	0	0	0	0%
2. Current Revenue		0	0	46,765	46,765	0%
***** TOTAL REVENUES *****		0	0	46,765	46,765	0%

DEMONSTRATION PROGRAM RECOMMENDED		FRESNO COUNTY RURAL TRANSIT AGENCY			FOUR (4) MONTH BUDGET After March 1, 2008 to June 30, 2008	
	ADOPTED	ACTUAL	DRAFT			
	2006/07 Budget	2006/07 Projected	2007/08 Budget			
EXPENDITURES				CHANGE	PERCENT	
[OPERATIONS (010/)]						
501 Salaries & Wages						
1 Driver	0	0	0	0	0%	
2 Dispatcher	0	0	0	0	0%	
502 Fringe Benefits						
0 Other Fringe Benefits	0	0	0	0	0%	
1 FICA	0	0	0	0	0%	
2 Workman's Compensation	0	0	0	0	0%	
3 Retirement	0	0	0	0	0%	
4 Medical Insurance	0	0	0	0	0%	
503 FCRTA Direct Expense						
0 Training	0	0	100	100	0%	
4 Drug Testing/Physicals	0	0	167	167	0%	
505 Telephone/Radio Dispatch Costs	0	0	500	500	0%	
506 Casualty & Liability Costs	0	0	4,500	4,500	0%	
507 Ticket Purchases/Expenses	0	0	34	34	0%	
508 Contracted Services	0	0	20,691	20,691	0%	
509 Miscellaneous Expenses	0	0	20	20	0%	
512 Vehicle Leases & Rentals	0	0	34	34	0%	
TOTAL OPERATIONS EXPENDITURES	0	0	26,046	26,046	0%	
[VEHICLE MAINTENANCE/REPAIR (041/)]						
504 Vehicle Expenses						0%
0 Fuel	0	0	5,000	5,000	0%	
1 Lubricants (Oil/Grease/Fluids)	0	0	0	0	0%	
2 Tires, Batteries	0	0	1,000	1,000	0%	
3 Maintenance/Repair	0	0	10,000	10,000	0%	
509 Miscellaneous	0	0	34	34	0%	
TOTAL MAINTENANCE/REPAIR EXPENDITURES	0	0	16,034	16,034	0%	
[ADMINISTRATION (160/)]						
501 Local Salaries & Wages						0%
2 Administration	0	0	0	0	0%	
502 Local Fringe Benefits						0%
0 Other Fringe Benefits	0	0	0	0	0%	
1 FICA	0	0	0	0	0%	
2 Workman's Compensation	0	0	0	0	0%	
3 Retirement	0	0	0	0	0%	
4 Medical Insurance	0	0	0	0	0%	
503 FCRTA Direct Expense						0%
1 FCRTA Administration	0	0	0	0	0%	
2 CTSA Administration	0	0	0	0	0%	
3 Marketing	0	0	334	334	0%	
4 Drug Testing/Physicals	0	0	0	0	0%	
505 Utilities	0	0	0	0	0%	
509 Miscellaneous Office Expenses	0	0	0	0	0%	
512 Administrative Leases & Rentals	0	0	100	100	0%	
TOTAL ADMINISTRATION EXPENDITURES	0	0	434	434	0%	
TOTAL CURRENT OPERATING EXPENDITURES	0	0	42,514	42,514	0%	
NON OPERATING EXPENSES:						
170/520/0 Operator Acquired Asset				0	0%	
000/101/5 Addition to Capital Reserve	0	0	0	0	0%	
TOTAL NON OPERATING EXPENDITURES	0	0				
Operating Contingency +/-	0	0	4,251	4,251	0%	
***** TOTAL EXPENDITURES *****	0	0	46,765	46,765	0%	