

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. A.

Report of the National Surface Transportation Policy and Revenue Study Commission *Transportation for Tomorrow*

January 2008 | Executive Summary



Preamble

A modern, smooth-functioning national surface transportation system is essential for economic success in a global economy and is also a key determinant of the quality of life enjoyed by citizens throughout America. Yet for too long — since substantial completion of the Interstate Highway System in the late 1980s — this country has lacked a clear, comprehensive, well-articulated and widely understood strategic vision to guide transportation policymaking at the national level.

In its last major transportation bill, Congress addressed the need for such a guiding vision directly. Noting that “it is in the National interest to preserve and enhance the surface transportation

It should be the goal of this nation to create and sustain the pre-eminent surface transportation system in the world.

system to meet the needs of the United States in the 21st century,”

Congress established the National Surface Transportation Policy and Revenue Study Commission to undertake a thorough review of the nation’s transportation assets, policies, programs and revenue mechanisms, and to prepare a conceptual plan that would harmonize these elements and outline a coherent, long-term transportation vision that would serve the needs of the nation and its citizens.

This Commission has worked diligently to fulfill this charge, meeting and holding public hearings across the country during an intensive 20-month study period. Our findings and recommendations — calling for bold changes in policies, programs and institutions — are contained in our report, *Transportation for Tomorrow*. Here we offer an executive summary of key aspects of the report. The full report can be found on the Commission’s website at www.transportationfortomorrow.org.

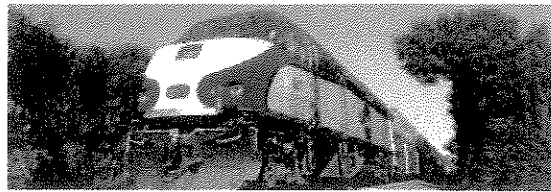
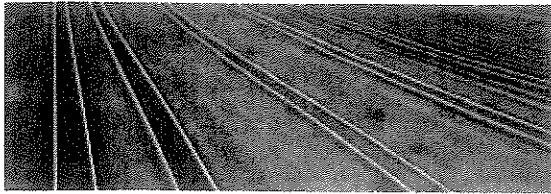
A New Vision

Just as it helps to know your destination before starting off on a trip, our Commission believed at the outset that it is important to have in mind a vision of what the national surface transportation system might look like — or at least how we’d like it to function — in the middle of the 21st century. But before we even began to sketch this futuristic picture of the system, we agreed among ourselves that our fundamental motivation should be to help the United States to *create and sustain the pre-eminent surface transportation in the world*. We decided to aim high, in other words, and that pledge has sustained us through many long and sometimes contentious meetings — and has in the end allowed us to reach agreement on a surprisingly wide range of often sweeping policy proposals.

Our report, *Transportation for Tomorrow*, attempts to chart a course with this lofty goal as a destination. It is an action plan aimed at an ultimate achievement — to be the best — and we offer it with full faith that this goal can be reached and the vision realized.

In our view, the United States could lay claim to best-in-class status in surface transportation when all of the following statements hold true:

- Facilities are well maintained
- Mobility within and between metropolitan areas is reliable
- Transportation systems are appropriately priced
- Traffic volumes are balanced among roads, rails and public transit
- Freight movement is an economic priority
- Safety is assured
- Transportation and resource impacts are integrated



- Travel options are plentiful
- Rational regulatory policies prevail

Speaking more broadly, we envision a surface transportation system where funding and function are inextricably linked. When making investments — and we do believe that substantial new transportation investments will be required — we must demand results, the kind of results that can be estimated in rigorous benefit-cost analyses and tracked by means of performance-based outcomes. We envision a system where needed transportation improvements can be designed, approved and completed quickly, and without unnecessary delays. We see a system that is fully integrated by mode (rail, road and highway), and which provides mobility to all users (urban commuter, rural resident, freight hauler). The transportation system we seek is environmentally sensitive, energy-efficient and technologically up-to-the-minute. And, above all, we envision a transportation system that fosters economic development and spurs

output and productivity growth at levels never seen before in history.

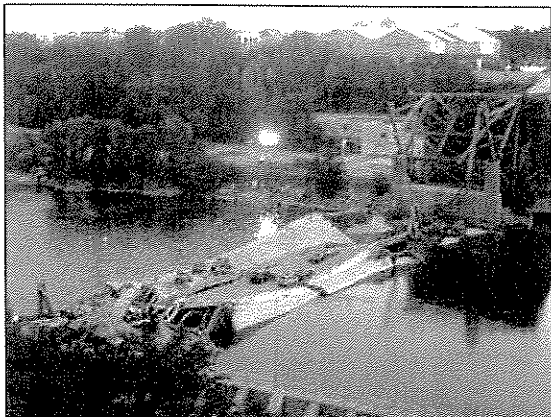
In other words, and as we said initially, we think it should be the goal of this nation to *create and sustain the pre-eminent surface transportation system in the world.*

Today's Problems

Conditions on America's surface transportation systems — our roads, bridges and highways, our passenger and freight rail facilities, our public transit networks — are deteriorating. In some cases, the physical infrastructure itself is showing the signs of age. In almost all cases, the operational efficiency of our key transportation assets is slipping, and we have no agreed upon methods or solutions to restore them to an optimal level of utility.

Highway congestion, especially in our larger metropolitan regions, exacts a heavy toll on commuters and their families, and on the businesses that rely on highways to get their products to market. In figures compiled by the Texas Transportation Institute, congestion cost the American economy an estimated \$78 billion in 2005, measured in terms of wasted fuel and workers' lost hours. Congestion caused the average peak-period traveler to spend an extra 38 hours of travel time and consume an additional 26 gallons of fuel. Yet, we do not yet have a clear, nationally sanctioned strategy for breaking gridlock's chokehold on our economy and quality of life. Contributing to the scale of the problem is a deeply entrenched over-reliance on the personal automobile for travel in urban corridors. Strategies to shift more trips to public transit will play a large role in any forward-thinking efforts to reduce congestion. Similarly, intercity passenger rail offers opportunities to reduce the reliance on the auto for longer-haul trips. In many places, we also will need new highway capacity as well.

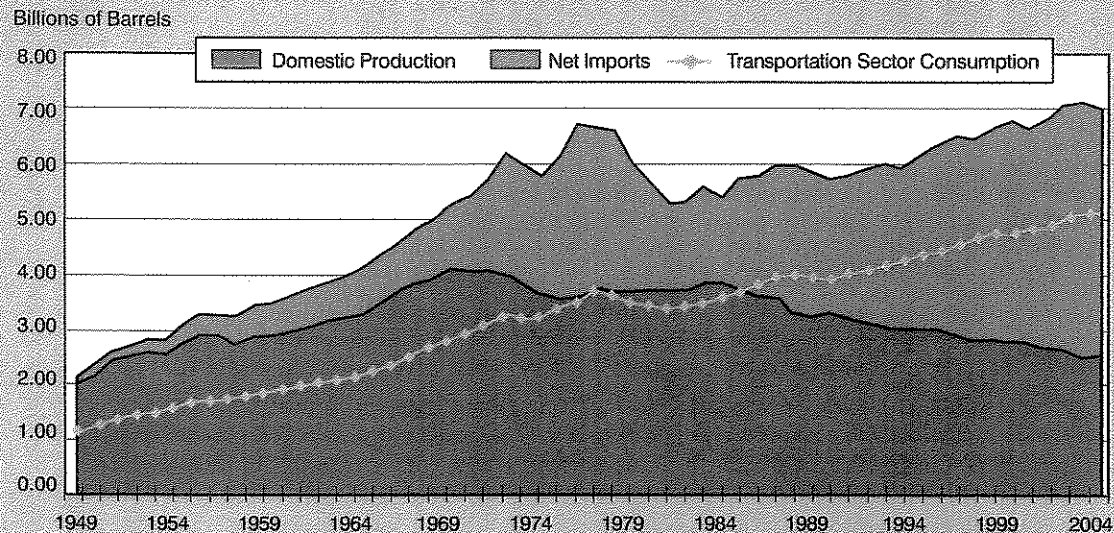
Travel on the nation's surface transportation system is far too dangerous. Highway travel, in particular, must improve its safety record. In 2006, over 42,000 people lost their lives on American high-



The collapse of Minnesota's Interstate 35W bridge on August 1, 2007, illustrated the fragile nature of the nation's surface transportation system. "The country's new and long overdue look at underinvestment in bridges, roads and transit should illustrate that government can't build and maintain infrastructure overnight," noted Minneapolis Mayor R.T. Rybak. "It takes long-term, consistent investment, even when there isn't a constituency lobbying for more money."



Exhibit 1: Annual petroleum production, imports and consumption in the U.S., 1949–2006



The chart shows that U.S. petroleum imports have increased rapidly over the last 25 years, as domestic production has declined and consumption has increased, led by the transportation sector.

Source: Energy Information Administration

ways, and almost 2.6 million were injured. Highway travel accounts for 94 percent of the fatalities and 99 percent of the injuries that occur on all surface transportation facilities. Although fatality and injury rates have fallen on a total-miles-driven basis, these numbers are still unacceptably high.

Energy security has become a critical transportation issue. The nation's mobility is largely dependent on gasoline and diesel fuel, and the transportation sector as a whole accounts for two-thirds of U.S. petroleum use (see Exhibit 1). The steeply rising cost and unreliable supply of oil puts great strains on American households and businesses, and the greenhouse gases emitted when oil products are burned are now recognized as a chief contributor to global warming. Transportation policy must work in tandem with energy policy to reduce reliance on petroleum fuels and promote research on alternatives.

