

POLICY ADVISORY COMMITTEE

CONSENT ITEMS

AGENDA ITEMS II. A-I.



2035 Tulare Street, Suite 201
Fresno, California 93721

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

POLICY ADVISORY COMMITTEE Executive Minutes

Date: Friday February 15, 2008
Time: 10:00 a.m.
Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

Members Attending:

Ron Manfredi, City of Kerman
Kathy Millison, City of Clovis
Steve Julian, City of Coalinga
Bruce Rudd, City of Fresno
Lynn Gorman, Fresno County
Alan Bengyel, City of Huron
Lou Martinez, City of Parlier
Laura Rios, City of Firebaugh

Krystal Chojnacki, City of Mendota
Don Pauley, City of Kingsburg
Dan Spears, City of Sanger
Rocky Rogers, City of Reedley
Sharri Ehlert, Caltrans
Ray Forsyth, City of Reedley
Bill Little, City of Orange Cove

Others Attending:

Alan McCuen, Caltrans
Jeff Webster, Fresno County Rural Transit
Gary Joseph, Fresno County Economic
Opportunities Commission
Barbara Goodwin, Fresno COG
Tony Boren, Fresno COG
Barbara Steck, Fresno COG

Les Beshears, Fresno COG
Renee DeVere, Fresno COG
Jeff Long, Fresno COG/FAX
Jennifer Dansby, Fresno COG
Jason Paukovits, Fresno COG
Stephanie Maxwell, Fresno COG
Todd Sobrado, Fresno COG

The meeting was called to order by Vice Chairman Ron Manfredi, City of Kerman.

I. PUBLIC PRESENTATIONS

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

There were no public presentations.

II. CONSENT ITEMS

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

- | | |
|---|-------------|
| A. Executive Minutes of January 18, 2008 | Approve |
| B. Administrative Amendment No. 11 to the 2007 Federal Transportation Improvement Program | Information |
| C. Formal Amendment No. 12 to the 2007 Federal Transportation Improvement Program, Resolution 2008-07 | Approve |
| D. 511 Status Report and Memorandum of Understanding | Information |
| E. FY 2006-07 Transit Productivity Evaluation Report | Accept |

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

F. Preliminary Transportation Development Act Estimates	Approve
G. Initiation of the 2008 Unmet Transit Needs Process	Information
H. Farmland Conservation Model Program Update	Information
I. Monthly Legislative Update	Information
J. 2006-07 COG Financial Audit	Accept
K. Status Report on Sacramento Lobbying Activities—Steve Samuelian, California Consulting LLC at the Board on 2-28-08	Information
L. FCRTA ITEM: 2006-07 FCRTA Financial Audit	Accept

Item C. was pulled from the agenda by staff until further notice.

For a complete summary of these items please see the February 15, 2008 Annotated Agenda.

A motion was made by Bruce Rudd (City of Fresno) and seconded by Alan Bengyel (Huron) to approve the Consent Items with the exception of item C as presented. A vote was called for and the motion carried.

III. ACTION / DISCUSSION ITEMS

A. Public Transportation and Infrastructure Study (PTIS) Phase II Request for Proposals

Jeff Long (FAX) reported on this item. 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.

The PTIS 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 growth and development scenarios that will be used to establish a long-range plan leading to optimum connectivity within the region.

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.

The original PTIS budget was set at \$3 million; 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, staff does not anticipate needing \$3 million to complete the PTIS.

Further, the Request for Proposals informs prospective consultants that the proposal budget will be a factor in the selection process.

Additionally, the Downtown Fresno Streetcar Feasibility Study has been included in the scope of services for the Phase II PTIS. Funding for the streetcar study has been capped at \$250,000, which is the amount that the COG Policy Board approved in September 2007. A copy of the PTIS RFP was included in the agenda package.

A motion was made by Lynn Gorman (Fresno County) and seconded by Alan Bengyel (Huron) to recommend the Fresno COG Policy Board authorize the Executive Director to issue a Request for Proposals to conduct Phase II of the Public Transportation and Infrastructure Study. A vote was called for and the motion carried.

B. Adoption of the Measure "C" Extension 2007 Local Agency Handbook, Other Revenue Program Funding, PUBLIC HEARING: 2-28-08

Tony Boren, Deputy Director reported that last month COG staff initiated the 45 day review and comment period for the *Measure "C" Extension 2007 Local Agency Handbook, Other Revenue Program Funding*. The document (included in the agenda package) contains policies and guidelines for the following 2007 Measure "C" Extension Funding Subprograms:

1. Public Transportation Infrastructure Study/Transit Consolidation
2. ADA/Seniors/Paratransit
3. Farmworker/Car/Vanpools
4. New Technology Reserve
5. Rail Consolidation

The draft document was presented to the COG committees and Policy Board as well as the Measure "C" Citizens Oversight Committee over the course of the last month, with no significant comments received to date. The document will have completed its required 45 day review and comment period by the time the COG Policy Board is requested to take an action at its February 28, 2008 meeting.

A motion was made by Don Pauley (Kingsburg) and seconded by Bruce Rudd (City of Fresno) to recommend approval of the *Measure "C" Extension 2007 Local Agency Handbook, Other Revenue Program Funding*. A vote was called for and the motion carried.

C. FY 2008-09 Draft Overall Work Program and Budget

Tony Boren (COG) reported that the FY 2008-09 Draft Overall Work Program and Budget and a summary memo was included in the agenda packet. The PAC initiated the 45-day review and comment period at their meeting on February 15th with adoption scheduled for May 2008. The Intermodal Planning Group, the federal and state agency review committee, is scheduled to meet on March 24, 2008 at 9:00 a.m. to review the OWP.

A motion was made by Alan Bengyel (Huron) and seconded by Don Pauley (Kingsburg) to recommend that PAC initiate the 45-day review process. A vote was called for and the motion carried.

D. Advanced Funding and Call for Projects

Renee DeVere (COG) reported that on January 24th, the SAFETEA-LU Programming Subcommittee met to discuss policies and issues related to the programming of advanced funding for the next Federal Transportation Funding Act (Act). The 2009 Federal Transportation Improvement Program (FTIP) will program funding from 2008/09 through 2011/12; the FTIP will contain one year of SAFETEA-LU funds and three years of funding from the next Federal Transportation Funding Act.

To insure that no funds are lost to the region Fresno COG must develop a full program of projects for 2008/09 and additional "easy to deliver" projects in the later years of the FTIP that can be advanced in order to meet funding obligation requirements. As part of identifying these "easy to deliver" projects, staff recommended that the current "lifeline" concept be continued. The "lifeline" concept previously allowed 60% of RSTP funds and 30% of CMAQ funds to be set aside for use by member agencies for projects of their choosing, as long as the planned projects qualify for the identified funding source and relate to priorities set by the Policy Board.

The SAFETEA-LU Programming Subcommittee reached consensus on the following:

- Program two years worth of funding (First Call for Projects) from the next Federal Transportation Funding Act, acknowledging that it is possible that currently available fund sources within SAFETEA-LU may not be a part of the next Act.

- For RSTP, the Subcommittee agreed to have maximum "lifeline" funding available for the First Call for Projects. Approximately \$18,430,500 of the apportionments for FFY 2009/10 and 2010/11 will be available to local agencies for their preferred projects. Over the length of the next Federal Transportation Funding Act, the split between "lifeline" and "regional bid" funds will remain at a 60/40 split.
- For CMAQ, the Subcommittee agreed to have a 50/50 split in the First Call for Projects. The estimated apportionment of \$22,241,800 for FFY 2009/10 and 2010/11 will be equally divided between a "lifeline" and "regional bid" call for projects. Both bid pots will have roughly \$11,120,900 available. Over the length of the next Federal Transportation Funding Act, the split between "lifeline" and "regional bid" funds will remain at a 30/70 split.
- Within the CMAQ "regional bid" pot, \$4,448,400 or 20% of the available pot will be solely dedicated to projects meeting a minimum cost effectiveness (\$30 per pound) threshold per adopted Fresno COG policy. Over the life of next Act (6 years) a minimum of 20% of available funding must be applied to projects meeting this minimum cost effectiveness threshold.

Ms. DeVere called attention to the description included in the package of how the funding breaks down by city for RSTP and CMAQ lifeline and how the funding breaks out for the first "call for Projects". Ms. DeVere also called attention to the handout on the Timeline for the Adoption of the 2009 FTIP and Associated "Call for Projects" over the next couple of months. Based on the discussions, there was a request on the "Call for Projects" to do a CMAQ workshop. This workshop is tentatively scheduled for February 20th, 2008. A notice will be sent out to confirm the time and location. The Board will be asked to approve the "Call for Projects" on February 28th. These projects will be due for both lifeline and regional bid on March 28th. Staff will be requiring application and submissions for lifeline projects as well.

A motion was made by Don Pauley (Kingsburg) and seconded by Lynn Gorman (Fresno County) to recommend the Policy Board issue a formal "Call for Projects" per SAFETEA-LU Subcommittee recommendations. A vote was called for and the motion carried.

E. Greenhouse Gas Plan, Resolution 2008-08

Jason Paukovits (COG) gave an update on this item. Through discussions with the Attorney General's office, Fresno COG has agreed to adopt policies that will address greenhouse gas emissions in the region. These policies include efforts to address greenhouse gas emissions through development of a climate change plan and practices that affect transportation, land use, energy and public education. Many of these policies are consistent with existing efforts of local jurisdictions and also are similar to discussions that are occurring elsewhere in California. The draft resolution and policy statements were included in your package.

Mr. Paukovits gave some basic information on the resolution and the policies that were included in the package. The survey that was done last month provided good feedback from a number of agencies. The resolution includes a number of basic statements about the issue and a statement adopting the policies.

Two points made by Mr. Paukovits; (1) any State legislation, State policies or guidance will supersede what staff does now; (2) If there is a conflict between AB 32 and any future legislation, the State rules will take precedence over what we adopt here because they would be in Statute. Staff also wanted to acknowledge that there is a serious air quality problem here for criteria pollutants which takes precedence over any actions aimed at greenhouse gases.

A motion was made by Don Pauley (Kingsburg) and seconded by Dan Spears (Sanger) to recommend the COG Policy Board approve Resolution 2008-08. A vote was called for and the motion carried.

F. San Joaquin Valley Blueprint – Monthly Update

The San Joaquin Valley Blueprint is an eight county regional planning process that will provide a vision for sustainable growth in the Valley to the year 2050. The Blueprint will provide local agencies with tools to implement this vision in a manner intended to enhance the quality of life for all residents.

Barbara Steck (COG) reported that during the fall months staff provided updates on the Blueprint planning process to all our member agencies at their city council and board meetings. The visits were intended to inform and engage our members and the community in this unique planning process. We are now moving into Phase III of the process where we will be refining and testing the five alternative growth scenarios (included in the agenda packet) in order to understand their impacts on traffic congestion and air quality. These preliminary scenarios were developed by the Blueprint technical committee and edited by the Blueprint Roundtable. Staff hopes to take this information to the public for their feedback in April. As part of that effort, staff will again be scheduling presentations at all city council meetings, at the Board of Supervisors and LAFCO. As staff moves forward in our analysis of options, we need an involved citizenry and electorate.

Ms. Steck reported that staff will be on an extremely tight schedule during this phase coordinating outreach activities with the other seven COGs in the Valley. The goal is to move local preferences on UC Davis so that they can be considered in the Valleywide regional analysis. Staff will need the help of all member agencies and community partners to make this a truly successful endeavor. COG has hired Jeffrey Scott Advertising to assist us with the marketing efforts over the next several months.

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

G. 2008 Washington, D.C. “One Voice” Update

Barbara Steck (COG) reported that thirty-four delegates participated in Fresno COG’s 2008 “One Voice” trip to Washington D.C. February 9th – 14th. Delegates promoted nine regional projects and three policy priorities during the visit.

To date, Fresno COG One Voice efforts have secured over \$13 million in earmarks for Fresno County projects. The fruits of One Voice are greater than just funding. The relationships that are developed back in Washington and among our One Voice delegation are an invaluable benefit of this undertaking.

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

H. 2008 Sacramento “One Voice” Update

Jennifer Dansby (COG) reported that in January the Policy Board approved a list of regionally significant issues for advocacy during the Fresno COG’s Sacramento “One Voice” trip scheduled for Monday, March 10th and Tuesday, March 11th.

Attention was called to the items for review:

1. Sacramento “One Voice” Trip Announcement
2. Final List of Policy Board approved Issues ranked in priority order
3. Preliminary trip outline

Staff would like to encourage member agencies and community leaders to participate in this worthwhile effort as we have heard at both the federal and state level that it reflects positively on our region when we can come together as a group and advocate for a set of common goals that will ultimately benefit the Fresno County region.

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

I. Route 99 as an Interstate

Barbara Goodwin, Executive Director reported on this item. Included in the agenda packet was a letter from Macolm Dougherty, Caltrans District 6 Director regarding technical studies needed prior to Route 99 being further pursued as an Interstate. This information was requested via the California Partnership for the San Joaquin Valley in November. The cost of the needed study is \$500,000, half is proposed from the State of California and the remaining balance (\$250,000) to come from the seven valley counties that have SR 99 in their jurisdiction. The funds would come from the various counties Regional share of state funds.

At the same November Transportation Working Group meeting, and as a suggestion from the COGs, Caltrans stated they would also research the potential for an economic study that would answer the following question: It is clear that there is an economic benefit to improving a highway from a two or four lane non-freeway to a multi-lane freeway, but is there any real business expansion and jobs creation related to Interstate designation compared to just doing the upgrade to multi-lane freeway?

Caltrans stated at the recent Valley COG Directors meeting and Regional Policy Council Meeting that such a study would cost about \$50,000. The general consensus of the Directors was to explore the economic study first, which would validate the need for interstate status to further economic stimulus, versus added lane capacity which is known to provide economic stimulus. A request to have the Economic Development Corporations invest in the economic study was also made. The Policy Council took no action, but expressed great concern over a \$500,000 study. They asked that the matter be referred back to each of the COGs for their various opinions. A more detailed and written synopsis of the economic study has been requested of Caltrans, since their report was verbal.

While all Valley COGs desire the expansion of SR 99 as outlined in the Business Plan, there is less certainty that economic gains would be realized if 99 was designated an Interstate. The uncertainty is centered on the need to commit future funds to upgrade the facility to Interstate standards (knowing that many but as yet unidentified waivers might be granted) but also knowing that the interstate investments would likely add little if any additional lane capacity. Also without a federal earmark or other federal program to specifically invest in 99, separate from funds already coming to California, there are no "new funds" that would aid in the facility upgrade.

After some discussion a motion was made by Kathy Millison (Clovis) and seconded by Lynn Gorman (Fresno County) that PAC preferred to do both studies, but if only one study proceeds the economic study should be done first. A vote was called for and the motion carried.

J. Caltrans Monthly Report

Sherri Ehler (Caltrans) provided an update on Caltrans activities.

- In addition to Call for Projects for CMAQ, local assistance has also sent out a Call for Projects for the high risk rural roads program that is the HR3. Statewide this program has approximately \$18 million for projects, and is limited to 3 functional road classifications; (1) any road classified as a rural major collector; (2) a rural minor collector; (3) or a rural local road. More information is available on the Caltrans local assistance website or contact Nole Bucu of Caltrans staff at 559-488-4038.
- The DBE program has some upcoming training on changes to the program. There is a presentation at the Manchester office on Monday, February 25th 10:00 am. to 12:00 pm. The primary objective is to discuss changes in the DBE program.
- Information on "Status of Documents" can be located on Caltrans website under www.dot.ca.gov/dist6/epm/docs/sop/d6sop.pdf

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

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

Jeffery Webster (FCRTA) called attention to a January 11, 2008 Memorandum. 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 included in the agenda information). The Survey was mailed, with return postage, to 2,250 residential postal addresses. FCRTA received 181 returned Surveys. Staff has completed the tabulation of the raw data and 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.

A motion was made by Don Pauley (Kingsburg) and seconded by Bruce Rudd (City of Fresno) to recommend that a Measure C funded FCRTA Service Expansion Demonstration Program be implemented from 3-1-08 through 6-30-08 to determine ridership response and subsystem viability to FCRTA's Productivity Standards to warrant continuation for the coming 2008-09 Fiscal Year. A vote was called for and the motion carried.

IV. OTHER BUSINESS

A. Items from Staff

Barbara Goodwin called attention to a presentation she gave before LAFCO on the Regional Housing Needs Allocation Plan. To better understand that process, LAFCO needs to develop a consistency statement that the housing allocations within its purview are consistent with the Regional Housing Needs Allocation. Rick Ballantyne, LAFCO Director, suggested referring that issue to the Fresno COG to make the consistency statement. However, Mrs. Goodwin countered that it might be more appropriate that the County and the Cities make that determination.

B. Items from Members

Ron Manfredi (Kerman) reported that City Managers and Economic Development Directors met to discuss services of the Economic Development Corporations serving Fresno County. A sub-committee was appointed: Kathy Millison, Lou Martinez, Dan Spears and Ron Manfredi will serve on the committee. A letter was written outlining some of the concerns. A meeting is scheduled for February 25th. Mr. Manfredi reported that they have some very progressive ideas on how communities, and especially cities and the County, can work together.

There being no further business, the meeting was adjourned.

Respectfully submitted,



BARBARA GOODWIN, Executive Director
Council of Fresno County Governments

\sm

MONTHLY LEGISLATIVE REPORT

MARCH 2008

Bill	Bill Summary	Latest Action
CA AB 240 Eng (D)	State Surplus Property: Centralized Sale Requires the Department of General Services to establish a program to centralize the sale of state surplus personal property using the best available technology, including, but not limited to, the Internet. Requires the department to impose an additional charge on each item of state surplus personal property that is sold to recover its costs in establishing the program. Requires the department to transmit the proceeds to the account or fund from which the money were originally derived. <i>Fresno COG: Watch</i>	06/14/2007: • To SENATE Committee on GOVERNMENTAL ORGANIZATION.
CA AB 633 Galgiani (D)	Grade Separation Projects Requires the Public Utilities Commission and the Department of Transportation to issue a joint public report to the appropriate policy and fiscal committees of the Legislature to include, among other things, an evaluation of the grade separation project funding program and recommendations for establishing a hardship application process allowing for the adjustment or deferral of local financial participation in severe circumstances. Notes: RR Grade Separations <i>CalCOG: Support Fresno COG: Support Kern COG: Watch MCAG: Watch</i>	06/14/2007: • To SENATE Committee on TRANSPORTATION AND HOUSING.
CA AB 660 Galgiani (D)	Railroad-Highway Grade Separations Revises the highway-railroad grade separation program of the Department of Transportation to delete funding eligibility for a grade separation at a proposed new grade crossing or for removal or relocation of highways or railroad tracks to eliminate existing grade crossings. Provides a maximum allocation of 80% of project costs for all projects funded. Limits the maximum total allocation provisions. Modifies the calculation of the amount of funds deducted from the apportionments of fuel tax revenues. Notes: Grade Separations <i>Kern COG: Oppose MCAG: Watch</i>	02/07/2008: • To SENATE Committee on TRANSPORTATION AND HOUSING.
CA AB 842 Jones (D)	Regional Plans: Traffic Reduction Requires the Transportation Commission to update its guidelines for the preparation of regional transportation plans, including a requirement that each regional transportation plan provide for a 10% reduction in the growth increment of vehicle miles traveled. Requires the Department of Housing and Community develop to rank applicants for the award of capital improvement grants based upon a reduction of vehicle miles traveled as a result of the project. Notes: RTPAs <i>CalCOG: Support Kern COG: Watch</i>	02/07/2008: • To SENATE Committee on TRANSPORTATION AND HOUSING.

MONTHLY LEGISLATIVE REPORT

MARCH 2008

CA AB 867 Davis (D)	Transportation Analysis Zones Requires each metropolitan planning organization and each regional transportation planning agency, in developing the regional transportation plan, to factor the mobility of low-income and minority residents into its computer analysis of regional traffic analysis zones used to estimate travel behavior and traffic generation as part of the transportation demand model. Requires results of such analysis to be availed to the public and to be added as an addendum to the regional transportation plan. Notes: RTPAs <i>CalCOG: Watch Kern COG: Watch</i>	08/30/2007: • In SENATE Committee on APPROPRIATIONS: Not heard.
CA AB 901 Nunez (D)	Transportation: Highway Safety Traffic Reduction Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 that requires funds from the proceeds of bonds under the act for allocation to public transit operators and transportation planning agencies. Requires the Department of Transportation and Transportation Commission to provide information regarding their needs. Imposes specified auditing requirements. <i>CalCOG: Watch Fresno COG: Watch Kern COG: Watch</i>	07/10/2007: • From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.
CA AB 995 Nava (D)	Trade Corridors Relates to the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act. Provides that projects eligible for funding from the Trade Corridors Improvement Fund receive priority if they meet specified requirements. Requires the state Transportation Commission to coordinate with the state Air Resources Board for technical assistance in evaluating project applications. Notes: Transportation Funding/Trade Corridors <i>CalCOG: Watch Fresno COG: Watch</i>	02/13/2008: • In SENATE. To Inactive File.
CA AB 1129 Arambula (D)	San Joaquin Valley Regional Affordable Housing Trust Establishes the San Joaquin Valley Regional Affordable Housing Trust as a voluntary organization for the purposes of fostering the regional collaboration of San Joaquin Valley cities, counties, developers, financial institutions, and community-based organizations to meet affordable housing needs in the region. Notes: SJV/Trade Corridor <i>CalCOG: Watch Fresno COG: Support Kern COG: Watch SJV Partnership: Support TCAG: Support</i>	02/07/2008: • To SENATE Committee on TRANSPORTATION AND HOUSING.
CA AB 1170 Krekorian (D)	State Mandates Requires the Commission on State Mandates to issue a decision on a local agency or school district test claim no later than 36 months after the date the claim is filed, if the claim is filed on or after or no later than a specified date and requires a report. Deletes, with respect to a reimbursement claim that is filed or last amended on or after and before a specified date, the provision that authorizes the Controller to commence an audit no later than 3 years from the date of the payment of the claim. <i>CalCOG: Watch Fresno COG: Watch</i>	08/30/2007: • In SENATE Committee on APPROPRIATIONS: Not heard.

MONTHLY LEGISLATIVE REPORT

MARCH 2008

CA AB 1209 Karnette (D)	Air Resources Board: Emission Reduction Projects Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act. Requires a the State Air Resources Board to allocate funds on a competitive basis to projects and measures that are shown to achieve the greatest emission reductions from activities related to freight movement along the state's trade corridors. Requires the projects to result in emission reductions not required by law or regulation in effect as of a specified date and states how the funds must be used. Notes: Transportation Funding CalCOG: Support Fresno_COG: Support	07/18/2007: • From SENATE Committee on APPROPRIATIONS with author's amendments. • In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
CA AB 1221 Ma (D)	Transit Village Developments: Tax Financing Increases the area included in a transit village plan. Allows a city or county that prepare such plan, with the agreement of every governmental entity that may receive property taxes within the village district and at least one entity that owns and operates a transit station in the district, regardless of whether it may collect property taxes, to engage in tax increment financing, to fulfill the goals of the plan. Allows a plan and tax increment financing to address and provide for housing in the district. Notes: Transit Planning CalCOG: Support	06/27/2007: • In SENATE Committee on LOCAL GOVERNMENT: Not heard.
CA AB 1223 Arambula (D)	Public Utilities: Net Energy Metering Requires that, for the purposes of determining whether an agricultural customer-generator using wind or solar electric generation was a net consumer or a net producer of electricity during the 12-month period, the electrical corporation shall aggregate the electrical load of the agricultural customer under the same ownership located on property adjacent or contiguous to the generation facility. Requires that each aggregated account be billed and measured according to a time-of-use rate schedule. Notes: Renewable Energy SJV_Partnership: Support	07/03/2007: • In SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS: Not heard.
CA AB 1252 Caballero (D)	Park Development and Community Revitalization Act Provides for the Statewide Park Development and Community Revitalization Act of 2007. Authorizes specified entities to apply for local assistance program grants. Revises the criteria for awarding grants. Requires the adoption of guidelines to amplify or clarify the grant criteria or develop a procedural guide for the administration of the act and guidance of applicants. Notes: Housing CalCOG: Support	02/13/2008: • In SENATE. To Inactive File.
CA AB 1350 Nunez (D)	Transportation Bond Funds Amends the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Requires specified funds to be allocated to transit operators for eligible projects based on various formulas. Requires funds to be allocated by the Office of Emergency Services in consultation with the Office of Homeland Security. Requires an eligible	07/10/2007: • From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on

MONTHLY LEGISLATIVE REPORT

MARCH 2008

applicant to annually advise the Office of Emergency Services of the applicant's need for funding in the following fiscal year.

Notes: Transportation Funding

CalCOG: Watch **Fresno COG:** Watch

APPROPRIATIONS.