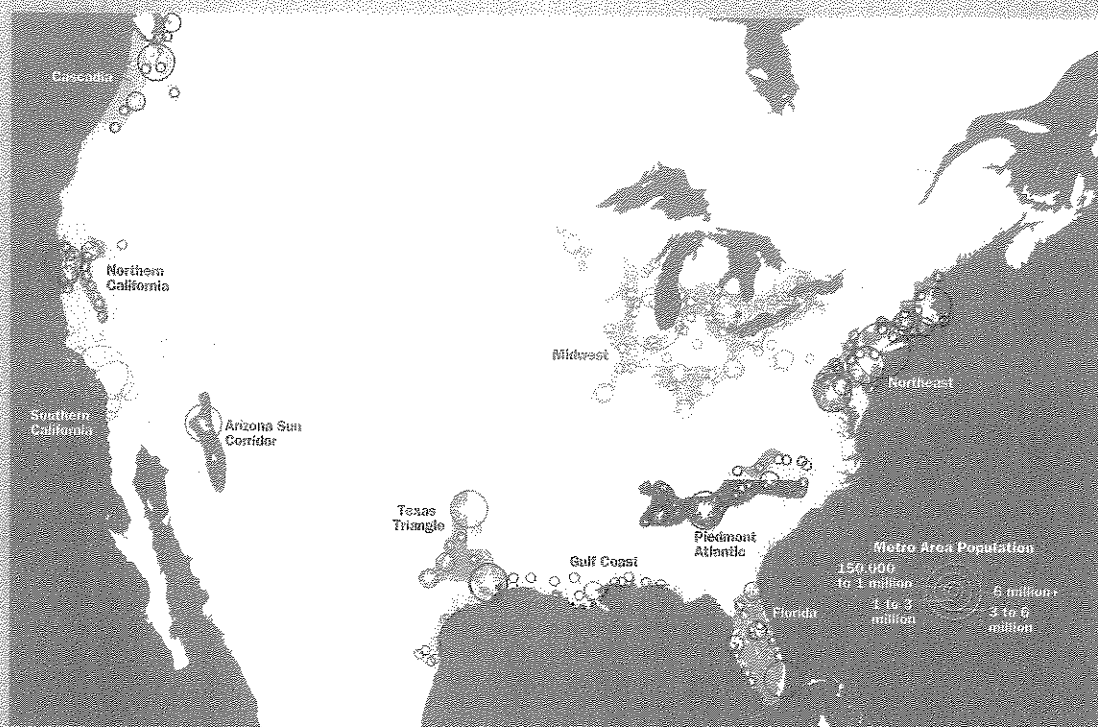
Because the nation lacks a clearly articulated transportation vision to guide investments — and an objective, performance-based method of assessing

individual projects — investment decisions are often made for political rather than good planning reasons. Congressional earmarking of transportation improvements increased from 10 projects in 1982 to more than 6,300 projects in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, for short), passed in 2005. Similarly, private sector transactions that affect the nation's publicly owned transportation network must be accomplished in a transparent manner, so that the public is confident their interests are protected.

Future Challenges

Over the next 50 years, the population of the United States will grow by some 120 million people, greatly intensifying the demand for transportation services by private individuals and by businesses. Most of that growth will occur in metropolitan areas (see Exhibit 2). Because it is unlikely that the transportation supply side can keep up with all of this growth, congestion will

Exhibit 2: Emerging megaregions in the U.S.



Economic activity in the U.S. is becoming increasingly concentrated in closely linked groups of metropolitan areas, referred to as "megaregions." This will intensify pressures on already congested commute and freight corridors.

Source: Regional Plan Association

increase and spread beyond the traditional morning and evening rush hours to affect ever-lengthening periods of each day.

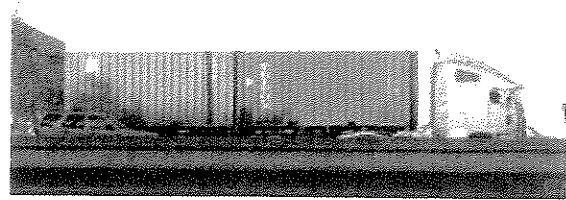
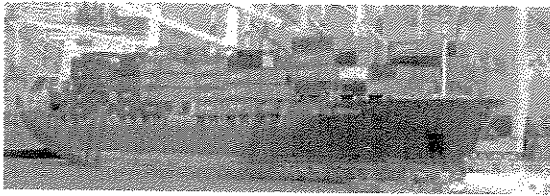
If, as expected, the world economy grows and becomes more globally integrated during the next half-century, the U.S. will experience higher trade volumes and greater pressures on its international gateways and domestic freight distribution network. Economic forecasts indicate that freight volumes will be 70 percent higher in 2020 than they were in 1998 (see Exhibit 3). Without improvements to key goods-movement networks, freight transportation will become increasingly inefficient and unreliable, hampering the ability of American businesses to compete in the global marketplace.

Any effort to address the future transportation needs of the United States must come to grips with the sobering financial reality of such an undertaking. Estimates indicate that the U.S. needs to invest at least \$225 billion annually for the next 50 years to upgrade our existing transportation network to a good state of repair and to build the more advanced facilities we will require to remain competitive. We are spending less than 40 percent of this amount today, and the current fuel-tax-

based revenue mechanisms probably cannot be relied upon alone to raise the needed sums.

The impact of transportation projects on the environment will properly be given increased attention in the future. Plans and projects to improve transportation cannot be made at the expense of the nation's environment, and the costs associated with protecting the environment must be considered, and funding for mitigation committed, during the planning and environmental scoping process. The drive for cleaner fuels and greater energy security also will be an increasingly important factor in the development of future transportation plans and programs at the national level.

At the same time, overly onerous and procedure-bound environmental review processes can often serve to delay the speedy and cost-conscious delivery of important transportation improvements. Major highway projects take about 13 years from project initiation to completion, according to the Federal Highway Administration, and Federal Transit Administration figures indicate that the average project-development period for New Starts projects is in excess of 10 years. That is simply too long. Without diminishing environmental safe-



guards, it will be essential to reform and streamline certain environmental review requirements to ensure that the large sums that must be spent to improve transportation are not made larger still due to delay and the consequent inflation of project costs.

Recommendations For Reform

The surface transportation system of the United States is at a crossroads. The future of our nation's well-being, vitality, and global economic leadership is at stake. We must take significant, decisive action now to create and sustain the pre-eminent surface transportation system in the world. Here are some of the key elements of what needs to happen.

Increased Investment

To keep America competitive, we are recommending a significant increase in investment in our national surface transportation system. The projected funding shortfalls — to maintain our existing

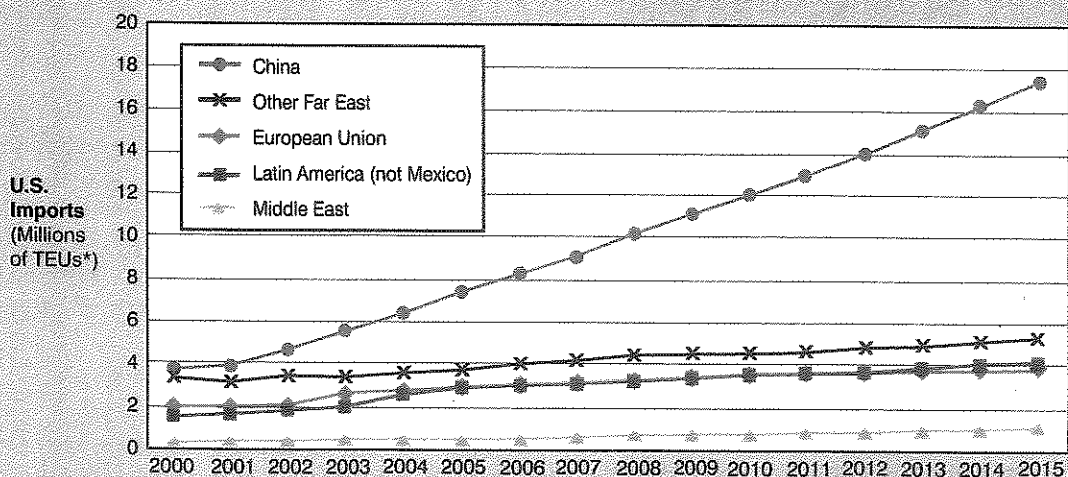
systems and expand capacity where necessary to meet the challenges of the 21st century — are enormous and ominous. To close this investment gap, we will need increased public funding. We will also need increased private investment. More tolling will need to be implemented and new and innovative ways of funding our future system will need to be employed. And we will need to price for the use of our system, which will help reduce investment needs.

Federal Government a Full Partner

We are recommending that the federal government be a full partner — with states, local governments and the private sector — in addressing the looming transportation crisis. The problem is simply too big for the states and local governments to handle by themselves, even with the help of the private sector. We believe that the federal government must continue to be a major part of the solution.

And it's not just that the problem is big. The federal government has a strong interest in our national surface transportation system. This system is of vital importance to our economy, our national

Exhibit 3: Projected growth in container imports to the U.S. merchandise trade by export region, 2000–2015



This chart shows that containerized imports have grown dramatically in recent years, particularly from China. The growing dominance of China in the containerized trade is expected to continue in the future.

Sources: Global Insight World Trade Service; *TEU=Twenty-foot-equivalent unit



defense and our emergency preparedness. Our transportation network is critical to the interstate and regional movement of people and goods, economic growth, global competitiveness, environmental sustainability, safety, and our overall quality of life.

A New Beginning

In addition to putting more money into the system, we also must create a system where investment is subject to benefit-cost analysis and performance-based outcomes. We need a system that ensures each project is designed, approved and completed quickly; one that provides a fully integrated mobility system that is the best in the world; one that emphasizes modal balance and mobility options; one that dramatically reduces fatalities and injuries; one that is environmentally sensitive and safe; one that minimizes use of our scarce energy resources; one that eases wasteful traffic delays; one that supports just-in-time delivery; and one that allows economic development and output more significant than ever seen before in history.

In order to accomplish these objectives, we have concluded that major changes will be necessary.

We believe that the federal surface transportation program should not be reauthorized in its current form. Instead, we should make a new beginning. Here are the key elements of the new beginning we recommend for the next authorization bill.