CA AB 1351 Levine (D)	Transportation: State-Local Partnerships Amends the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006. States the intent of the Legislature to appropriate a specified amount of funds for the State-Local Partnership Program for funding transportation projects for a specified period. Defines local funds under the program relating to a local match as revenues from any locally imposed transportation related sales tax. Requires certain related reports. Notes: Transportation Funding CalCOG: Watch Fresno COG: Watch Kern COG: Watch	08/30/2007: • In SENATE Committee on APPROPRIATIONS: Not heard.
CA AB 1358 Leno (D)	Planning: Circulation Element: Transportation Requires the legislative body of a city or county, upon any revision of the circulation element of the general plan, to modify the circulation element to accommodate the safety and convenient travel of users of streets, roads, and highways, in a manner that is suitable to the rural, suburban, or urban context of the general plan. Requires the Office of Planning and Research to prepare of amend guidelines to provides for this accommodation using consideration of accommodation variation in transportation. Notes: Transportation/Circulation element CalCOG: Watch Kern COG: Watch	02/13/2008: • In SENATE. To Inactive File.
CA AB 1455 Arambula (D)	Air Quality Zones Authorizes the State Air Resources Board to designate Air Quality Zones based on specified criteria. Creates air quality zones to provide incentives for owners of mobile and stationary sources of air pollution to invest in air pollution control equipment that produces quantifiable emission reductions exceeding federal, state, and regional air standards. Provides incentives to owners of stationary sources to invest in the production and utilization of renewable energy technologies. Notes: Air Incentives SJV Partnership: Support	08/30/2007: • In SENATE Committee on APPROPRIATIONS: Not heard.
CA AB 1612 Nava (D)	Vehicles: Hazardous Materials: Permits Prohibits a motor carrier of hazardous materials from being granted administrative review in lieu of a compliance inspection of any terminal from which specified hazardous materials carrying vehicles are operated. Prohibits the Department of the Highway Patrol from issuing a license to transport hazardous materials to a motor carrier unless each terminal from which hazardous materials carrying vehicles are operated is in compliance and is currently rated satisfactory. Relates to size and load permits. CSAC: Support	10/11/2007: • Signed by GOVERNOR. • Chaptered by Secretary of State. Chapter No. 514

MONTHLY LEGISLATIVE REPORT

MARCH 2008

CA SB 9 Lowenthal (D)	Trade Corridor Improvement: Transportation Project Relates to Trade Corridor Improvement Transportation Fund projects. Establishes a process to be administered by the State Transportation Commission for allocation of fund moneys. Establishes the corridors eligible for funding. Establishes criteria for project selection based on improvement of mobility of freight and improvement of air quality. Requires projects to be ready for construction by a specified date. Provides for allocations to projects outside of the trade corridors. Notes: Trade Corridor Regional Planning CalCOG: Watch Fresno_COG: Watch Kern_COG: Oppose MCAG: Watch SJCOG: Watch TCAG: Watch	08/30/2007: • In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.
CA SB 19 Lowenthal (D)	Trade Corridor: Projects to Reduce Emissions: Goods Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Requires the Air Resources Board to implement the Goods Movement Emission Reduction Program and to adopt guidelines and funding criteria for the program. Creates eligibility requirements for funding pursuant to this program. Creates the Goods Movement Emission Reduction Fund to be funded with bond proceeds. Notes: Reduce emissions CalCOG: Watch Fresno_COG: Watch Kern_COG: Watch	07/17/2007: • From ASSEMBLY Committee on APPROPRIATIONS with author's amendments. • In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
CA SB 47 Perata (D)	Transportation Bonds States the intent of the Legislature to enact provisions governing project eligibility, matching fund requirements, and the application process relative to allocation of bond proceeds of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to the State-Local Partnership Program. Notes: Transportation Funding CalCOG: Watch Fresno_COG: Watch Kern_COG: Watch	02/04/2008: • In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.
CA SB 59 Cogdill (R)	Reliable Water Supply Bond Act of 2008 Enacts the Reliable Water Supply Bond Act, which, if approved by the voters, would authorize, for purposes of financing a water supply program, the issuance of bonds. Requires the Secretary of State to submit the bond act to the voter. Notes: Water Fresno_COG: Support	02/04/2008: • In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.
CA SB 204 Dutton (R)	Transportation Funds Requires revenues from taxes imposed by the state on motor vehicle fuels and from the sale of excess real property originally acquired by the state for highways to be paid into the State Treasury to the credit of the State Highway Account and to be available to the Department of Transportation. Notes: Transportation Funding CalCOG: Oppose Kern_COG: Oppose	02/04/2008: • In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.

MONTHLY LEGISLATIVE REPORT

MARCH 2008

CA SB 262 Runner G (R)	Transportation: Trade Corridors Improvement Requires the Transportation Commission, when allocating certain funds to projects, to consider the impact of a project on goods movement and port operations in the Southern California region and the potential of a project to benefit the inland port concept in order to relieve congestion at and in the vicinity of the Port of Los Angeles and the Port of Long Beach. Notes: Trade Corridors <i>CalCOG: Watch Fresno_COG: Watch Kern_COG: Watch</i>	02/04/2008: • In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.
CA SB 286 Lowenthal (D)	Transportation Enhancement Funds: Conservation Corps Requires, with respect to federal funds made available to the state for transportation enhancement projects, transportation planning agencies, county transportation commissions or authorities, and congestion management agencies to adopt criteria that give priority in project selection to the sponsors of eligible projects that partner with, commit to employ the services of, a community conservation corps, or the state conservation corps to construct or undertake the project. Notes: Transportation Funding <i>CSAC: Support CalCOG: Watch Kern_COG: Watch League_of_Cities: Support MCAG: Support TCAG: Watch</i>	01/17/2008: • From ASSEMBLY Committee on APPROPRIATIONS with author's amendments. • In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
CA SB 303 Ducheny (D)	Local Government: Land Use Planning Requires each county or city general plan to encompass a specified planning and projection period, except for the housing element. Requires each element, except for housing, conservation, and open-space elements to be updated at least every 10 years. Provides the required housing element updating requirement. Revises the open-space element. Requires the conservation element and the open-space element to be updated concurrently with the housing element. Relates to housing for all income levels. Notes: Land Use Planning <i>CalCOG: Oppose Fresno_COG: Oppose League_of_Cities: Oppose</i>	07/03/2007: • In ASSEMBLY Committee on LOCAL GOVERNMENT: Heard, remains in Committee.
CA SB 307 Dutton (R)	Goods Movement States the intent of the Legislature to incorporate the Southern California National Freight Gateway Strategy into the Goods Movement Action Plan. Notes: Trade Corridors <i>CalCOG: Watch Fresno_COG: Watch</i>	02/04/2008: • In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.
CA SB 375 Steinberg (D)	Transportation Planning: Travel Models: Reviews Relates to guidelines for travel demand guidelines used in regional transportation plans, the requirement a regional transportation plan include a sustainable community strategy designed to achieve goals for the reduction of greenhouse gas emissions, an environmental document under the Environmental Quality Act that examines specific impacts of a transportation project located in a local	01/28/2008: • From ASSEMBLY Committee on APPROPRIATIONS with author's amendments. • In ASSEMBLY. Read second time

MONTHLY LEGISLATIVE REPORT

MARCH 2008

	jurisdiction that has amended its general plan and the legislative body finds the project meets specified criteria. Notes: Regional Planning/RTPAs CSAC: Oppose CalCOG: Watch Fresno COG: Oppose Kern COG: Watch League of Cities: Oppose MCAG: Oppose TCAG: Oppose	and amended. Re-referred to Committee on APPROPRIATIONS.
CA SB 445 Torlakson (D)	Road User Task Force Creates the Road User Task Force to hold public hearings around the state and to report on alternatives to the current system of taxing road users through per-gallon fuel taxes. Notes: Transportation CSAC: Support CalCOG: Support Fresno COG: Support Kern COG: Watch League of Cities: Support	07/02/2007: • In ASSEMBLY Committee on TRANSPORTATION: Not heard.
CA SB 716 Perata (D)	Transit Operators Relates to appropriations to transportation agencies from the Public Transportation Modernization, Improvement, and Service Enhancement Account for transit capital projects pursuant to a specified formula. Specifies requirements for an eligible project sponsor to receive an allocation of funds appropriated from the account. Requires the Transportation Commission and the Controller to administer these provisions. Notes: Transportation Funding CalCOG: Watch	07/11/2007: • In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
CA SB 748 Corbett (D)	Transportation: State Local Partnerships States the purposes of the State-Local Partnership Program. Requires the Transportation Commission to adopt guidelines for the program. Defines eligible local matching funds under the program for purposes of the required dollar-for-dollar match. Establishes an application procedure to nominate projects. Limits the amount of funding for a single project in a funding cycle. Describes the categories of projects that may be funded through the program. Establishes timelines for expenditure of funds. Notes: Transportation Funding CSAC: Support CalCOG: Support Fresno COG: Support League of Cities: Support	08/30/2007: • In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File. • In ASSEMBLY Committee on APPROPRIATIONS: Not heard.
CA SB 872 Ackerman (R)	State-Local Partnership Program Creates the State-Local Partnership Program and appropriates a specified amount per year for 5 years beginning in the 2010-11 fiscal year. Provides for allocation of state funds to eligible highway and mass transit guideway projects nominated by local agencies are to be funded with at least 50% of local funds derived from a locally imposed transportation sales tax. Specifies the process for applying for, receiving, and expending these funds. Notes: Transportation Funding CalCOG: Watch Fresno COG: Watch Kern COG: Watch	02/04/2008: • In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.

MONTHLY LEGISLATIVE REPORT

MARCH 2008

CA SB 947 Hollingsworth (R)	Consultation: Transportation Facilities Requires notice of at least one scoping meeting to be provided to transportation planning agencies or public agencies required to be consulted concerning a project proposed by a lead agency which requires an environmental impact report under the California Environmental Quality Act. Requires the project's effect on overpasses, on-ramps, and off-ramps to be included in that consultation. Notes: RTPAs CalCOG: Support	05/24/2007: • To ASSEMBLY Committees on NATURAL RESOURCES and TRANSPORTATION.
CA SB 974 Lowenthal (D)	Ports: Congestion Relief: Air Pollution Mitigation Requires the Ports of Los Angeles and Long Beach to transmit a portion of the funds derived from imposition of a container cargo user fee to the San Pedro Bay Ports Congestion Relief Trust Fund and San Pedro Bay Ports Mitigation Relief Trust Funds. Requires the Port of Oakland to transmit a portion of the funds derived from imposition of the fee to the Port of Oakland Congestion Relief Trust Fund and a portion to the Port of Oakland Mitigation Relief Trust Fund. Authorizes related financing agreements. Notes: Trade Corridors CalCOG: Watch Fresno COG: SWA	09/10/2007: • In ASSEMBLY. To Inactive File.

BILL NUMBER: SBX3 5 AMENDED
BILL TEXT

AMENDED IN SENATE FEBRUARY 13, 2008

INTRODUCED BY Committee on Budget and Fiscal Review

FEBRUARY 7, 2008

~~An act relating to the Budget Act of 2007.~~

An act to amend Sections 2104, 2105, 2106, 2107, and 2107.5 of the Streets and Highways Code, relating to transportation, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

SB 5, as amended, Committee on Budget and Fiscal Review.
~~Budget Act of 2007.~~ Highway Users Tax Account.

Existing law requires state excise fuel tax revenues to be deposited in various accounts and to be allocated, in part, for various purposes, including the cost of collection and authorized refunds. Existing law requires the balance of these funds remaining after authorized deductions to be transferred to, and deposited monthly in, the Highway Users Tax Account in the Transportation Tax Fund. Existing law provides for annual and monthly apportionment by the Controller of specified revenues in the Highway Users Tax Account to counties and cities for the transportation purposes authorized by Article XIX of the California Constitution.

This bill would require transfers of those revenues from the Highway Users Tax Account to counties or cities that would otherwise be made during certain months of 2008, to instead be made in September of 2008, as specified. The bill would allow those counties or cities to make use of any cash balance in any county or city account that is designated for the receipt of state funds allocated for local streets and roads maintenance, including specified bond funds, during the period of this suspension, without the use of this cash being reflected as an expenditure of bond act funds, provided the cash is replaced once this suspension is repaid in September of 2008.

The California Constitution authorizes the Governor to declare a fiscal emergency and to call the Legislature into special session for that purpose. The Governor issued a proclamation declaring a fiscal emergency, and calling a special session for this purpose, on January 10, 2008.

This bill would state that it addresses the fiscal emergency declared by the Governor by proclamation issued on January 10, 2008, pursuant to the California Constitution.

This bill would declare that it is to take effect immediately as an urgency statute.