First, we are recommending that the federal program should be performance-driven, outcome-based, generally mode-neutral, and refocused to pursue objectives of genuine national interest. More specifically, we are recommending that the 108 existing surface transportation programs in SAFETEA-LU and related laws should be replaced with the following 10 new federal programs:

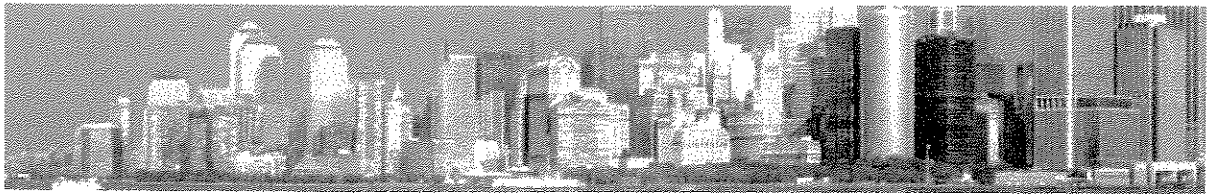
- **Rebuilding America** – state of good repair
- **Global Competitiveness** – gateways and goods movement

- **Metropolitan Mobility** – regions greater than 1 million population
- **Connecting America** – connections to smaller cities and towns
- **Intercity Passenger Rail** – new regional networks in high-growth corridors
- **Highway Safety** – incentives to save lives
- **Environmental Stewardship** – both human and natural environments
- **Energy Security** – development of alternative transportation fuels
- **Federal Lands** – providing public access on federal property
- **Research and Development** – a coherent national research program

US DOT, state and regional officials, and other stakeholders would establish performance standards in the federal program areas outlined above and develop detailed plans to achieve those standards. Detailed cost estimates also would be developed. These plans would then be assembled into a national surface transportation strategic plan.

Federal investment would be directed by the national surface transportation strategic plan. Only projects called for in the plan would be eligible for federal funding. And all levels of government would be accountable to the public for achieving the results promised.

The Commission acknowledges that these recommendations represent a major departure from current law. The federal program has evolved into what is now essentially a block grant model, with little accountability for specific outcomes. Developing performance standards and integrating them into a performance-driven regimen will be challenging but we believe the rewards will be worth the effort. In addition to making better use of public moneys to accomplish critical national objectives, the Commission's recommended approach of performance standards and economic justification would do much to restore public confidence in the transportation decision-making process. In such an environment, we believe Congress and the



public would be more amenable to funding the nation's transportation investment needs.

Second, we are recommending that Congress establish an independent National Surface Transportation Commission (NASTRAC), modeled after aspects of the Postal Regulatory Commission, the Base Closure and Realignment Commission, and state public utility commissions. The new federal commission would perform two principal planning and financial functions:

The NASTRAC would oversee various aspects of the development of the outcome-based performance standards in the federal program areas outlined above and the detailed plans to achieve those standards, and it would approve the national transportation strategic plan.

Once the national strategic plan has been approved, the NASTRAC would establish a federal share to finance the plan and recommend an increase in the federal fuel tax to fund that share, subject to congressional veto.

Third, the project delivery process must be reformed by retaining all current environmental safeguards, but significantly shortening the time it takes to complete reviews and obtain permits. Projects must be designed, approved and built as quickly as possible if we are to meet the transportation challenges of the 21st century.

Paying the Bill — "There Is No Free Lunch"

Policy changes, though necessary, will not be enough on their own to produce the transportation system the nation needs in the 21st century. Significant new funding also will be needed. We list our major revenue recommendations below.

First, we are making the following general recommendations:

- It is imperative that all levels of government and the private sector contribute their appropriate shares if the United States is to have the

pre-eminent surface transportation system in the world.

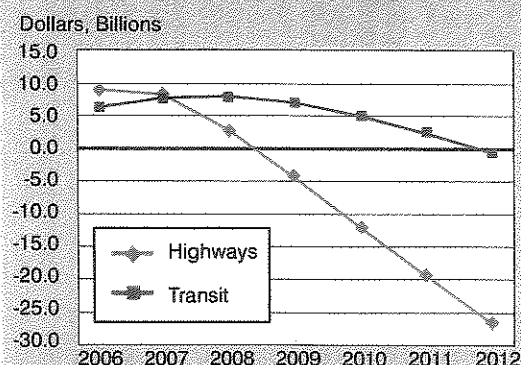
- We strongly support the principle of user financing that has been at the core of the nation's transportation funding system for half a century.
- We are recommending continuation of the budgetary protections for the Highway Trust Fund, so that user fees benefit the people and industries that pay them.

Second, we recommend that legislation be passed in 2008 to keep the Highway Account of the Highway Trust Fund solvent and prevent highway investment from falling below the levels guaranteed in SAFETEA-LU (see Exhibit 4).

Third, we are making the following specific recommendations with respect to transportation funding in the period between 2010 and 2025:

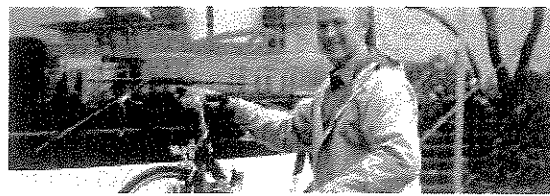
- As noted above in "Future Challenges," the annual investment requirement to improve the condition and performance of all modes of surface transportation — highway, bridge, public transit, freight rail and intercity passenger rail — ranges between \$225–340 billion. The range depends upon the extent of

Exhibit 4: Projections of Highway and Transit Account Balances Through 2012



This exhibit shows projected balances in the Highway and Transit Accounts of the Highway Trust Fund through 2012 assuming no change in revenues or program levels.

Source: U.S. Department of the Treasury projections.



peak-hour pricing implemented on congested urban highways in lieu of physical capacity expansion. To address this investment target by providing the traditional federal share of 40 percent of total transportation capital funding, the federal fuel tax needs to be raised by 25–40 cents per gallon. This increase should be phased in over a period of five years (5–8 cents per gallon per year). This rate increase should be indexed to the construction cost index.

- We are also recommending other federal user-based fees to help address the funding shortfall, such as a freight fee for goods movement projects, dedication of a portion of existing customs duties, and ticket taxes for passenger rail improvements. Tax and regulatory policy also can play an incentivizing role in expanding freight and intermodal networks.
- In addition, we are recommending that Congress remove certain barriers to tolling and congestion pricing, under conditions that protect the public interest. This will give states and local governments that wish to make greater use of tolling and pricing the flexibility to do so. More specifically, we are recommending that Congress modify the current federal prohibition against tolling on the Interstate System to allow:
 - tolling to fund new capacity on the Interstate System, as well as the flexibility to price the new capacity to manage its performance; and
 - congestion pricing on the Interstate System (both new and existing capacity) in metropolitan areas with populations greater than 1 million.
- We are recommending that Congress encourage the use of public-private partnerships, including concessions, for highways and other surface transportation modes. Public-private partnerships can serve as a means of attracting additional private investment to the surface transportation system, provided that conditions are included to protect the public interest and the movement of interstate commerce.

- State and local governments have many different types of revenues to draw upon for their share of new investment. They likely will have to raise motor fuel, motor vehicle, and other related user fees. In addition, many may take advantage of the expanded opportunities in tolling, congestion pricing and public-private partnerships that our recommendations propose.

Fourth, we are making the following specific recommendations for transportation funding in the post-2025 era:

- The motor fuel tax continues to be a viable revenue source for surface transportation at least through 2025. Thereafter, the most promising alternative revenue measure appears to be a vehicle miles traveled (VMT) fee, provided that substantial privacy and collection cost issues can be addressed. The next authorization bill should require a major national study to develop the specific mechanisms and strategies for transitioning to the VMT fee or another alternative to the motor fuel tax to fund surface transportation programs.

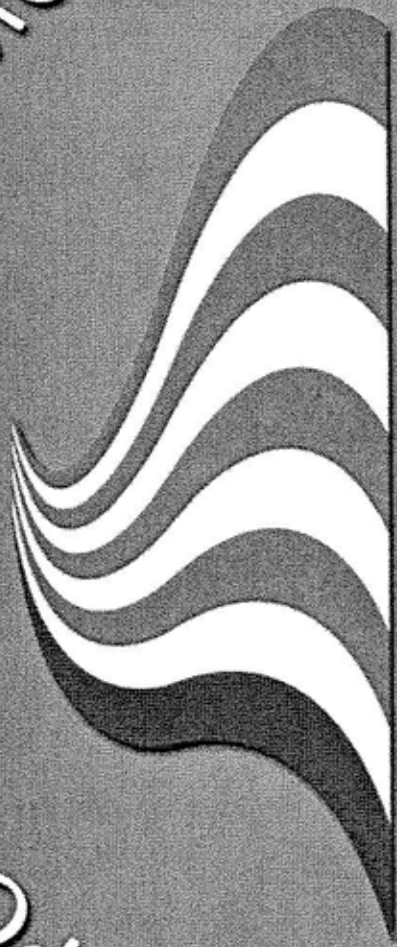
“Let’s Get Moving”

We believe that a strong transportation system is important enough to mount a large-scale effort for change; indeed we believe it is vital to the economic future of the nation and the well-being of its citizens. *Transportation for Tomorrow* presents a case for fundamental reform that we believe is compelling — and that we hope is persuasive. We invite you to join us as we take actions to turn our recommendations into reality. It is time to deliver to the people of this nation a simple but meaningful message: “Let’s get moving.” Together, we can.



www.transportationfortomorrow.org

TRANSPORTATION FOR TOMORROW



National Surface Transportation Policy and Revenue Study Commission

Steve Heminger
Executive Director, MTC
Transportation Research Forum

January 2008



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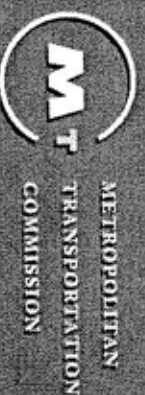
Steve Odland Chairman and CEO, Office Depot

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Matt Rose CEO, Burlington Northern Santa Fe Railroad

Tom Skancke CEO, The Skancke Company

Paul Weyrich Chairman and CEO, Free Congress Foundation



Statutory Mandate

- Study current condition and future needs of surface transportation system
- Evaluate short-term sources for Highway Trust Fund revenues and long-term alternatives to replace or supplement fuel tax
- Frame policy and funding recommendations for 15-, 30-, and 50-year time horizons
- Report to Congress by January 1, 2008

Major Recommendations

1. The federal surface transportation program should not be reauthorized in its current form. Instead, we should make a new beginning.
2. The federal program should be performance-driven, outcome-based, generally mode-neutral, and refocused to pursue objectives of genuine national interest.



METROPOLITAN
TRANSPORTATION
COMMISSION

Major Recommendations

3. The 108 separate highway, transit, railroad, and safety funding categories in SAFETEA should be consolidated into the following 10 new federal programs:

- Rebuilding America — state of good repair
- Global Competitiveness — gateways and goods movement
- Metropolitan Mobility — congestion relief in major urban areas
- Connecting America — connections to smaller cities and towns
- Intercity Passenger Rail — regional networks in high growth corridors
- Highway Safety — incentives to save lives
- Environmental Stewardship — both human and natural environments
- Energy Security — development of alternative transportation fuels
- Federal Lands — providing public access on federal property
- Research & Development — a coherent national research program

Major Recommendations

4. The various modal administrations of the U.S. Department of Transportation should be reorganized into functional units that parallel the federal focus areas described above.



METROPOLITAN
TRANSPORTATION
COMMISSION

Major Recommendations

5. Congress should establish an independent National Surface Transportation Commission. The new federal commission would perform two principal planning and financial functions:

- In cooperation with U.S. DOT, state, and regional officials, establish performance standards in the federal focus areas outlined above and detailed plans to achieve those standards. These plans would be assembled into a national transportation strategic plan for approval by the commission.
- Once the national strategic plan is approved, the commission would establish a federal share to finance the plan and recommend an increase in the federal fuel tax to fund that share, subject to congressional veto.

Major Recommendations

6. The project delivery process should be reformed by retaining all current environmental safeguards, but significantly shortening the time it takes to complete reviews and obtain permits.
7. The annual investment shortfall to improve the condition and performance of all modes of surface transportation – highway, bridge, public transit, freight rail, and intercity passenger rail – ranges between \$140-250 billion.

Major Recommendations

8. To address this investment shortfall by providing the traditional federal share of 40% of total transportation capital funding, the federal fuel tax needs to be raised by 25-40 cents per gallon. This rate increase should be indexed to the construction cost index and phased in over a period of years.
9. Other federal user-based fees also should help address the funding shortfall, such as container fees for freight projects and ticket taxes for passenger rail improvements.

Major Recommendations

10. The fuel tax continues to be a viable revenue source for surface transportation at least through 2025. Thereafter, the most promising alternative revenue measure appears to be a vehicle miles traveled (VMT) fee, provided that substantial privacy and collection cost issues can be addressed.
11. The deployment of peak-hour “congestion pricing” on Interstate highways in major metropolitan areas should be permitted, provided that revenues generated by this strategy are restricted to transportation purposes in the travel corridors where the fees are imposed.

Major Recommendations

12. Public-Private Partnerships should be encouraged as a means of attracting additional private investment to the surface transportation system, provided that conditions are included to protect the public interest and the movement of interstate commerce.

TRANSPORTATION FOR TOMORROW



National Surface Transportation Policy
and Revenue Study Commission

For More Information:

www.transportationfortomorrow.org

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. B.

SECTION 5310-Elderly and Disabled Specialized Transit Program FACT SHEET Federal Fiscal Year 2007-2008

PROGRAM PURPOSE:

To provide capital grants to assist private non-profit corporations and under certain conditions public agencies to provide safe, efficient and coordinated transportation services for elderly individuals and individuals with disabilities for whom public transportation is otherwise unavailable, insufficient, or inappropriate.

FTA FUNDING:

Approximately \$12.1 million will be available for the federal share portion in this grant cycle. Applications are scored using the California Transportation Commission (CTC) adopted criteria. Approved projects receive 88.53% in federal funding with 11.47% for the local match.

COORDINATED PLANNING:

All projects selected for funding must be derived from a coordinated public transit-human services transportation plan as required by federal guidance. Grant applications must include a Coordinated Plan Certification.

ELIGIBLE APPLICANTS:

- Private non-profit organizations;
- Governmental authorities that certify to the chief executive officer that no non-profit corporation or association are readily available in an area to provide the service;
- Governmental authorities approved by the State to coordinate services for elderly individuals with disabilities.

APPLICANT ABILITY:

Applicant must be able to document:

- Experience and history of providing an efficient and effective transit service;
- Driver training program;
- Vehicle maintenance program (maintenance costs can vary from as low as \$3,000 to \$14,000 annually) and;
- Identify the source of the 11.47% local match.

ELIGIBLE EQUIPMENT:

- Accessible vans and buses;
- Wheelchair lifts and restraints;
- Radios and communication equipment;
- Computer hardware and software;

- Transit related ITS systems;
- Introduction of new technology through innovative and improved products into public transportation.

FUNDING SELECTION PROCESS:

Applications are scored using the Quantitative Scoring Criteria. Scored projects are ranked and compiled into a statewide-prioritized list using all of Federal apportioned grant dollars. The prioritized list is submitted to the CTC for adoption.

PROGRAM REQUIREMENTS:

Successful applicants will enter into a Standard Agreement with Caltrans that stipulates the terms and conditions under which the equipment must be procured and operated (including timely submittal of Quarterly Reports and biennial onsite inspections). The Agreement will remain in effect until the project is terminated and formal disposition of the equipment has been made.

APPLICATION WORKSHOPS

Statewide workshops are starting in February to assist applicants in completing the funding application, understanding the scoring worksheet, and receiving procurement information. To register for a workshop contact CalACT at: <http://www.calact.org/> Check our website or call our toll free phone number for location information or registration assistance.

ADDITIONAL REFERENCE SOURCES:

Section 5310 website:

<http://www.dot.ca.gov/hq/MassTrans/5310.html>

DMT Coordinated Plan Resources Center:

<http://www.dot.ca.gov/hq/MassTrans/Coord-Plan-Res.html>

For questions call our toll free at:

1-888-472-6816

49 U.S.C. SECTION 5311(f) FACT SHEET ON CALL FOR PROJECTS FFY 2008

PROGRAM PURPOSE AND INTENT:

The purpose of the FTA Section 5311(f) Intercity Bus program is to provide an intercity bus transportation system designed to address the intercity bus transportation needs of the entire state by providing financial assistance for operating, capital, and/or planning grants that support one of the National objectives:

- OBJECTIVE #1: To support the connection between non-urbanized and the larger regional or national system of intercity bus service.
- OBJECTIVE #2: To support services to meet the intercity travel needs of residents in non-urbanized areas.
- OBJECTIVE #3: To support the infrastructure of the intercity bus network through planning and marketing assistance and capital investment in facilities.

INTERCITY BUS SERVICE DEFINITION:

- Regularly scheduled bus service to more distant points
- Available to the general public
- Making limited stops
- Operating on fixed routes
- Connecting two or more urban areas not in close proximity
- Capacity for transporting baggage
- Provide meaningful connections and reasonable layover times
- Excludes air, water, rail transportation, charter tour and commuter service

FTA FUNDING:

Approximately \$2.9 million will be available in federal funding for Federal Fiscal Year 2008. Funding is allocated based on a statewide competitive basis. Operating projects receive up to 50.33% in federal funding. Capital projects are funded up to 88.53% in federal funding.

ELIGIBLE APPLICANTS:

- Public governmental authorities;
- Private for profit organizations;
- Private non-profit organizations;
- Tribal Governments;

FUNDING SELECTION PROCESS:

Projects are selected on the merit of application content. A project proposal is scored using evaluation criteria adopted from the 5311(f) program definition, program objectives by an independent review committee.

5311(f) PROGRAM ELIGIBILITY:

A. Eligible

Funding is available for both operating and capital proposals as defined in the 5311(f) Guidelines.

- Operating
 - Costs and expenses
 - Marketing Activities;
- Capital
 - Accessible vans and buses,
 - Infrastructure (bus shelters, bus benches, signage, technology (i.e. transit related ITS systems such as smart cards);
 - Equipment (communication equipment, computer hardware and software)
- Feasibility and planning studies
- Demand-responsive service will only be considered for service that feeds directly, and primarily, into the intercity transportation network. Such services must provide meaningful connections and established reasonable layover times.

B. Non-Eligible

- Charter and tour services
- Commuter service designed primarily to provide daily work trips within the local commuting area.

5311(f) PROGRAM QUESTIONS:

FOR INFORMATION REGARDING THE FEDERAL FISCAL YEAR 2008 CALL FOR PROJECTS AND THE GRANT APPLICATION WORKSHOPS, PLEASE REFER TO OUR WEBSITE AT <http://www.dot.ca.gov/hq/MassTrans/5311.html> or contract program staff:

- Fred Lenhart: (916) 654-7601, Email: Fred_Lenhart@dot.ca.gov
- Ronaldo Hu: (916) 657-3955, Email: Ronaldo_Hu@dot.ca.gov

SECTION 5316 - Job Access Reverse Commute FACT SHEET

Federal Fiscal Year 2007-2008

PROGRAM PURPOSE:

The JARC program provides funding to support projects designed to transport welfare recipients and eligible low-income individuals to and from employment activities and employment related activities, particularly to suburban and rural job locations.