~~This bill would express the intent of the Legislature to enact statutory changes relating to the Budget Act of 2007.~~

Vote: ~~majority~~ 2/3 . Appropriation:
no. Fiscal committee: ~~no~~ yes .
State-mandated local program: no.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 2104 of the Streets and Highways Code is amended to read:

2104. A sum equal to the net revenue derived from a per gallon tax of 2.035 cents (\$0.02035) under the Motor Vehicle Fuel License Tax Law (Part 2 (commencing with Section 7301) of Division 2), 1.80 cents (\$0.0180) under the Use Fuel Tax Law (Part 3 (commencing with Section 8601) of Division 2), and 1.80 cents (\$0.0180) under the Diesel Fuel Tax Law (Part 31 (commencing with Section 60001) of Division 2) of the Revenue and Taxation Code, shall be apportioned among the counties, as follows:

(a) Each county shall be paid one thousand six hundred sixty-seven dollars (\$1,667) during each calendar month, which amount shall be expended exclusively for engineering costs and administrative expenses with respect to county roads.

(b) A sum equal to the total of all reimbursable snow removal or snow grooming, or both, costs filed pursuant to subdivision (d) of Section 2152, or seven million dollars (\$7,000,000), whichever is less, shall be apportioned in 12 approximately equal monthly apportionments for snow removal or snow grooming, or both, on county roads, as provided in Section 2110.

(c) A sum equal to five hundred thousand dollars (\$500,000) shall be apportioned in 12 approximately equal monthly apportionments, as provided in Section 2110.5.

(d) Seventy-five percent of the funds payable under this section shall be apportioned among the counties monthly in the respective proportions that the number of fee-paid and exempt vehicles which are registered in each county bears to the total number of fee-paid and exempt vehicles registered in the state.

For purposes of apportionment under this subdivision, the Department of Motor Vehicles shall, as soon as possible after the last day of each calendar month, furnish to the Controller a verified statement showing the number of fee-paid and exempt vehicles which are registered in each county and in the state as of the last day of each calendar month as reflected by the records of the Department of Motor Vehicles.

(e) Of the remaining money payable, there shall be paid to each eligible county an amount that is computed monthly as follows: The number of miles of maintained county roads in each county shall be multiplied by sixty dollars (\$60); from the resultant amount, there shall be deducted the amount received by each county under subdivision (d) and the remainder, if any, shall be paid to each county.

(f) The remaining money payable, after the foregoing apportionments, shall be apportioned among the counties in the same proportion as the money referred to in subdivision (d).

(g) (1) Transfers of revenues from the Highway Users Tax Account to counties pursuant to this section collected during the months of March, April, May, June, and July of 2008, shall be made with the transfer of August 2008 revenues in September of 2008.

(2) For the purpose of meeting the cash obligations associated with ongoing budgeted costs, a county may make use of any cash balance in its county road fund, including that resulting from the receipt of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code (hereafter bond act)) for local streets and roads maintenance, during the period of this suspension, without the use of this cash being reflected as an expenditure of bond act funds, provided the cash is replaced once this suspension is repaid in

September of 2008. Counties may accrue the revenue received in September 2008 as repayment of these suspensions for the months of April, May, and June of 2008 back to the 2007-08 fiscal year. Nothing in this paragraph shall change the fact that expenditures must be accrued and reflected from the appropriate funding sources for which the moneys were received and meet all the requirements of those funding sources.

SEC. 2. Section 2105 of the Streets and Highways Code is amended to read:

2105. In addition to the apportionments prescribed by Sections 2104, 2106, and 2107, from the revenues derived from a per gallon tax imposed pursuant to Section 7351 of the Revenue and Taxation Code, and a per gallon tax imposed pursuant to Section 8651 of the Revenue and Taxation Code, and a per gallon tax imposed pursuant to Sections 60050 and 60115 of the Revenue and Taxation Code, the following apportionments shall be made:

(a) A sum equal to the net revenue from a tax of 11.5 percent of any per gallon tax in excess of nine cents (\$0.09) per gallon under Section 7351 of the Revenue and Taxation Code, 11.5 percent of any per gallon tax in excess of nine cents (\$0.09) per gallon under Section 8651 of the Revenue and Taxation Code, and 11.5 percent of any per gallon tax in excess of nine cents (\$0.09) per gallon under Sections 60050 and 60115 of the Revenue and Taxation Code, shall be apportioned among the counties, including a city and county.

The amount of apportionment to each county, including a city and county, during a fiscal year shall be calculated as follows:

(1) One million dollars (\$1,000,000) for apportionment to all counties, including a city and county, in proportion to each county's receipts during the prior fiscal year under Sections 2104 and 2106.

(2) One million dollars (\$1,000,000) for apportionment to all counties, including a city and county, as follows:

(A) Seventy-five percent in the proportion that the number of fee-paid and exempt vehicles which are registered in the county bears to the number of fee-paid and exempt vehicles registered in the state.

(B) Twenty-five percent in the proportion that the number of miles of maintained county roads in the county bears to the miles of maintained county roads in the state.

(3) For each county, determine its factor which is the higher amount calculated pursuant to paragraph (1) or (2) divided by the sum of the higher amounts for all of the counties.

(4) The amount to be apportioned to each county is equal to its factor multiplied by the amount available for apportionment.

(b) A sum equal to the net revenue from a tax of 11.5 percent of any per gallon tax in excess of nine cents (\$0.09) per gallon under Section 7351 of the Revenue and Taxation Code, 11.5 percent of any per gallon tax in excess of nine cents (\$0.09) per gallon under Section 8651 of the Revenue and Taxation Code, and 11.5 percent of any per gallon tax in excess of nine cents (\$0.09) per gallon under Sections 60050 and 60115 of the Revenue and Taxation Code, shall be apportioned to cities, including a city and county, in the proportion that the total population of the city bears to the total population of all the cities in the state.

(c) (1) Transfers of revenues from the Highway Users Tax Account to counties or cities pursuant to this section collected during the months of March, April, May, June, and July of 2008, shall be made with the transfer of August 2008 revenues in September of 2008.

(2) For the purpose of meeting the cash obligations associated with ongoing budgeted costs, a city or county may make use of any

cash balance in the city account that is designated for the receipt of state funds allocated for local streets and roads or the county road fund, including that resulting from the receipt of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code (hereafter bond act)) for local streets and roads maintenance, during the period of this suspension, without the use of this cash being reflected as an expenditure of bond act funds, provided the cash is replaced once this suspension is repaid in September of 2008. Counties and cities may accrue the revenue received in September 2008 as repayment of these suspensions for the months of April, May, and June of 2008 back to the 2007-08 fiscal year. Nothing in this paragraph shall change the fact that expenditures must be accrued and reflected from the appropriate funding sources for which the moneys were received and meet all the requirements of those funding sources.

SEC. 3. Section 2106 of the Streets and Highways Code is amended to read:

2106. A sum equal to the net revenue derived from one and four one-hundredths cent (\$.0104) per gallon tax under the Motor Vehicle Fuel License Tax Law (Part 2 (commencing with Section 7301) of Division 2 of the Revenue and Taxation Code) shall be apportioned monthly from the Highway Users Tax Account in the Transportation Tax Fund among the counties and cities as follows:

(a) Four hundred dollars (\$400) per month shall be apportioned to each city and city and county and eight hundred dollars (\$800) per month shall be apportioned to each county and city and county.

(b) Commencing on July 31, 2007, and on the last day of each month after that date, the sum of six hundred thousand dollars (\$600,000) per month shall be transferred to the Bicycle Transportation Account in the State Transportation Fund.

(c) The balance shall be apportioned, as follows:

(1) A base sum shall be computed for each county by using the same proportions of fee-paid and exempt vehicles as are established for purposes of apportionment of funds under subdivision (d) of Section 2104.

(2) For each county, the percentage of the total assessed valuation of tangible property subject to local tax levies within the county which is represented by the assessed valuation of tangible property outside the incorporated cities of the county shall be applied to its base sum, and the resulting amount shall be apportioned to the county. The assessed valuation of taxable tangible property, for purposes of this computation, shall be that most recently used for countywide tax levies as reported to the Controller by the State Board of Equalization. If an incorporation or annexation is legally completed following the base sum computation, the new city's assessed valuation shall be deducted from the county's assessed valuation, the estimate of which may be provided by the State Board of Equalization.

(3) The difference between the base sum for each county and the amount apportioned to the county shall be apportioned to the cities of that county in the proportion that the population of each city bears to the total population of all the cities in the county. Populations used for determining apportionment of money under Section 2107 are to be used for purposes of this section.

(d) (1) Transfers of revenues from the Highway Users Tax Account to counties or cities pursuant to this section collected during the months of March, April, May, June, and July of 2008, shall be made with the transfer of August 2008 revenues in September of 2008.

(2) For the purpose of meeting the cash obligations associated with ongoing budgeted costs, a city or county may make use of any cash balance in the city account that is designated for the receipt of state funds allocated for local streets and roads or the county road fund, including that resulting from the receipt of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code (hereafter bond act)) for local streets and roads maintenance, during the period of this suspension, without the use of this cash being reflected as an expenditure of bond act funds, provided the cash is replaced once this suspension is repaid in September of 2008. Counties and cities may accrue the revenue received in September 2008 as repayment of these suspensions for the months of April, May, and June of 2008 back to the 2007-08 fiscal year. Nothing in this paragraph shall change the fact that expenditures must be accrued and reflected from the appropriate funding sources for which the moneys were received and meet all the requirements of those funding sources.

SEC. 4. Section 2107 of the Streets and Highways Code is amended to read:

2107. A sum equal to the net revenues derived from a per gallon tax of 1.315 cents (\$0.01315) under the Motor Vehicle Fuel License Tax Law (Part 2 (commencing with Section 7301) of Division 2), 2.59 cents (\$0.0259) under the Use Fuel Tax Law (Part 3 (commencing with Section 8601) of Division 2), and 1.80 cents (\$0.0180) under the Diesel Fuel Tax Law (Part 31 (commencing with Section 60001) of Division 2) of the Revenue and Taxation Code, shall be apportioned monthly to the cities and cities and counties of this state from the Highway Users Tax Account in the Transportation Tax Fund as provided in this section.

From that sum, the Controller shall allocate annually to each city that has filed a report containing the information prescribed by subdivision (c) of Section 2152, and that had expenditures in excess of five thousand dollars (\$5,000) during the preceding fiscal year for snow removal, an amount equal to one-half of the amount of its expenditures for snow removal in excess of five thousand dollars (\$5,000) during that fiscal year.

The balance of that sum from the Highway Users Tax Account shall be allocated to each city, including city and county, in the proportion that the total population of the city bears to the total population of all the cities in this state.

For the purpose of this section, except as otherwise provided in this paragraph, the population in each city is the population determined for that city in the manner specified in Section 11005.3 of the Revenue and Taxation Code. Commencing with the ninth fiscal year of a city described in subdivision (a) of Section 11005.3 of the Revenue and Taxation Code, the sixth fiscal year of a city described in subdivision (b) of Section 11005.3 of the Revenue and Taxation Code, and the 61st month of the city described in subdivision (c) of Section 11005.3 of the Revenue and Taxation Code, the population in each city is the actual population of that city, as defined in subdivision (e) of Section 11005.3 of the Revenue and Taxation Code.

Transfers of revenues from the Highway Users Tax Account to cities pursuant to this section collected during the months of March, April, May, June, and July of 2008, shall be made with the transfer of August 2008 revenues in September of 2008.

For the purpose of meeting the cash obligations associated with

ongoing budgeted costs, a city may make use of any cash balance in the city account that is designated for the receipt of state funds allocated for local streets and roads, including that resulting from the receipt of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code (hereafter bond act)) for local streets and roads maintenance, during the period of this suspension, without the use of this cash being reflected as an expenditure of bond act funds, provided the cash is replaced once this suspension is repaid in September of 2008. Cities may accrue the revenue received in September 2008 as repayment of these suspensions for the months of April, May, and June of 2008 back to the 2007-08 fiscal year. Nothing in this paragraph shall change the fact that expenditures must be accrued and reflected from the appropriate funding sources for which the moneys were received and meet all the requirements of those funding sources.

SEC. 5. Section 2107.5 of the Streets and Highways Code is amended to read:

2107.5. In addition to the amounts apportioned to cities from the Highway Users Tax Fund under Sections 2106 and 2107, the following amounts shall be allocated annually during the month of July of each fiscal year for expenditure exclusively for engineering costs and administrative expenses in respect to city streets:

- | | |
|--|----------|
| (a) For each city with a population of over 500,000 inhabitants..... | \$20,000 |
| (b) For each city with a population of 100,000 to 500,000 inhabitants..... | 10,000 |
| (c) For each city with a population of 50,000 to 99,999 inhabitants..... | 7,500 |
| (d) For each city with a population of 25,000 to 49,999 inhabitants..... | 6,000 |
| (e) For each city with a population of 20,000 to 24,999 inhabitants..... | 5,000 |
| (f) For each city with a population of 15,000 to 19,999 inhabitants..... | 4,000 |
| (g) For each city with a population of 10,000 to 14,999 inhabitants..... | 3,000 |
| (h) For each city with a population of 5,000 to 9,999 inhabitants..... | 2,000 |
| (i) For each city with a population of less than 5,000 inhabitants..... | 1,000 |

For the purpose of this section the population in each city shall be determined in accordance with Sections 2107, 2107.1, and 2107.2 at the time of allocation. Any city incorporated after the first day of July of any year shall receive the full annual allocation prescribed in this section, such allocation to be made during the month succeeding the filing or certification of the incorporation by the Secretary of State.

Any city under subdivision (h) or (i) above may expend the moneys allocated to it hereunder for acquisition of rights-of-way for and construction of its street system.

Transfers of revenues from the Highway Users Tax Account to cities pursuant to this section that are to be allocated during the month of July 2008, shall be made in September of 2008.

For the purpose of meeting the cash obligations associated with ongoing budgeted costs, a city may make use of any cash balance in the city account that is designated for the receipt of state funds allocated for local streets and roads, including that resulting from the receipt of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code (hereafter bond act)) for local streets and roads maintenance, during the period of this suspension, without the use of this cash being reflected as an expenditure of bond act funds, provided the cash is replaced once this suspension is repaid in September of 2008. Nothing in this paragraph shall change the fact that expenditures must be accrued and reflected from the appropriate funding sources for which the moneys were received and meet all the requirements of those funding sources.

SEC. 6. This act addresses the fiscal emergency declared by the Governor by proclamation on January 10, 2008, pursuant to subdivision (f) of Section 10 of Article IV of the California Constitution.

SEC. 7. 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 make the necessary statutory changes to Chapter 3 (commencing with Section 2100) of Division 3 of the Streets and Highways Code to achieve cash savings at the earliest possible time, it is necessary that this act take effect immediately.

~~SECTION 1. It is the intent of the Legislature to enact statutory changes relating to the Budget Act of 2007.~~

Council of Fresno County Governments
Second Quarter Progress Report for FY 2007-08
Ending December 31, 2007

REGIONAL TRANSPORTATION PLANNING

WE 110 - Regional Streets and Highways

Objective: To maintain a continuing, cooperative, and coordinated regional streets and highways planning process that is responsive to local needs as well as state and federal requirements.

Accomplishments:

- Continued participation in the Statewide California Federal Programming Group (CFPG) established to provide a linkage between State, Federal, and Regional Transportation Planning Agencies involved in transportation programming activities.
- **Continued use** of the *California Transportation Improvement Program System* (CTIPS) and involvement in program updates.
- Continued participation in the San Joaquin Valley COG Directors Association Model Coordinating Committee (MCC) and Programming Coordination Group (CPG) [DEVERE]

WE 111 - Regional Transportation Modeling

Objective: To maintain a continuing, cooperative, and coordinated regional transportation modeling process that is responsive to local needs as well as state and federal requirements.

Accomplishments:

- Provided various model data to consultants, member agencies, and Caltrans.
- Continued participation in the Caltrans led Statewide Modeling/Information Sharing Group. Helped coordinate the San Joaquin Valley Regional Transportation Planning Agencies (RTPAs) Modeling/Air Quality Coordinating Committee. This committee was established to provide interagency transportation conformity consultation. The meetings are attended by representatives of the eight Valley RTPAs; the Federal Highway Administration (FHWA); Caltrans; the California Air Resources Board (CARB), the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD); and the United States Environmental Protection Agency (USEPA).
- COG staff is chair of the San Joaquin Valley TP+/Cube Model Users Group.
- Kept the road network database up-to-date. The database is used for modeling and other reporting purposes.
- Participated in the Valley-wide Truck Model Steering Committee, and coordinated grant application for Valley-wide truck model - phase III. Awarded the contract for Phase III to Cambridge Systematics. Held initial kick-off meeting for the Truck Model project.
- Continuing the land use update for traffic model to year 2003 conditions by updating land use information utilizing 2000 Census data and local data. Reviewed final land use and validated network.
- Participated in the Freeway Deficiency Study Modeling effort. Awarded the contract for phase II to Fehr and Peers transportation consultants.
- Participated in the San Joaquin River Crossing study. [BITNER]

WE 112 - Regional Traffic Monitoring

Objective: To maintain the Fresno Regional Traffic Monitoring Program as a source of current traffic information for use by member agencies and the public, and as a validation tool for the Countywide Traffic Model.

Accomplishments:

- Coordinated the *Traffic Counts Program* and provided technical assistance to member agencies.
- Provided traffic counts in response to public requests.
- Selected Omni-Means for the Traffic Monitoring Program Review and Update Project. Work on the project commenced in June. Reviewed initial contract reports.[BITNER]

WE 113 – Regional Transportation Planning Studies

Objective: The Regional Transportation Planning Studies work element is intended to provide resources to conduct focused transportation studies for the Fresno County region.

Accomplishments: To date, Fresno COG has not received any requests for funding to conduct regional transportation planning studies although based on conversations with member agencies it appears that several may be forthcoming in the next quarter. [BOREN]

WE 114 – Fresno-Madera County Freeway Interchange Deficiency Study

Objective: Through a Caltrans Partnership Planning Grant, the Council of Fresno County Governments and the Madera County Transportation Commission are joining the cities of Fresno, Clovis, Madera, Selma, Kingsburg, Chowchilla and the counties of Fresno and Madera in an assessment of the current freeway systems and interchanges within Fresno and Madera counties. The purpose of the Fresno-Madera County Freeway Interchange Deficiency Study is to determine, based on projected population growth and build out of existing general plans, if a regional transportation impact fee will be required from future development in Fresno County in order to keep the metropolitan transportation system functioning properly.

Accomplishments:

- Released the Request for Proposal for the Freeway Deficiency Study Phase II.
- Interviewed consultants for the phase II deficiency study. Fehr and Peers was selected for the study.
- Initial kick off meeting was held and consultant team is progressing in development of the deficiency study traffic model and delivering a fee study technical document.
- Additional traffic counts were taken to aid in validation of freeway ramps.
- Reviewed initial deficiency study findings. [BITNER]

WE 115 – Regional Transportation Mitigation Plan

Objective: The primary objective of this project is to develop a Regional Transportation Mitigation Fee Program.

Accomplishments: To date, four meetings of the Measure C Regional Transportation Mitigation Fee Study Subcommittee have been held. Issues covered in the first four meetings include:

- Study Approach
- Guiding Policies
- Study Needs
- Rational Nexus
- Impacts and Benefits
- Fair Share
- Indirect and Cumulative Impacts

The consultant's (PB Americas) on the study, continue to work with project sponsors to refine project cost estimates. The next meeting of the RTMF Subcommittee is scheduled for January 25, 2008.

[BOREN]

WE 120 - Regional Public Transportation Planning - Urban

Objective: To carry on the continuing urban area public transportation planning process to satisfy the requirements of the Federal Transit Administration under TEA-21 (1997), the Alquist-Ingalls Act (AB-402, 1977) and AB-120 (Statutes of 1979); the Social Service Improvement Act (SB-826, 1988); the Federal Clean Air Act Amendments; the 1988 California Clean Air Act and the Americans with Disabilities Act of 1990 (Public Law 101-336).

Accomplishments:

- *Demand-Responsive Service Evaluation:* Service continues to be monitored for productivity, cost effectiveness, contract compliance, as well as compliance with ADA regulations.
- *Management Information Systems:* Staff continues to develop and maintain various MIS programs and services. Major work included installation of Siemens Generation II software upgrade for the FAX AVL GPS radio system, and work continues with Google Inc. on the development of a trip planning service for FAX.
- *National Transit Database Report:* National Transit Data Base (NTDB) annual operating statistics for FY2006-07 are being compiled for the report to the Federal Transit Administration. NTDB data collection is an ongoing process.
- *Coordinate with Air District:* Staff reviews Air District's plans and rule making and attends workshops on topics related to transit planning. Staff also works closely in developing funding request strategies from the SJVUAPCD for related TCM's such as alternative fuels funding and transit pass subsidy funding.
- *Review Development Proposals:* Staff continues to work closely with the development community in order to promote pedestrian and transit-friendly development through review and comment on development proposals. Significant work this quarter included work on a planned intermodal Transit Village located on Kings Canyon at Peach, as well as focused efforts on the Fancher Creek project on Kings Canyon between Clovis and Fowler Avenues.
- *Community Outreach and Public information:* FAX information continues to be maintained on the World Wide Web at <http://www.fresno.gov/index.html>. Staff continues to work with major employers to promote public transit, and to find creative ways to increase transit's market share. Staff has participated in several community outreach activities with various local agencies. Staff continues to market the new Senior 7 bus pass to promote free bus services for seniors 65 and over. The Fall issue of the FAX passenger news letter 'Onboard with FAX' was released.
- *Clean Air Express Vanpool Program:* Staff continues to oversee the downtown Fresno commuter vanpool program which remains at 19 vanpools.
- *Service Coordination:* FAX continues to include transit service schedules and information for Clovis Stageline in the FAX Schedule Guide.
- *Regional Farebox System:* The Regional Farebox RFP closed and two proposals were received. A proposal

review committee is being formed to review the proposals.

- *Transit Master Plan*: The Technical Advisory Committee working with the consultants and community input have identified a preferred corridor, a combination of Blackstone Ave. and Ventura Kings Canyon. The consultants are developing ridership cost projections as well as evaluation station options.
- *Fresno Downtown Transportation Infrastructure Study (DTIS)*: The DTIS is a City of Fresno planning effort that is being managed by COG/FAX staff. The plan has been finalized and an executive summary was added. The TAC and the consultants are now working on implementation strategies
- *Downtown Fresno Streetcar Circulator*: The first phase of the Downtown Fresno Streetcar feasibility Study will be added to the scope of services requested in the Phase II of the PTIS.
- *Public Transportation and Infrastructure Study (PTIS)*: Staff prepared an RFP for the next phase of the PTIS. Staff is now working with the Blueprint Steering Committee to coordinate the Blueprint and PTIS programs within the structure of the RFP.
- *Annual Transit Productivity Report*: Staff has prepared the Annual Transit Productivity Report as required by the TDA. SSTAC will be reviewing the report in January 2008. [DOWNS]

WE 121 – Public Transit -Human Services Transportation (JARC)

Objective: The Human Services Transportation Coordination work element's aim is to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that public and non-profit agencies coordinate transportation resources provided through multiple federal programs including the Formula Program for Elderly Persons and Persons with Disabilities; the Job Access and Reverse Commute Program and the New Freedom Program.

On August 10, 2005, President Bush signed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). This new legislation included human services transportation coordination provisions which aim to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that communities coordinate transportation resources provided through multiple federal programs. Coordination will enhance transportation access, minimize duplication of services, and facilitate the most appropriate cost-effective transportation

The human services transportation coordination provisions include the following activities:

- Requires the establishment of a locally developed, Coordinated Public Transit-Human Services Transportation Plan for all FTA human service transportation programs: Section 5310 Elderly individuals and individuals with disabilities program, Section 5316 Jobs Access and Reverse Commute Program and Section 5317 New Freedom Program.
- Requires the plan to be developed by a process that includes representatives of public, private and nonprofit transportation and human services providers and participation by the public.

Accomplishments:

- Conducted public outreach to stakeholders to solicit their input into the implementation process.
- Wrote up a report based upon findings gathered during the development process of the Human Transportation Services Provider Consolidated Plan.
- Completed the draft Fresno County develop a Human Services Transportation Provider Consolidated Plan for Fresno County and submitted it to the Fresno COG Policy Board for adoption. [SOBRADO]

WE 122 – Public Transit – Human Services Transportation (New Freedom)

Objective: The Human Services Transportation Coordination work element's aim is to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that public and non-profit agencies coordinate transportation resources provided through multiple federal programs including the Formula Program for Elderly Persons and Persons with Disabilities; the Job Access and Reverse Commute Program and the New Freedom Program.

On August 10, 2005, President Bush signed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). This new legislation included human services transportation coordination provisions which aim to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that communities coordinate transportation resources provided through multiple federal programs. Coordination will enhance transportation access, minimize duplication of services, and facilitate the most appropriate cost-effective transportation

The human services transportation coordination provisions include the following activities:

- Requires the establishment of a locally developed, Coordinated Public Transit-Human Services Transportation Plan for all FTA human service transportation programs: Section 5310 Elderly individuals and individuals with disabilities program, Section 5316 Jobs Access and Reverse Commute Program and Section 5317 New Freedom Program.
- Requires the plan to be developed by a process that includes representatives of public, private and nonprofit transportation and human services providers and participation by the public.