FTA FUNDING:

JARC program funding is available in two categories:

- Approximately \$5.6 million for JARC small-urban projects.
- Approximately \$2.7 million for JARC rural projects.

COORDINATED PLANNING:

All projects selected for funding must be derived from a coordinated public transit-human services transportation plan as required by federal guidance. Grant applications must include a Coordinated Plan Certification.

ELIGIBLE APPLICANTS:

- Private non-profit organizations.
- State or local governmental authority.
- Operators of public transportation services, including private operators of public transportation services.
- Tribal Governments.

ELIGIBLE ACTIVITIES:

Expenses that support development and maintenance of transportation services include: Capital; Planning; Operating and Mobility Management.

LOCAL MATCHING REQUIREMENTS:

Federal share of eligible capital and planning costs may not exceed 80 percent of the net cost Activity.

The Federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity.

PROJECT SELECTION PROCESS:

Projects will be awarded through a statewide competitive selection process. The Division of Mass Transportation (DMT) will evaluate all JARC project applications through a JARC/New

Freedom review committee to determine the extent to which the proposed projects meets the overall program goals and objectives of the programs.

However, a Local Agency (LA) with a recognized small-urban area may choose to enter into an Memorandum of Understanding (MOU) agreement with the DMT, to conduct its own regional competitive selection process for those small-urban JARC grant applications. A final list of selected projects will be published and submitted to the FTA for funding.

PLANNING REQUIREMENTS:

To be eligible for funding, JARC projects in urbanized areas must be included in the Metropolitan Transportation Plan prepared and approved by the metropolitan planning organization (MPO), the Transportation Improvement Program (TIP) approved jointly by the MPO and the Governor, and the Statewide Transportation Improvement Program (STIP) developed by a State and jointly approved by FTA and the Federal Highway Administration (FHWA). Projects outside urbanized areas must be included in, or be consistent with the Statewide Long-Range Transportation Plan, as developed by the State, and must be included in the STIP.

APPLICATION WORKSHOPS

Statewide workshops are starting in February to assist applicants in completing the funding application, understanding the scoring worksheet, and receiving procurement information. Please check our website for further information.

Section 5316 website:

<http://www.dot.ca.gov/hq/MassTrans/5316.html>

ADDITIONAL REFERENCE SOURCES:

Section 5317 website:

<http://www.dot.ca.gov/hq/MassTrans/5317.html>

DMT Coordinated Plan Resources Center:

<http://www.dot.ca.gov/hq/MassTrans/Coord-Plan-Res.html>

SECTION 5317 - New Freedom Program FACT SHEET

Federal Fiscal Year 2007-2008

PROGRAM PURPOSE:

The New Freedom program provides funding to assist transit operators and public agencies provide "new" transportation services for individuals with disabilities above and beyond the minimum currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.).

FTA FUNDING:

New Freedom program funding is available in two categories:

- Approximately \$3.2 million available for New Freedom small-urban projects.
- Approximately \$1.3 million available for New Freedom rural projects.

COORDINATED PLANNING:

All projects selected for funding must be derived from a coordinated public transit-human services transportation plan as required by federal guidance. Grant applications must include a Coordinated Plan Certification.

ELIGIBLE APPLICANTS:

- Private non-profit organizations.
- State or local governmental authority.
- Operators of public transportation services, including private operators of public transportation services.
- Tribal Governments.

ELIGIBLE ACTIVITIES:

Expenses that support development and maintenance of transportation services include: Capital; Planning; Operating and Mobility Management.

LOCAL MATCHING REQUIREMENTS:

Federal share of eligible capital and planning costs may not exceed 80 percent of the net cost Activity.

The Federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity.

PROJECT SELECTION PROCESS:

Projects will be awarded through a statewide competitive selection process. The Division of Mass Transportation (DMT) will evaluate all

New Freedom project applications through a Job Access Reverse Commute/New Freedom review committee to determine the extent to which the proposed projects meets the overall program goals and objectives of the programs.

However, a Local Agency (LA) with a recognized small-urban area may choose to enter into an Memorandum of Understanding (MOU) agreement with the DMT, to conduct its own regional competitive selection process for those small-urban New Freedom grant applications. A final list of selected projects will be published and submitted to the FTA for funding.

PLANNING REQUIREMENTS:

To be eligible for funding, New Freedom projects in urbanized areas must be included in the Metropolitan Transportation Plan prepared and approved by the metropolitan planning organization (MPO), the Transportation Improvement Program (TIP) approved jointly by the MPO and the Governor, and the Statewide Transportation Improvement Program (STIP) developed by a State and jointly approved by FTA and the Federal Highway Administration (FHWA). Projects outside urbanized areas must be included in, or be consistent with the Statewide Long-Range Transportation Plan, as developed by the State, and must be included in the STIP.

APPLICATION WORKSHOPS

Statewide workshops are starting in February to assist applicants in completing the funding application, understanding the scoring worksheet, and receiving procurement information. Please check our website for further information.

Section 5317 website:

<http://www.dot.ca.gov/hq/MassTrans/5317.html>

ADDITIONAL REFERENCE SOURCES:

Section 5316 website:

<http://www.dot.ca.gov/hq/MassTrans/5316.html>

DMT Coordinated Plan Resources Center:

<http://www.dot.ca.gov/hq/MassTrans/Coord-Plan-Res.html>

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. D.



2035 Tulare Street, Suite 201
Fresno, California 93721

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

March 27, 2008

Mr. Patrick Wiemiller
Director of Public Works
City of Fresno COG
2600 Fresno Street
Fresno, CA 93721

RE: Fresno COG Letter of Support For the Fresno/Clovis Metropolitan Region Traffic Synchronization Project

Dear Mr. Wiemiller:

I am writing to express the Council of Fresno County Governments' Policy Board support for the Fresno/Clovis Metropolitan Region Traffic Synchronization Project. As you know, traffic congestion, air quality and mobility deficiencies in the San Joaquin Valley are currently problematic and are expected to significantly worsen. Good mobility and air quality is critical to the economic health and quality of life of all San Joaquin Valley residents but particularly seniors and youths. In addition, Fresno/Clovis transportation corridors are expected to experience even more congestion in the future, which will further compound the existing mobility, air quality and safety problems.

The Council of Fresno County Governments recognizes the need to provide for major improvements in air quality and mobility as an important component of the region's economic development and growth management future. The Fresno/Clovis Metropolitan Region Traffic Synchronization project, if funded, would address current and future needs to improve air quality and mobility throughout the region, resulting in the creation of a more integrated transportation network within the Fresno/Clovis area and the region.

Thank you for your continued efforts to improve the lives of San Joaquin Valley residents.

Sincerely,

Trinidad M. Rodriguez, Chairman
Council of Fresno County Governments

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

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. G.

Sponsored by Fresno Council of Governments And Caltrans District 6 / Central Region



California 511 Workshop: The 511 Your Customers Want March 3-4, 2008 Fresno, California

To be held at Caltrans District 6 Planning Program; Manchester Center Office
2015 E. Shields, Suite A-100 (between Blackstone Avenue and Highway 41)

11:00 – 12:00 Registration / Informal Meet and Greet

12:00 – 12:45 Welcome	Fresno Council of Governments / Caltrans District 6
Local ATIS/511 Objectives	Fresno Council of Governments Caltrans District 6
CA 511 Overview	Caltrans (Diana Gomez)
US 511 Status / Guidelines	National 511 Coalition (Stacy Unholz)

12:45 – 1:30 Issues and Challenges for the Central Valley's 511

ITS Plans/Status	Caltrans Districts 6 (Jose deAlba), 10 (Annette Clark), and 3 (Markus Heiman), Sacramento Area Council of Governments (Warren Tighe/Siemens)
511 Plans/Status	Fresno COG (Todd Sobrado), San Joaquin County COG (Yvette Davis); Sacramento Area Council of Governments (Warren Tighe/Siemens)

1:30 – 1:45 Networking Break

1:45 – 2:45 Building the Central Valley's 511: Interactive session facilitated by FHWA (Frank Cechini), Fresno COG (Todd Sobrado), Siemens (Warren Tighe)

A group brainstorming exercise and discussion and suggestions for helping the Central Valley deploy the best traveler information within their budget. Using the ITS Systems Engineering process, flips charts will capture the comments and be added to throughout the workshop presentations.

2:45 – 3:00 Networking Break

3:00-3:30 What are the 511 Leaders Doing? Metropolitan Transportation Commission (Carol Kuester) and National 511 Coalition (Stacy Unholz)

3:30-4:30 Recent 511 Deployer Updates/Issues: San Diego (Tom Bruccoleri), Eastern Sierra (Brad Mettam), Southern California (Ken Coleman/Michelle Kirkoff), San Luis Obispo (Peter Dwyer, ICXTrans)

INFORMAL GROUP DINNER

TUESDAY MARCH 4, 2008

8:30-9:45 Different Information Needs for Different Markets

- | | |
|----------------------------|----------------------------------|
| ▪ Rural Travelers | Caltrans District 2 (TBD) |
| ▪ Urban and Rural | California CCIT (Ali Mortazavi) |
| ▪ Truckers | Caltrans Planning (Bill Tournay) |
| ▪ Cars, Trucks and Transit | San Diego (Tom Bruccoleri) |

9:45 – 10:00 Networking Break

10:00-11:00 511 Interoperability: Helping Travelers get the 511 they need

- | | |
|--|------------------------|
| ▪ Forwarding Calls To Neighboring 511s | SACOG (Warren Tighe) |
| ▪ Content Sharing and Interstate Posting | Telvent (Ahmad Sadegh) |
| ▪ '511.CA.gov' internet map | Caltrans (Bill Naddy) |

11:00-1:00 Lunch

1:00-2:00 Traveler Information Data Accuracy and Coverage Needs:

Which information, where, how much, and at what cost? Vehicle counts, speed, travel times, weather, cctv, incidents ...