Accomplishments:

- Conducted public outreach to stakeholders to solicit their input into the implementation process.
- Wrote up a report based upon findings gathered during the development process of the Human Transportation Services Provider Consolidated Plan.
- Completed the draft Fresno County develop a Human Services Transportation Provider Consolidated Plan for Fresno County and submitted it to the Fresno COG Policy Board for adoption. [SOBRADO]

WE 130 - Regional Public Transportation Planning - Rural

Objective: To carry on the continuing rural public transportation planning process to satisfy the requirements of the Alquist-Ingalls Act (AB-402, 1977); the Social Service Improvement Act (AB-120, 1979); the Mello Act (SB-157, 1985); the Specialized Transportation Services Act (SB-826, 1988) the Federal Clean Air Act Amendments (1990); the 1988 California Clean Air Act and the Americans with Disabilities Act of 1990 (Public Law 101-336).

Accomplishments:

- The staffs of the Fresno County Rural Transit Agency and the Rural Consolidated Transportation Service Agency prepared and completed their respective sections of the 2006-07 *Transportation Productivity Evaluation Report*. The Fresno COG's Social Service Transportation Advisory Council (SSTAC) is scheduled to review the draft report during the Third Quarter, on January 15th.
- FCRTA staff has completed their analysis of the Unmet Transit Needs Survey that was conducted in August 2007. The report will be circulated during the Third Quarter to determine support for implementing a Demonstration Program to serve the unincorporated communities of Dunlap, Miramonte, Pinehurst, and Squaw Valley. [WEBSTER].

WE 150 - Other Modes - Aviation & Rail

Objective: To maintain a continuing, coordinated planning process in the aviation, non-motorized, and rail modes.

Accomplishments/Aviation:

- Monitored aviation issues and legislation important to Fresno County.
- Ongoing participation as a member of the RTPA Aviation System Planning Working Group.

Accomplishments/Rail:

- Monitored rail issues and legislation important to Fresno County.
- Monitored activities of the California High-Speed Rail Authority and other activities related to high-speed rail in California. Participated in Valleywide conference calls designed to formulate valleywide consensus positions regarding the statewide high-speed rail system with particular emphasis on the mountain pass alignment between the Valley and the Bay Area.
- Attended a meeting of the San Joaquin Valley Rail Committee in Bakersfield on October 11, 2007. In addition to regular agenda items (marketing, train and bus operations, budgets, legislation, etc.), special agenda item included a presentation and discussion on the San Joaquin Corridor Strategic Business Plan and the Bay Area Regional Rail Plan.
- Continued efforts with Fresno Area Residents for Rail Consolidation (FARRC) and other interested citizens and organizations regarding the potential rail consolidation project in Fresno and other projects.
- Meetings were held in Madera on November 7, 2007 and in Fresno on November 14 and November 29, 2007 to understand and discuss the relationship between the Fresno rail consolidation project and impacts on Madera County and the statewide high-speed rail project.
- Meeting held in Fresno on December 6, 2007 to discuss and resolve issues related to the development of a strategic implementation plan under the Measure C Extension for the rail consolidation program.
[THOMPSON]

WE 151 – Bicycle and Pedestrian

Objective: To maintain a continuing, coordinated planning process in the bicycle and pedestrian transportation modes.

Accomplishments:

- Monitored bikeway issues and legislation important to Fresno County.
- Staff sits as a voting member representing the San Joaquin Valley on Caltrans Bicycle Advisory Committee (CBAC). The purpose of the CBAC is to advise Caltrans on technical issues related to bikeways planning and implementation.
- Attended and participated in a meeting of the California Bike Advisory Committee on October 4, 2007, 2007 in Sacramento to discuss several technical issues of importance to the bicycle transportation mode.
- Provided information to member agencies during the October, 2007 cycle of meetings regarding the most recent Call for Projects under the State Bicycle Transportation Account Program.

[THOMPSON]

WE 170 - Regional Transportation Plan

Objective: To develop and publish on a four-year basis the Regional Transportation Plan (RTP) for Fresno County which addresses at a minimum a twenty year planning horizon. The plan shall include both long-range and short-range strategies and actions for implementing an integrated intermodal transportation system. The

plan will address the federally required Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) planning factors. The final rule for SAFETEA-LU implementation was released in February 2007 with an effective date of March 16, 2007.

Accomplishments:

- Discussed and tracked possible updates to the RTP requirements, including incorporation of greenhouse gas policies.
- Worked with local agency representatives to ensure accurate information continues to be included in RTP updates. [PAUKOVITS]

WE 172 - Congestion Management Planning

Objective: To respond to federal congestion management planning requirements.

Accomplishments:

- Initiated update of congestion management process to be compliant with SAFETEA-LU. [PAUKOVITS]

WE 180 - Air Quality Transportation Planning

Objective: To maintain a coordinated transportation/air quality planning process consistent with the goal of attaining and maintaining federal and state air quality standards.

Accomplishments:

- Worked on an on-going basis with local, State, and Federal agencies regarding air quality and transportation issues.
- Continued participation in the Statewide Air Quality/Conformity Working Group.
- Continued to participate with the other seven Valley TPAs in the San Joaquin Valley Modeling and Air Quality Committees to address pertinent transportation, modeling, air quality, and conformity analysis issues.
- Continued contract administration for the Valley-wide Air Quality Planning and Coordination consultant. Managed the efforts of the air quality consultant (including strategy and review of all materials) on behalf of the eight Valley TPAs.
- Managed the contract for the Valley-Wide Air Quality Policy Services consultant.
- Participated in conference calls with staff from ARB, EPA, FHWA, Caltrans, and various members of the other San Joaquin Valley TPAs.
- Attended and participated in San Joaquin Valley Clean Cities Coalition Board Meetings.
- Attended Air District Board meetings and workshops.
- Presented air quality updates to the San Joaquin Valley TPA Director's Association and Regional Policy Council.
- Participated in workshops regarding ARB's Goods Movement Emissions Reduction Program.
- Reviewed relevant information for the PM2.5 State Implementation Plan (SIP).
- Hosted a local workshop in November 2007 to discuss the voluntary measures to reduce greenhouse gas emissions suggested by the CA Attorney General.
- Developed draft update to the Memorandum of Understanding (MOU) with the Air District.
- Completed and distributed CMAQ cost-effectiveness policy.
- Worked with Fresno County staff to review survey results on alternative work schedules and air quality impacts.[PAUKOVITS]

TRANSPORTATION PROGRAM DEVELOPMENT

WE 210 – Measure C Reauthorization

Objective: To provide the organizational structure and staffing for development of an Expenditure Plan that will guide the utilization of a proposed ½ cent sales tax measure that is tentatively scheduled for the November 2006 ballot. The Reauthorization process is being guided by a Regional Steering Committee consisting of elected officials, interested regional stakeholders and the general public. Staffing is provided by COG.

Accomplishments:

- Obtained 78% voter approval for Measure “C” Reauthorization which went to voters on November 7, 2006.
- Reconvened Measure “C” Steering Committee to begin process of developing Strategic Plan for expenditure of Measure “C” revenues collected after July 1, 2007.
- Began meeting with Measure “C” Implementing subcommittees and project sponsors for regional projects.
- 2007-2027 Measure C Expenditure Implementation Plan, Part 1 – Local Agency Pass-Through Fund Handbook completed and submitted for approval by COG Board
- Selected consultant for Regional Transportation Mitigation Fee Program, July 2007. [BOREN]

WE-220 – Transportation Program Development

Objective: To identify transportation improvements proposed for implementation within a short-range period of compliance with federal and state requirements.

Accomplishments:

- COG staff continues to work with its member agencies in an effort to develop/maintain a financially constrained transportation improvement program.
- Correspondence with Agency staff and Caltrans regarding delivery/preparation of the Obligation Plan for FFY 2007/08.
- Development and posting of the Annual listing of projects.
- The 2007 FTIP was adopted by the COG Policy Board July 20, 2006 and approved by the Federal Highway Administration (FHWA) on October 2, 2006. COG staff continues intergovernmental coordination and public notification for all formal amendments to the FTIP.
 - Formal Amendment 1 to the FTIP was approved on November 30, 2006 by FHWA.
 - Formal Amendment 2 to the FTIP was approved on February 5, 2007 by FHWA.
 - Formal Amendment 5 to the FTIP was approved on April 12, 2007 by FHWA
 - Formal Amendment 7, SAFETEA-LU compliance, was adopted by the COG Policy Board on May 31, 2007 and was approved on June 29, 2007 by FHWA.
 - Formal Amendment 10 to the FTIP was approved on October 27, 2007 by the COG Policy Board [BOREN/DEVERE]

SERVICES AND GENERAL COORDINATION ACTIVITIES

WE 310 - Intergovernmental Coordination

Objectives: 1) To promote coordination, cooperation and communication on administrative and planning matters among local agencies, the COG, federal and state agencies. To enable various agencies, including Native Americans, to participate in and review the regional planning process; 2) To provide the public with information on activities, meetings, planning documents and reports, and to seek advice from the public on COG's planning activities; and 3) To provide local agencies and the public the opportunity to review and comment upon federal grant proposals through the Local Clearinghouse Process.

Accomplishments:

- Continued to provide staff support to the Association for the Beautification of State Route 99. Organized bimonthly meetings for the Association, assisted with correspondence, conducted research, and prepared staff reports.
- Continued efforts towards implementing the *2000 Highway 99 Beautification Plan* by recommending the adoption of a draft Highway Beautification Overlay Zoning District by the Cities of Kingsburg, Selma, Fowler, Fresno, and Fresno County.
- Continued monitoring other SR 99 beautification efforts such as the Great Valley Center's Highway 99 Project and Caltrans' *Highway 99 Plan*.
- Provided ongoing support to member agencies of the Abandoned Vehicle Abatement Service Authority in the establishment of this new program in Fresno County. Issues discussed over the course of the quarter include election of Chair and Vice-Chair of the Authority and a determination of time standards and personnel costs for use in calculating program costs.
- Staff continues to outreach to the Native American Tribal governments, both federally and non-federally recognized, in Fresno County to solicit their input and to seek their participation in COG activities. Staff continues to provide all of the tribes with ongoing meeting notifications and any other pertinent information that may be of interest to the tribes.
- Called for Washington D.C. "One Voice" projects from member agencies and community organizations. Identified selection committee that will meet to recommend top priorities to COG Board for approval during second quarter.
- Begin preparation for "Sacramento One Voice" trip in which will include a local delegation to travel to the State's Capitol in early Spring 2008.
- Begin process of member agency outreach to provide update on the SJV Regional Blueprint Planning Process.
- Continued outreach with staff and administrators of member agencies to gather input for the Blueprint.
- Provide ongoing updates to member agencies on progress with Blueprint activities.
- Continue to work with eight Valley COGs on project management of SJV Blueprint.
- Engage in second round of meetings with all member agencies at their policy board meetings.
- Staff continues involvement/collaboration on Intelligent Transportation Systems (ITS) projects of local, valley-wide, and State interest. [BOREN/DEVERE/STECK]

WE 311 - Public Information and Participation

Objective: To provide the public with information on activities, meetings, planning documents and reports, and to seek advice from the public on COG's planning activities. This work element is intended to highlight the COG's desire to encourage more public participation in the transportation planning process, consistent with TEA 21 requirements. This will include public involvement in the development stages of plans and programs

as well as throughout the adoption process. COG's Public Involvement Procedures will be consulted and followed during each phase of plan or program development.

It is Fresno COG's desire that the citizens of Fresno County and its cities assist in delineating values, goals, and objectives of transportation-related services and planning documents. Further, it is Fresno COG's intent that those same citizens, charged with the responsibility of providing feedback on a continuous basis, will participate in the selection of transportation facilities and programs for planning and programming under Fresno COG's authority. Finally, it is the goal of Fresno COG to adequately provide information to and solicit input from historically underserved community of Fresno County (i.e. elderly, minority groups, youth, disabled, and lower income people).