- California CCIT (Jeff Ban) with Montana State ITS
- Telvent (Les Jacobsen)
- SpeedINFO (Doug Finlay)

2:00-3:00 Creative Funding:

What is the latest on making money from advertising & referrals, charging commercial/media companies for traffic data, retail subscriptions, and non-traditional government sources?

- Los Angeles METRO (Ken Coleman)
- San Diego 511 (Tom Bruccoleri)
- San Francisco 511 (Carol Kuester)

3:00-3:15 Networking Break

3:15-4:00 Revisit Central Valley 511 Flip Charts (Frank Cechini; Todd Sobrado)

A group review of comments added by attendees. Discuss next steps

4:00-4:15 Closing

Suggestions and ideas for next California 511 Workshop

**POSTER SESSIONS ARE AVAILABLE FOR 511 DEPLOYERS,
COMMERCIAL/MEDIA, TELEPHONY SERVICE PROVIDERS, AND OTHERS.**

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. H.

**2008 SAN JOAQUIN VALLEY REGIONAL POLICY COUNCIL'S
VALLEY VOICES TRIP PARTICIPANTS**

CONFIRMED AS OF 2/26

1. **Judy Case**, Supervisor, County of Fresno
2. **Michael Rubio**, Supervisor, County of Kern
3. **Allen Ishida**, Supervisor, County of Tulare
4. **Mike Nelson**, Supervisor, County of Merced
5. **Max Rodriguez**, Supervisor, County of Madera
6. **Victor Mow**, Supervisor, County of San Joaquin
7. **Fran Florez**, Mayor, City of Shafter
8. **Bill Spriggs**, Councilmember, City of Merced
9. **Rico Aguayo**, Councilmember, City of Fowler
10. **Steve Mindt**, Councilmember, City of Madera
11. **Barbara Goodwin**, Executive Director, Council of Fresno County Governments
12. **Patricia Taylor**, Executive Director, Madera County Transportation Commission
13. **Ronald Brummett**, Executive Director, Kern Council of Governments
14. **Jesse Brown**, Executive Director, Merced County Association of Governments
15. **Andrew Chesley**, Executive Director, San Joaquin Council of Governments
16. **Tony Boren**, Deputy Director, Council of Fresno County Governments
17. **Ted Smalley**, Deputy Director, Tulare County Association of Governments
18. **Robert Phipps**, Administrative Analyst, Kern Council of Governments
19. **Jennifer Dansby**, Transportation Planner, Council of Fresno County Governments
20. **Elizabeth Wright**, Associate Regional Planner, Tulare County Association of Governments
21. **Lark Downs**, Senior Regional Planner, Stanislaus Council of Governments
22. **Dianne Barth**, Public Communications Manager, San Joaquin Council of Governments
23. **Candice Steelman**, Public Information Officer, Merced County Association of Governments
24. **Steve Samuelian**, Consultant, California Consulting, LLC.

**2008 SJV REGIONAL POLICY COUNCIL'S VALLEY VOICES
DRAFT SCHEDULE
AS OF 2/26/08**

Tuesday, March 11, 2008

6:00 pm – 8:00 pm Cocktail Reception: Policy Council, COG Directors, Valley Legislators,
State Agency Staff, and Governor's Office Invited

Frank Fat's Restaurant
806 L Street
Sacramento, CA 95814
(916) 442-7092

- Private room reserved
- Asian style appetizers will be served
- A pay as you go bar will be set up in our private room

Hotel Information

Marriott Residence Inn Sacramento at Capitol Park

1501 L Street

Sacramento, CA 95814

Phone: 1-916-443-0500

Fax: 1-916-443-0600

Website: <http://www.marriott.com/hotels/travel/sacdt-residence-inn-sacramento-at-capitol-park/>

- Complimentary deluxe continental breakfast daily
- 24 hour business center on sight
- \$17 per night parking
- Check-in: 4 pm
- Check-out: 11 am

**2008 SJV REGIONAL POLICY COUNCIL'S VALLEY VOICES
DRAFT SCHEDULE
AS OF 2/26/08**

Wednesday, March 12, 2008

Capitol Building Room #115

8:30 am – 9:00 am	Briefing – Steve Samuelian
9:00 am – 9:30 am	- John Hummer, Deputy Secretary of Goods Movement, BT & H - Jim Bourgart, Deputy Secretary of Transportation and Infrastructure, BT & H
9:30 am – 10:00 am	Jennifer Gress, Consultant, Senate Transportation & Housing Committee
10:00 am – 10:30 am	- Senator Alan Lowenthal, Chair, Senate Transportation & Housing Committee - Jennifer Gress, Consultant, Senate Transportation & Housing Committee
10:30 am – 11:00 am	Assemblyman John Laird, Chair, Assembly Committee on Budget

Capitol Building Room #113

11:00 am – 12:00 pm	Valley Legislators. See list of those that have confirmed on page 3.
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Location to be Determined

12:00 pm – 1:30 pm	Lunch
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Capitol Building Room #115

1:30 pm – 2:00 pm	Senator Dick Ackerman, Senate Republican Leader (Big 5)
2:00 pm – 2:30 pm	Cindy Tuck, Undersecretary of California EPA
2:30 pm – 3:00 pm	- Curt Augustine, Deputy Legislative Secretary, Office of the Governor - John Moffat, Deputy Legislative Secretary, Office of the Governor
3:00 pm – 3:30 pm	Brenda Quintana, Director of Local Government and Community Relations
3:30 pm – 4:00 pm	TBD
4:00 pm – 4:30 pm	TBD

Location to be Determined

4:30 pm – 5:00 pm	California Transportation Commission Meeting
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**2008 SJV REGIONAL POLICY COUNCIL'S VALLEY VOICES
DRAFT SCHEDULE
AS OF 2/26/08**

Confirmed List for Valley Legislator's Meeting from 11:00 am – 12:00 pm

The following have confirmed their attendance:

1. Joseph Devlin for Assemblyman Juan Arambula
2. Assemblyman Greg Aghazarian
3. Leigh Carter for Assemblyman Alan Nakanishi
4. Senator Dave Cogdill
5. Jennifer Tannehill for Senator Denham
6. Assemblyman Bill Maze
7. Jon Dickinson for Senator Roy Ashburn
8. Ken DeVore, for Senator Roy Ashburn
9. Assemblymember Cathleen Galgiani,

**2008 SAN JOAQUIN VALLEY REGIONAL POLICY COUNCIL'S
VALLEY VOICES**

Advocacy Issues	Request
PROPOSITION 1B: TRADE CORRIDORS IMPROVEMENT FUND	Maximize San Joaquin Valley's regional share of Proposition 1B's Trade Corridors Improvement Fund bond monies to be used for the Valley's regional goods movement needs and priorities.
PROPOSITION 1B: GOODS MOVEMENT EMISSIONS REDUCTION PROGRAM	Maximize San Joaquin Valley's regional share of Proposition 1B's Goods Movement Emissions Reduction Program bond monies to be used for air quality improvements related to goods movement in the Valley.
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.
STATE RESPONSIBILITY FOR FUNDING PROJECTS	Oppose cost shifts or changes in responsibility for projects funded by the state to the local transportation entities.
PROPOSITION 42 (TRANSPORTATION CONGESTION IMPROVEMENT ACT)	Oppose the practice of taking spillover funds and placing them in the General Fund; allow Proposition 42 (Transportation Congestion Improvement Act) to receive all gas sales tax revenues.

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. I.

PRELIMINARY DRAFT SCENARIO COMPARISONS

Inputs and Outputs	Scenario 1 Status Quo	Scenario 2	Scenario 3	Scenario 4	Scenario 5 Metro Rural Loop
INPUTS					
GROWTH AREAS	Countywide	Within the current Spheres, Millerton New Town	Metro area 80%, Remaining county 20%	Countywide, Industrial growth on Interstate 5	Countywide, parameters in model
SPHERE DEVELOPMENT	Sphere expansion allowed Some expansion occurs	No sphere expansion allowed	Sphere expansion allowed Some expansion occurs	Sphere expansion allowed Some expansion occurs	Sphere expansion allowed
POPULATION (SAME FOR ALL SCENARIOS)	1,928,400	1,928,400	1,928,400	1,928,400	1,928,400
EMPLOYMENT (SAME FOR ALL SCENARIOS)	758,400	758,400	758,400	758,400	758,400
DENSITY	Same as now	Much higher density 50% reduction in lot sizes	Moderately increased density 25% reduction in lot sizes	Small increase in density 10% reduction in lot sizes	As per model
REDEVELOPMENT	250 units per year	3,000 units per year	1,500 units per year	500 units per year	As per model
AGRICULTURAL LAND PROTECTION	Same as now	Protected	Some protection	Some protection	Protected
ENVIRONMENTAL LAND PROTECTION	Same as now	Protected	Some protection	Some protection	Protected
OUTPUTS/PERFORMANCE MEASURES					
ACRES OF LAND CONSUMED	98,544	48,570	72,267	77,811	54,766
URBANIZED AREA	31,596	2,310	15,922	7,949	To be determined
STRATEGIC FARMLAND	4,304	13	1,765	1,812	To be determined
RESOURCE CONSERVATION LAND	10.3	20.8	14.0	13.0	18.5
AVERAGE DENSITY OF NEW DEVELOPMENT (PERSONS PER ACRE)					
WITHOUT ENHANCED TRANSIT NETWORK:					
VEHICLE MILES TRAVELED (VMT)	46,377,638	45,417,378	44,545,224	47,116,357	To be determined
VEHICLE MILES TRAVELED (VMT) PER HOUSEHOLD PER DAY	73.69	72.16	70.78	74.86	To be determined
TONS PER DAY OF ON-ROAD MOBILE EXHAUST					
ROG AND NOX (OZONE PRECURSORS)	28.58	27.86	27.31	28.55	To be determined
CO	60.43	59.60	58.31	60.83	To be determined
CO2	30.35	30.17	29.44	30.59	To be determined
PM2.5	1.69	1.69	1.65	1.71	To be determined

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 New Town. 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. 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 small increase in density within all of the cities and unincorporated communities, and include industrial growth on Interstate 5. 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. 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.

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III.J.

2008 FRESNO COG'S SACRAMENTO "ONE VOICE" TRIP PARTICIPANTS

Confirmed as of 2/26/08

1. **Leland Bergstrom**, Mayor, City of Kingsburg
2. **Bob Whalen**, Mayor, City of Clovis
3. **Amarpreet Dhaliwal**, Mayor, City of San Joaquin
4. **Armando Lopez**, Mayor, City of Parlier
5. **Ramon Dominguez**, Mayor, City of Huron
6. **Hilda Plasencia**, Mayor Pro Tem, City of Huron
7. **Henry Perea**, Supervisor, County of Fresno
8. **Leo Capuchino**, Councilmember, City of Mendota
9. **Kathy Millison**, City Manager, City of Clovis
10. **Cruz Ramos**, City Manager, City of San Joaquin
11. **Alan Bengyel**, City Manager, City of Huron
12. **David Elias**, City Manager, City of Fowler
13. **Bruce Rudd**, Assistant City Manager, City of Fresno
14. **Ron Manfredi**, City Manager, City of Kerman or **Trinidad Rodriguez**, Mayor, City of Kerman
15. **Scott Brockett**, Councilmember, City of Reedley
16. **Al Smith**, President and CEO, Chamber of Commerce Greater Fresno Area Chamber of Commerce
17. **Amy Huerta**, Government Affairs Manager, Greater Fresno Area Chamber of Commerce
18. **Katie Stevens**, Government Affairs Coordinator, California Partnership for the San Joaquin Valley
19. **Lydia Zabrycki**, Director of Business Partnering, Quad Knopf
20. **Jeffrey T. Roberts**, Granville Homes, Inc.
21. **Kirk Hunter**, CEO, Southwest Transportation Agency
22. **Carol Mills**, Trustee, Fresno Unified School Board
23. **Blake Konczal**, Director, Fresno County Workforce Investment Board
24. **Cindy Parral**, Volunteer and Intern
25. **Cal Rossi**, Vice President, Government and Community Relations, McMillin Land Development
26. **Tony Boren**, Deputy Director, Council of Fresno County Governments
27. **Barbara Steck**, Senior Transportation Planner, Council of Fresno County Governments
28. **Clark Thompson**, Transportation Planner, Council of Fresno County Governments
29. **Jennifer Dansby**, Transportation Planner, Council of Fresno County Governments
30. **Steve Samuelian**, Consultant, California Consulting, LLC.

**2008 FRESNO COG SACRAMENTO “ONE VOICE” DRAFT SCHEDULE
AS OF 2/26/08**

Monday, March 10th

Capitol Building Room #115

10:00 am – 10:30 am	Briefing – Steve Samuelian
10:30 am – 11:00 am	Jennifer Gress, Consultant, Senate Transportation & Housing Committee
11:00 am – 11:30 am	Dan Dunmoyer, Deputy Chief of Staff and Cabinet Secretary, Office of the Governor
11:30 am – 12:00 pm	- John Hummer, Deputy Secretary of Goods Movement, BT & H - Jim Bourgart, Deputy Secretary of Transportation and Infrastructure, BT & H
12:00 pm – 1:30 pm	Lunch on your own
1:30 pm – 2:00 pm	Carrie Pourvahidi, Deputy Director, High Speed Rail Authority
2:00 pm – 2:30 pm	Brian Kelly, Senior Consultant, Senate President pro-Tem Don Perata
2:30 pm – 3:00 pm	Brian McGowan, Deputy Secretary for Economic Development & Commerce, Business, Transportation & Housing Agency
3:00 pm – 3:30 pm	- Senator Gloria Negrete McLeod, Chair, Senate Local Government Committee - Peter Detwiler, Staff Director, Senate Local Government Committee
3:30 pm – 4:00 pm	Assemblyman Juan Arambula, Chair, Assembly Jobs, Economic Development and the Economy Committee
4:00 pm – 4:30 pm	Pedro Reyes, Special Assistant to the Speaker of the Assembly, Fabian Nunez
4:30 pm – 5:00 pm	Assemblyman Pedro Nava, Chair, Assembly Transportation Committee
5:00 pm – 6:00 pm	Free Time
6:00 pm – 8:00 pm	Dinner at McCormick & Schmick’s Seafood Restaurant 1111 J St. Sacramento, CA 95814

Guest Speaker: John Barna, Executive Director, California Transportation Commission

**2008 FRESNO COG SACRAMENTO “ONE VOICE” DRAFT SCHEDULE
AS OF 2/26/08**

1

Tuesday, March 11th

Capitol Building Room #115

8:30 am – 9:00 am	Briefing – Steve Samuelian
9:00 am – 9:30 am	Mark Stivers, Consultant, Senate Transportation and Housing Committee
9:30 am – 10:00 am	Cindy Tuck, Undersecretary of California EPA
10:00 am – 10:30 am	- Rocel Bettencourt, Fiscal Consultant, Senate Republican Policy Office - Ted Morley, Policy Consultant, Senate Republican Policy Office
10:30 am – 11:00 am	Senator Alan Lowenthal, Chair, Senate Transportation and Housing Committee
11:00 am – 11:30 am	TBD
11:30 am – 12:00 pm	Anya Lawler, Consultant, Assembly Local Government Committee
12:00 pm – 1:30 pm	Lunch on your own
1:30 pm – 2:00 pm	Senator Dick Ackerman, Senate Republican Leader (Big 5)
2:00 pm – 2:30 pm	Brian Annis, Consultant, Senate Budget and Fiscal Review Committee
2:30 pm – 3:00 pm	Senator Dean Florez, Chair, Senate Air Quality Committee
3:00 pm – 3:30 pm	- Curt Augustine, Deputy Legislative Secretary, Office of the Governor - John Moffat, Deputy Legislative Secretary, Office of the Governor
3:30 pm – 4:00 pm	Senator Dave Cogdill, 14 th District
4:00 pm – 4:30 pm	TBD
4:30 pm – 5:00 pm	TBD
5:00 pm	End of Sacramento “One Voice”. You are free to go!

**2008 FRESNO COG SACRAMENTO “ONE VOICE” DRAFT SCHEDULE
AS OF 2/26/08**

Hotel Information

Marriott Residence Inn Sacramento at Capitol Park

1501 L Street

Sacramento, CA 95814

Phone: 1-916-443-0500

Fax: 1-916-443-0600

Website: <http://www.marriott.com/hotels/travel/sacdt-residence-inn-sacramento-at-capitol-park/>

- Complimentary deluxe continental breakfast daily
- 24 hour business center on sight
- \$17 per night parking
- Check-in: 4 pm
- Check-out: 11 am



2008 FRESNO COG ~ SACRAMENTO "ONE VOICE"

Ranking by Regional Priority	Advocacy Issues	Request
1	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.
2	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.
3	WATER: SURFACE WATER STORAGE	Support funding to meet the surface water storage needs of Fresno County via new bond monies, legislation, or other avenues of funding.
4	CALIFORNIA PARTNERSHIP FOR THE SAN JOAQUIN VALLEY	Support AB 2342 (Parra) legislation to ensure that the Partnership remains intact to fully implement its 10-year Strategic Action Plan after the executive order expires on Dec. 31, 2008.
5	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.
6	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.
7	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.
Provide Information Only	SAN JOAQUIN VALLEY BLUEPRINT PLANNING PROCESS	Provide project update on regional blueprint planning activities.
Provide Information Only	FRESNO COG 2008 LEGISLATIVE PLATFORM	Introduce Fresno COG's 2008 Legislative Platform

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III.K.



STATE OF CALIFORNIA
OFFICE OF THE ATTORNEY GENERAL
EDMUND G. BROWN JR.
ATTORNEY GENERAL
February 15, 2008

RECEIVED

FEB 23 2008

BY: _____
FRESNO COG

Barbara Goodwin
Council of Fresno County of Governments
2100 Tulare Street, Suite 619
Fresno, CA 93721

Dear Director Goodwin:

I write to you today about a myth, a challenge, and an opportunity. The myth is that there is no immediate need to address local contributions to global warming. The challenge is to take action today and at every level to address global warming. And the opportunity, particularly for local government, is to be an active force in the fight against global warming by asking the hard questions, seeking the best information, and making the sound decisions that will move California to a low-carbon future. As part of this opportunity, I invite you to attend one of a series of workshops that I will co-host with the Local Government Commission this spring.

The Myth

There no longer is serious debate that global temperatures are rising and that human activities play an important role. We already are seeing the effects – disappearing glaciers, shrinking snow pack, droughts, coastal erosion, bigger and more regular storms, and more extreme heat waves. But some continue to suggest that we can afford to wait to take action. That until all the prescriptive rules are in place at the state and federal level, we can proceed with business as usual. We do not have this luxury. The best available science tells us that the effects of global warming will intensify and spread if we do not take decisive, dramatic action today. As the chairman of the United Nations Intergovernmental Panel on Climate Change recently declared: “If there’s no action before 2012, that’s too late. What we do in the next two to three years will determine our future.”

The Challenge

In California, we have recognized the urgent need to curb greenhouse gas emissions by committing to reduce emissions to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. However, even under the aggressive timetable that the Governor and Legislature have set, most of the rules being developed to reach these targets will not take effect until 2012. A tremendous amount of local and regional planning will occur between now and then. We will experience the effects of the decisions made today well into the future. Our challenge is to ensure that the planning occurring now allows us to meet the goals we have set for ourselves.



Fortunately, local agencies have at their disposal an extremely powerful tool. CEQA requires public agencies to mitigate or avoid "significant effects on the environment" when it is feasible to do so. As the Legislature recognized last year when it enacted Senate Bill No. 97, greenhouse gas emissions are the type of environmental effect that agencies must address under CEQA. Throughout California, cities, counties, and regional planning entities have begun to address global warming as an integral part of their planning efforts, as CEQA requires, even in the absence of regulatory thresholds of significance.