Accomplishments:

- Prepared agenda packages, reports, and notices for COG's three monthly public meetings
- Filled requests for information about Fresno COG and/or their member agencies and updated various listings
- Designed and printed graphic design materials for Fresno COG staff as requested
- Developed agendas for and staffed one Measure C Citizen Oversight Committee (COC) meeting:
- Scheduled an Editorial Board meeting with the Fresno Bee and pursued other media coverage
- Continued updating Fresno COG's website with a variety of graphics and material
- Continued involvement in the Valley Blueprint process:
 - Participated on the Valleywide media committee
 - Sent out What's New in Blueprint emails to all contacts
 - Developed Marketing/Communications Request For Bid
- Printed and distributed the 2007 Fresno County Transportation Guide
- Developed and distributed the November 2007 Fresno COG Outlook Newsletter
- Developed and distributed Fresno COG's Annual Report and 2008 Calendar of Events
- Completed the update of Fresno COG's 2007 Public Participation Plan:
 - Hosted four focus groups
 - Processed results of the public participation survey
 - Researched content and updated Public Participation document
 - Released PPP for 45-day review and comment on October 10, 2007, after which the plan was adopted by the Fresno COG Policy Board on November 29, 2007. [LAUCHNER]

WE 312 - COGView Internet Home Page

Objective: To create a source providing easy access to government and other information for Fresno County residents, member agencies, and perspective business interests using the latest technology of the World Wide Web. Additional objectives include enhancing potential economic development and increasing public knowledge and involvement of COG activities as well as reduce costs..

Accomplishments:

- The Fresno COG website maintains minutes and agendas for the Fresno COG Technical Advisory Committee, the Policy Advisory Committee and Policy Board. Committee members have the choice of continuing to receive agenda by mail or they can sign up to receive links to the agendas online by email.
- Air quality and transportation modeling data is updated regularly on the website.
- Updated and added reports and publications put out by the Fresno COG .
- Calendar, Announcement and Meeting sections are continuously updated and kept current on the Fresno COG website. Meeting agenda/handout links are included on the online calendar.
- Requirements for a planned road closure website for Fresno County have been designed. Construction of this new functionality is underway.
- Provided support and ongoing maintenance of the COGView website. [LAUCHNER/SOBRADO]

WE 313 – Environmental Justice Activities

Objectives: Devise ways to ensure that Fresno County's disadvantaged and minority populations are being included in the transportation process. The COG's Environmental Justice Task Force, whose members include representatives from community based organizations that represent low-income, minority, elderly, disabled, Native American, and farmworker communities as well as representatives from local government agencies, Caltrans, and FHWA, met on a monthly basis from March of 2004 through spring of 2005.

In response to Federal and State emphasis on Title VI and Environmental Justice an effort has been added to this work element that will involve establishing an Environmental Justice Task Force to develop a process with which to assess and ensure compliance of Fresno COG's transportation planning efforts with environmental justice requirements and Title VI. The Task Force will play a key role in evaluating COG's current Environmental Justice and Public Participation efforts and provide guidance on how to achieve the desired results. The Task Force will also help define the target population within Fresno County, identify the needs of the target population and develop appropriate performance measures for gauging the regional benefit and burdens of transportation system investments on the target population.

An Environmental Justice Report will be prepared, which will include the Environmental Justice Task Force efforts and recommendations, as well as the analysis used to evaluate the Regional Transportation Plan to ensure that the programs, policies, and activities outlined in the plan serve all segments of the region without generating disproportionately high adverse impacts upon target populations.

Caltrans has developed an Environmental Justice Desk Guide that will serve as a resource for COG staff to better understand Environmental Justice issues and provide guidelines for the implementation of Environmental Justice in the planning process. Fresno COG staff has reviewed the Caltrans Desk Guide and plans to use the recommendations provided by incorporating them, as applicable, in our Environmental Justice efforts.

Fresno COG staff has completed the Environmental Justice Report and currently has it out for review by Environmental Justice Task Force members. Recommendations from members will be incorporated into the final version of the Environmental Justice Task Force planned for the fourth quarter of 2007.

Beginning in first quarter of 2008, Fresno COG staff will reconvene the Environmental Justice Task Force on to meet on a recurring basis quarterly. The purpose of these meetings will be to review current Fresno COG projects within the context of environmental justice principles laid out in the Environmental Justice Plan.

Accomplishments:

- The Environmental Justice Report is complete and is being reviewed and commented on by Environmental Justice Task Force members.
- The Environmental Justice Task Force is being reconvened on a quarterly basis to review Fresno COG projects within the context of the environmental justice principles laid out in the Environmental Justice Plan.[SOBRADO]

WE 320 - Technical Assistance to Members

Objective: To provide member governments with specialized technical assistance services. It is intended that the major beneficiaries of this service be the smaller cities with limited technical staff resources.

Accomplishments:

- *Rural Communities Collaborative of Fresno County (RCCFC):* Served on RCCFC Steering and General Committees. The RCCFC is a volunteer organization geared toward helping rural communities to become self-sufficient through increased social and economic development. The Collaborative acts as a catalyst in

identifying available federal, state, and local resources available to serve local community needs and provides access to and dissemination of those resources. Fresno COG staff also continues to participate in I-5 Business Development Committee activities, which focus on identifying economic development opportunities on the westside of Fresno County . [BOREN]

WE 330 – Outside Technical Assistance

Objective: To provide traffic modeling information to outside agencies on a cost reimbursement basis. Also, to provide program support functions for microcomputer applications (accounting, utility billing, etc.) to interested parties on a cost reimbursement basis.

Accomplishments:

- No activity this quarter. [BITNER]

WE 340 – Traffic Demand Management Program

Objective: Transportation Demand Management (TDM) includes a wide variety of transportation control measures having a goal of reducing overall motor vehicle usage. In prior years, the predominate effort of this activity has been promotion of ridesharing. Declining state and federal revenue to support this effort in recent years has resulted in a less ambitious Program beginning in 1996/97.

Accomplishments:

Ridematching:

- Currently have over 1,000 registered users in the *Carpool/Vanpool Online Matchlist* program at www.Valleyrides.com. Maintained this current and active database of commuters, referring callers to the online system or inputting information for clients
- Worked with other TDM agencies, employers and vanpool agencies to facilitate matches and refer clients. These agencies include: CSU Fresno, South Valley Rideshare, San Joaquin Commute Connection, Fresno Area Express, KART and Enterprise Rideshare
- Continued assisting the city of Fresno's Downtown Vanpool Program. Staff receives calls and emails requesting information on available seats on one or more of the 18 available vanpools, and either refers commuters to an appropriate vanpool or places them on the waiting list for upcoming vanpool opportunities

Information Services:

- Filled requests for transit referrals and information; park and ride lot information; vanpool subsidies and referrals; transportation guides; bikeway maps; and additional bikeway information
- Updated the Valleyrides.com website with current vanpool and transit information
- Mailed out copies of the Fresno Clovis Bikeways Map and the city of Kingsburg Bikeway Map as requested
- Developed an implementation strategy for the Measure C Commuter Vanpool/Carpool program

Administration:

- Prepared and maintained program records, invoices, budget and Quarterly Report
- Attended Fresno COG Committee meetings as appropriate. [LAUCHNER]

WE 350 - Fresno Regional Data Center

Objectives: To perform the duties as an Affiliate State Census Data Center and provide assistance to member agencies and the general public in obtaining, analyzing and utilizing census and other demographic data in support of the area-wide planning process. Also to provide continuing support to the internal data needs for traffic simulation modeling requirements including the updating and development of alternative socio-economic scenarios and providing data support for COG prepared reports and plans.

Accomplishments:

- Assisted 50 individuals from governmental agencies, businesses, and the public, in their information needs.
- Monitored, prepared and distributed Census 2000, State of California Department of Finance, and other data to member agencies and the public.
- Developed socio-economic data for alternative land use scenarios for consultants' traffic impact studies and special studies.
- Provided demographic information for COG-prepared documents and presentations including Measure C, Blueprint Planning Process, One Voice, and the Regional Housing Needs Study.
- Coordinated the participation of member agencies in the 2010 U.S. Census Local Update of Census Addresses (LUCA) program.
- Worked on update of socio-economic model data for transportation model.
- Prepared Affiliate State Census Data Center activity report as required, and State of California Department of Finance population surveys. [CHUNG]

REGIONAL COORDINATION OF TRANSPORTATION, LAND USE AND HOUSING

WE 410 – San Joaquin Valley Regional Blueprint Planning Process

Objective: The San Joaquin Valley Regional Blueprint Planning Process is a two-year planning effort envisioned to support long range regional planning through comprehensive development of regional consensus. The goal of the San Joaquin Valley Blueprint Planning Process is to develop a preferred future growth vision for the region through the use of scenario planning.

Accomplishments:

- Entered into a Memorandum of Understanding with the eight Valley COG's outlining our relationship as we move forward with the Blueprint.
- Utilizing the System Development of Informed Consent, Potentially Affected Interests were identified by category and level of priority for the successful implementation of the San Joaquin Valley Regional Blueprint Project.
- A Citizen Participation Plan has been developed and adopted by the eight San Joaquin Valley Councils of Governments (COGs).
- The institutional structure of a San Joaquin Valley Blueprint Regional Advisory Committee (BRAC) has been developed. BRAC membership applications are being accepted at this time. The BRAC will advise and interface both the San Joaquin Valley Blueprint products and the San Joaquin Valley Partnership products.
- Local Blueprint Roundtable is being established according to guidelines in the Citizen's Participation plan.
- San Joaquin Valley COGs are in the process of assessing San Joaquin Regional Modeling capability and possible Modeling enhancements.

- Circulated an RFP to solicit proposals for a Community Participation Facilitator to assist Fresno COG with outreach and modeling tasks associated with the Blueprint
- Participated in Valleywide Blueprint Summit with approximately 700 community members in attendance.
- Entered into contract with VRPA Technologies to engage in community outreach activities with stakeholder groups and general public.
- Attended two Blueprint Learning Network sessions (one in Sacramento and one in Oakland) with 3 COG staff, an elected official and 2 community stakeholders.
- Conducted 2 Blueprint Roundtable meetings with excellent turnout and member participation.
- Forwarded BRAC recommendations for Fresno County to Valley COG Directors for final selection and approval.
- Continued presentations and interviews with community members to elicit information on values and vision.
- Met with Fresno Bee editorial board to inform them of SJV Blueprint planning process.
- Filmed two promotional spots at Comcast Cable Television.
- Conducted approximately 20 meetings with stakeholder groups, held "Road Show" at the Big Fresno Fair, held outreach efforts at shopping centers, community colleges, and with community groups resulting in the collection of over 1500 survey responses.
- Made presentations to all COG member agencies (15 cities and County of Fresno) providing update on Blueprint progress and encouraging participation in community workshop.
- Formed Steering Committee for Blueprint Roundtable to address pressing tasks
- Attended Blueprint Learning Network in Anaheim with 6 member team.
- Attended Lincoln Institute workshop at Cal Poly regarding Blueprint outreach activities.
- Worked with planning director to establish a Valleywide Blueprint Professional Review Panel that will interface with the BRAC and Valleywide Blueprint Coordinating Committee
- Attended the first meeting of the BRAC in Modesto.
- Coordinated with the SJV Partnership staff to define the interface of the Partnership, the Blueprint and the BRAC.
- Coordinated Community Workshop to develop Fresno County's Values and Vision for the Blueprint. Nearly 200 participants attended.
- Modeling staff worked with 16 member agencies as well as Valley COGs to develop the base case "status quo" growth scenario.
- Conducted 3 monthly meetings of the Fresno COG Blueprint Roundtable (32 member advisory committee.)
- Conducted Blueprint Steering Committee and Outreach Committee meetings
- Presented Blueprint update to a joint meeting of the planning commissions of the City of Clovis, the City of Fresno, the County of Fresno, the City of Madera and the County of Madera.
- Met twice monthly with the Blueprint project managers from each of the eight Valley COGs.
- Provided ongoing project management for Fresno Blueprint activities.
- Continued monthly Blueprint Roundtable meetings with stakeholder groups
- Continued twice monthly meetings with SJV Blueprint Coordinating Committee
- Continue working with Great Valley Center, both on BRAC and on two Partnership working groups (Transportation and Land Use, Housing and Agriculture).
- Made Blueprint presentation to CSUF's Campus Planning Committee.
- Staffed Blueprint booth with Earth Day students at CSUF's annual Vintage Days.
- Convened Blueprint Environmental Issues group to hear input on environmental issues to include in document.
- Convened local agency planners to participate in Blueprint Planners Workshop aimed at defining Phase II tasks - goals, objectives and measurable outcomes.
- Met with Partnership Secretariat to ensure connection of two projects
- Met with Farmland Conservation Model Program folks to coordinate modeling tasks between two projects.
- Fresno COG's team continues to attend statewide Blueprint Learning Network (BLN)

- Assist CCRL to plan BLN programs around the state
- Continue to meet with Valley COG project managers on a bi-weekly basis to coordinate progress on project
- Continue to meet with Blueprint Roundtable, the advisory committee to COG Policy Board, on a monthly basis
- Submitted final Values/Vision report for approval by COG Policy Board
- Continue to coordinate with modeling staff in development of status quo and single focus model runs
- Continue to coordinate with Blueprint Regional Advisory Committee (BRAC) which is staffed by Great Valley Center
- Continue outreach to member agency staff and community partners on Blueprint progress.
- Continue to work with California Center for Regional Leadership (CCRL) on steering committee for Blueprint Learning Network
- Continue to work with CCRL on California Regional Progress Report
- Assist and facilitate Valleywide Blueprint Planners group to ensure that “end users” of the Blueprint have a part in its development.
- Continue to work with SJV Partnership and its working groups to coordinate activities and assist with continuity on progress.
- Worked with Local Government Commission to advise on Water Symposium for the San Joaquin Valley.
- Attended Blueprint Learning Network meeting in Oakland with 4 member COG Blueprint team.
- Continued activities with Valleywide Blueprint coordinating committee, modeling committee and media committee.
- Attended BRAC meeting at UC Merced with 6 members of the Fresno BRAC contingent.
- Met with media to tell story of base case scenario and set the stage for upcoming alternatives analysis.
- Worked with MCAG to develop Request for Bids for Valleywide Vision and other aspects of Valley components
- Developed Request for Bids for Fresno activities pertaining to advertising and marketing
- Made presentations to Fresno COG’s 16 member agencies at city council and board of supervisor meetings
- Made presentations to several community organizations on Blueprint progress.
- [STECK]

WE 411 – Farmland Conservation Model Program

Objective: Develop a plan, strategy, and program to conserve prime agricultural lands in the Central Valley. The Program will build upon initial activities to identify farmlands of strategic importance, and to develop a program to protect farmlands that is consistent with long term planning goals that maintain agriculture as a key economic and cultural force in the region. The program is first intended for the benefit of Fresno County and subsequently, the other counties making up the San Joaquin Valley.