To assist in this effort, my office has compiled and regularly updates a document that may be helpful for agencies in carrying out their obligations under CEQA. The most recent version, available at <http://ag.ca.gov/globalwarming/ceqa.php>, lists examples of mitigation measures that may be appropriate for a broad range of projects – from specific developments to general plans and regional plans. The document also provides links to sources of information on global warming impacts and mitigation measures. I encourage you to take a look.

The Opportunity

Many agencies have questions about how to address global warming through the CEQA process. These may include: "How do we prepare an inventory of baseline greenhouse gas emissions?" "How do we model future emissions?" "What kinds of mitigation must we consider?" While each agency initially must answer these questions for itself, we can learn from each other.

With these questions in mind, my office and the Local Government Commission will host a series of workshops entitled "CEQA and Climate Change: Partnering with Local Agencies to Combat Global Warming." Speakers will include members of my office, leaders from the Governor's Climate Action Team, and modeling experts from around the State. The material covered at each workshop will be similar, but will be tailored to highlight innovative approaches in each region. We aim to provide concrete tips for addressing global warming in CEQA documents, and to foster discussion about experiences so far. Workshop dates are:

March 20, Oakland
April 3, Sacramento
April 24, Visalia

May 15, Los Angeles
May 23, Monterey

Information about the workshops and registration is available at www.lgc.org, or you can contact Kate Wright at the Local Government Commission, (916) 448-1198 ext. 305.

I look forward to working together as we create a low-carbon future in California.

Sincerely,



EDMUND G. BROWN JR.
Attorney General

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2008-08

In the Matter of:

RESOLUTION ADOPTING GREENHOUSE GAS POLICIES

GREENHOUSE GAS POLICIES

WHEREAS, climate change and the release of greenhouse gases (GHG) into the atmosphere have the potential to dramatically impact multiple aspects of human life, including our environment, public health and economy. While acknowledging that there remains uncertainty on the pace, distribution and magnitude of the effects of climate change, Fresno COG recognizes the need for immediate actions to mitigate the sources of greenhouse gases, and

WHEREAS, Fresno COG recognizes the need for sustained leadership and commitment at the federal, state, regional and local levels to develop strategies to combat the effects of climate change, and

WHEREAS, Fresno COG recognizes that collaboration between cities, counties, special districts and the private sector is necessary to ensure the success of a GHG reduction strategy at the local level, and

WHEREAS, Fresno COG supports a flexible approach to addressing climate change, recognizing that a one size fits all approach is not appropriate for California's large number of diverse communities, and

WHEREAS, AB 32, the Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006), has established a statewide goal of reducing GHGs to 1990 levels by 2020, and

WHEREAS, transportation is the largest source of emissions in the state contributing 38% of all GHG emissions, and

WHEREAS, the Attorney General's office has relied on the California Environmental Quality Act (CEQA) to immediately affect change in GHG reductions by issuing numerous comment letters to lead agencies regarding consideration of climate change in environmental documents for general plan and regional transportation plan updates and for significant development projects throughout the state, and

NOW, THEREFORE, BE IT RESOLVED, that Fresno COG supports and encourages efforts to reduce GHG emissions and the creation of a comprehensive and viable strategy to achieve these reductions; and adopts the attached greenhouse gas policies.

BE IT FURTHER RESOLVED, that to the extent the provisions of AB 32, the provisions of any regulations adopted by California Air Resources Board (ARB) pursuant to AB 32, or other relevant greenhouse gas legislation or policy guidelines conflict with the attached policies, that the state initiatives shall take precedence.

BE IT FURTHER RESOLVED, that Fresno COG acknowledges that attaining federal air quality standards for criteria pollutants is of substantial concern to the health of the residents of the San Joaquin Valley. Priority for policy and funding decisions will be given to projects that reduce criteria pollutant emissions or affect progress in attaining federal air quality standards in the San Joaquin Valley Air Basin.

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

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: Trinidad M. Rodriguez, Chairman

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

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 from transportation in the County 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;
- Set a target for GHG reductions and timeline for achieving the reductions
- 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.
- Adopt and implement the measures in the Plan; periodically evaluate the progress and make modifications to the Plan, as necessary to meet the target
 - 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.

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Transportation

- Adoption of future RTP updates shall be conditioned upon incorporating any applicable future state laws and complying with the CTC guidelines pertaining to VMT reduction and climate change.
- The 2010 RTP shall maximize the funding allocated to projects that will reduce VMT (i.e., transit projects; infrastructure to support and encourage walking and biking; projects that serve compact, mixed-use, higher density, transit-friendly development.
- Fresno COG shall review the performance measures to be included in the 2010 RTP and revise these measures to include criteria related to reduction in vehicle miles traveled and 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

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- 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 authorized in the 2007 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.
 - Recycle construction debris to the maximum extent 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.

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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. Projects included in the 2010 RTP must be consistent with the preferred Blueprint Strategy. The Blueprint will address greenhouse gas emissions reductions through the following goals and objectives:

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- 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 and protect open space and agricultural lands that sequester carbon.
- 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.
- (Note: Deleted provision because it is very confusing; it is not appropriate to require the RTP to include recommendations in technical studies that do not yet exist.
- 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 Greenhouse Gas Emission Reduction Plans, and implement mitigation measures that reduce air pollution and vehicle miles traveled 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.
- Develop and implement a Safe Routes to Schools Program to reduce driving trips to schools -- work with cities and school districts to identify infrastructure needed to encourage walking, biking and carpooling; develop and disseminate educational materials for students, teachers and parents; provide assistance in designing and locating/obtaining funding for Safe Routes to School projects.

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Energy

During the design and approval of transportation improvements implemented under the proposed 2007 RTP (Note: there is no reason to delay this until after 2010 – these conditions should apply to projects authorized in the 2007 RTP), the following energy efficiency measures shall be incorporated when applicable:

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- 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.

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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.

Blueprint Vision Statement -- Add to Blueprint Values:

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11. Reduce vehicle miles traveled to reduce greenhouse gas emissions.

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III.L.

FINANCIAL OPERATIONS																		
	Clovis	Coalinga	Firebaugh	Fowler	Fresno City	Huron	Kerman	Kingsburg	Mendota	Orange Cove	Parlier	Reedley	Sanger	San Joaquin	Selma	Fresno County	Administration	Total
YTD REVENUES																		
Registration Fees																		\$359,476.06
Interest																		\$12,391.65
Other																		
TOTAL REVENUES																		\$371,867.71
COSTS (3rd QUARTER)																		
Personnel	7,802.00	1,598.00	2,162.00	2,162.00	64,600.00		376.00	1,222.00				4,042.00	4,606.00		4,418.00	18,664.92	2,375.00	114,027.92
Services and Supplies			210.00					100.00				328.75	215.97		130.00	5,924.74		6,909.46
Major Purchases (\$2,500+)																		0.00
TOTAL COSTS	7,802.00	1,598.00	2,372.00	2,162.00	64,600.00		376.00	1,322.00				4,370.75	4,821.97		4,548.00	24,569.66	2,375.00	120,937.38
YTD COSTS	20,304.00	5,640.00	4,451.00	6,580.00	199,320.00		911.00	2,401.58				13,649.50	8,957.97	1,450.50	9,318.00	50,647.18	4,750.00	329,180.73
UNEXPENDED REVENUES																		\$42,686.98
VEHICLES ABATED																		
VOLUNTARY ABATEMENTS																		
PUBLIC	28	9	1	23														61
PRIVATE	43		10		372		4	9				41	31		43	131		684
TOWNS (ABATEMENTS)																		
PUBLIC	1	4	1															6
PRIVATE	5		5		4			2				1	9		2	4		32
TOTAL ABATEMENTS																		
PUBLIC	29	13	2	23									0		0	0		67
PRIVATE	48		15		376		4	11				42	40		45	135		716
GRAND TOTAL ABATEMENTS	77	13	17	23	376		4	11				42	40		45	135		783

		VEHICLES ABATED																	
VOLUNTARY ABATEMENTS																			
PUBLIC	28	9	1	23															61
PRIVATE	43		10		372	4	9					41	31			43	131		684
TOWS (ABATEMENTS)																			
PUBLIC	1	4	1																6
PRIVATE	5		5		4		2					1	9			2	4		32
TOTAL ABATEMENTS																			
PUBLIC	29	13	2	23									0	0		0	0		67
PRIVATE	48		15		376	4	11					42	40		45	135			716
GRAND TOTAL ABATEMENTS	77	13	17	23	376	4	11					42	40		45	135			793



SANGER FIRE DEPARTMENT

CLYDE L. CLINTON, Fire Chief

1700 SEVENTH ST. • SANGER, CA 93657 • (559) 875-6568 • FAX (559) 875-6611

March 4, 2008

Clark Thompson, Planning Coordinator
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Dear Mr. Thompson:

The City of Sanger's personnel rate for Vehicle Abatement has not been increased since the beginning of the program. The attached memorandum was submitted as dated. The rate of \$60.00 per hour was appropriate at the date of submission. This is not a request for a retro active rate increase.

As of July 2006 the rate of Code Enforcement Officer pay increased by 47%. There was a raise in the hourly rate of 22% effective March 1, 2008.

Considering the associated cost increase, we are requesting an increase of the hourly rate to \$68.00 effective March 1, 2008. The Sanger Fire Department fee schedule allows for vehicle, burdened rate and an administrative fee.

Thank you in advance for your consideration and the support. Together we have been very effective in abating vehicles from our community. I am available for any questions.

Sincerely,

Clyde L. Clinton
Fire Chief

cc: Jim Drinkhouse, City Manager

Attachments: Memo Dated August 29, 2006
Sanger Fire Department Fee Schedule
Sanger Fire Department Work Sheet