Farmland Conservation Model Program Steering Committee members first met in June of 2007. Comprised of key stakeholders in Fresno County, steering committee members include Fresno County, the City of Fresno, the City of Clovis, the Fresno County Farm Bureau, and others. The purpose of the Fresno County Farm Bureau is to oversee the daily activities for implementing the Farmland Conversation Model Program. Also involved in the development of the plan will be an advisory board that will be made up of stakeholders involved in agriculture on a daily basis that will advise the steering committee on issues of importance to the industry in Fresno County.

Initially, the Farmland Conservation Model Program had a sixteen month deadline but it was shortened to thirteen months in order to ensure that the information from the program can be integrated into the San Joaquin Valley Blue Print.

The deliverables for the Farmland Conservation Model Program include:

- Devise an approach to identifying “strategic” farmland.
- Public Input
- Document factors affecting the conversion of farmlands
- Create a toolbox for decision makers to implement farmland conservation in Fresno County
- Provide a series of recommendations based upon the finding of this process.
- Prepare a final report.

Accomplishments:

- A detailed work plan has been completed.
- Fresno County Farmland Conservation Model Program Steering Committee members have been meeting on a regular basis since June 2007.
- Key variables affecting agriculture have been identified and analyzed to determine the significance upon agriculture in Fresno County.
- The GIS or mapping component of the Farmland Conservation Model Program is in the final stages of development and is currently in the process of being reviewed by key stakeholders and subject matter experts. Their comments and feedback will be incorporated into the findings of the mapping process in order to increase the accuracy of the results.
- The Fresno County Farmland Conservation Model Program Advisory committee has been defined and convened to review and provide feedback on the development of the Farmland Conservation Model Program. Advisory Committee meetings are scheduled to take place on an ongoing basis throughout the duration of the development of the program.
- Public meetings are taking place with the general public and the agricultural community.

WE 420 – Fresno Regional Housing Needs Plan

Objective: To prepare the Fresno County Regional Housing Needs Allocation (RHNA) Plan. The RHNA Plan determines each jurisdiction’s existing and projected housing needs for all income levels. Local governments, through their Housing Elements, are individually accountable for demonstrating capacity to accommodate these housing needs for the 5-year planning period from July 1, 2008 through June 30, 2013

Accomplishments:

During the month of October, 2007, staff initiated correspondence and conducted meetings to discuss and resolve allocation revisions proposed by the City of Kingsburg and the County of Fresno. These efforts were successfully concluded and the 2007 Fresno County Regional Housing Needs Allocation Plan was adopted by Council of Fresno County Governments on November 29, 2007.

VALLEYWIDE COORDINATED ACTIVITIES

WE 810 - Valley RTPA Coordination

Objective: To ensure a coordinated and comprehensive approach to transportation and air quality planning among the eight San Joaquin Valley transportation planning agencies and the San Joaquin Valley Unified Air Pollution Control District.

Accomplishments: COG staff and the Director continue to work with the other seven San Joaquin valley RTPAs on issues that have valleywide significance including air quality, pursuit of Interstate designation for SR 99.

- Worked with all Valley COGs to submit a proposal to Caltrans to develop a coordinated San Joaquin Valley Regional Blueprint planning effort for third year funding.
- Continue intensive coordination with other Valley COGs to coordinate planning on the three year SJV Blueprint planning project.
- Continued to participate in bi-weekly conference calls/face-to-face meetings with members of the Blueprint Coordinating committee and Blueprint Modeling committee and Public Outreach committee.
- Attended Blueprint Learning Network meeting in Fresno with 6 member COG Blueprint team.
- Continued activities with Valleywide Blueprint coordinating committee, modeling committee and media committee.
- [BOREN/DOWNS/STECK]

WE 811 – San Joaquin Valley Goods Movement Study

Objective: The San Joaquin Valley (SJV) Goods Movement Study project is the third phase of goods movement related studies in the valley. The proposed project will provide improvements to the 8-county (Kern, Fresno, Tulare, Kings, Madera, San Joaquin, Stanislaus, and Merced) SJV truck model and integration with local models. The model has been developed to provide an analytical basis for evaluating the benefits of transportation investments that impact the movement of goods in the Valley. The first phase of the study described the goods movement system and freight flows for the region and generated a list of key goods movement issues and problems. Phase II of the study developed the San Joaquin Valley Truck model tool. In Phase III, the SJV truck model will test modified scenarios from Phase II and other goods movement scenarios in future years, such as: truck bypass in Fresno County, Shafter Intermodal Facility and “all truck” lanes on South and West Beltway facilities around Bakersfield in Kern County, truck movements along the Route 132 Corridor in Stanislaus County, truck diversion potential (in several communities) in Merced County, CIRIS truck related studies in San Joaquin County, and studies in other SJV counties. The completed model product will be used by each of the county Metropolitan Planning Organizations (MPOs) and HQ Modeling and Travel Analysis Branch. The San Joaquin Valley region is one of the four major international trade regions in California, designated in the 2002 Global Gateways Development Program.

Accomplishments:

- Updated demographic data for the truck model
- Merged all the county networks with the Statewide model network, and created a new network for the truck model
- Validated ITMS data at an aggregate level, and applied the tool to create county-county trip tables
- Developed future year ITMS data
- Updated trip generation and distribution data
- Refined model validation.
- Developed future year model
- Final truck model to be completed in January with training for valley COGs to occur in February 2007.
- Draft San Joaquin Valley Regional Goods Movement Action Plan to be circulated July 2007.
- Phase II of the San Joaquin Valley Goods Movement Study is anticipated to be completed by March 1, 2008. [BOREN/BITNER]

ADMINISTRATIVE ACTIVITIES

WE 910 – COG Administration

Objective: To effectively administer the planning program and fiscal operations of the COG.

Accomplishments:

- Staff monitored funding levels, expenses and budgets. Development of the 2007/08 Overall Work Program began in January.
- Supervised planning staff activities and progress on work assignments.
- Coordinated preparation of agendas, related materials and committee schedules.
- Conducted ongoing management team meetings to coordinate staff assignments and outcomes.
- Conducted staff evaluations as needed. [BESHEARS/BOREN]

WE 911 – Overall Work Program and Budget Development

Objective: To develop an Overall Work Program (OWP) and Budget consistent with federal and state funding priorities and local agency needs.

Accomplishments:

- Development of the Measure “C” Strategic Implementation Plan is underway, with a number of Subcommittees performing work and establishing policies and guidelines for the various “C” programs. Subcommittees that have met to date including:
- Local Transportation Subcommittee
- Public Transit Subcommittee
- Regional Program Subcommittee
- Regional Transportation Mitigation Fee Subcommittee
- New Technology Reserve Subcommittee

To date, only the Local Transportation Program component of the Measure “C” Strategic Implementation Plan has been adopted by the Fresno COG Policy Board. It is anticipated that the Public Transit, New Technology, & Alternative Transportation Program will be adopted by the Policy Board at their February, 2008 meeting. [BESHEARS/BOREN]

WE 912 - Local Transportation Funds Administration

Objective: To administer the Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund in accordance with the California Transportation Development Act.

Accomplishments:

- Staff recorded sales tax deposits from the State Board of Equalization and STA allocations from the State Controllers Office. Member Agency Claims were processed. Allocation Instructions were prepared and sent to the Auditor Controllers Office. Changes in state regulations were monitored through the TDA Ad Hoc committee chaired by the Division of Mass Transportation. [BESHEARS]

WE 920 – Fresno County Rural Transit Agency Administration

Objective: To provide under contract, administrative and fiscal management services for the Fresno County Rural Transit Agency (FCRTA).

Accomplishments:

- During the First Quarter, Staff processed claim reimbursement for provided transit service.
- Staff executed Grant Contracts with Caltrans during the Second Quarter.

- During the Second Quarter, FCRTA's 2006-07 books were reviewed by the independent auditor. The report will be presented to the Board of Directors during the Third Quarter.
-
- Staff also performed a variety of administrative functions concerning: general administration; accounting; risk management; procurement; and statistical analysis.
- The General Manager completed the FCRTA portion of the *Transit Productivity Evaluation Report for 2006-07*. The report will be reviewed by Committees and the Policy Boards during the Third Quarter for acceptance..
- Staff completed the analysis of a Survey that was conducted in August of 2007 to determine if transit needs to the unincorporated South Sierra Foothills communities of Dunlap, Miramontes, Pinehurst, and Squaw Valley may be reasonable to meet. The report will be circulated for review and implementation consideration during the Third Quarter.
- Staff submitted three (3) funding claims to Caltrans to implement programmed Capital Projects during the remainder of the 2007-08 Fiscal Year. Staff hopes that the funds will remain available as per the States adopted Budget. WEBSTER]

WE 930 – Fresno County Transportation Authority Administration

Objective: To provide personnel support services to the Fresno County Transportation Authority.

Accomplishments:

- Staff provided payroll and benefit administration for the Fresno County Transportation Authority. [BESHEARS]

WE 940 - Freeway Service Patrol

Objective: To continue the Freeway Service Patrol, in coordination with Caltrans and the California Highway Patrol, in an effort to remove minor incidents rapidly, thereby reducing congestion, secondary accidents, and vehicle emissions.

Accomplishments:

- Administered the FSP tow contracts. This primarily included reviewing and paying invoices for towing services and radio use, both on a monthly basis, and paying for radio repairs and miscellaneous supplies (i.e. brochures) on an as-needed basis.
- Ongoing coordination and communication with the Freeway Service Patrol Statewide Oversight Committee and with Caltrans Traffic Operations, including annual program benefit/cost evaluations.
- Preliminary activities concerning the development of a Request for Proposals for towing service for fiscal years 2008-09 through 2010-11. The RFP is expected to be released by February, 2008.
- Attended a meeting of the FSP Statewide Oversight Committee in Monterey October 1st and 2nd, 2007. Primary agenda items included data collection, FSP Guidelines Update, CHP staffing analysis, hybrid vehicle towing policy, FSP medical certificates, status of latest Benefit/Cost report, etc. [THOMPSON]

WE 950 – Abandoned Vehicle Abatement Program

Objective: To administer the activities and duties of the Fresno County Abandoned Vehicle Abatement (AVA) Service Authority.

Accomplishments:

- Ongoing communication with AVA Service Authority members, particularly regarding eligible expenses for reimbursement and reporting requirements.
- Calculated payment amounts to eligible local jurisdictions for AVA expenses.
- Coordinated with local agencies and with other AVA Service Authorities in the State regarding possible changes to State statutes governing abandoned vehicle abatements.
- Conducted an AVA Working Group meeting on October 26, 2007 to discuss issues of mutual interest regarding the program, including reporting requirements and clarifications/changes as the result of enacting into law AB 4681
- Provided FY 2006-07 Fourth Quarter Summary Report and Year-End Summary Report to the Fresno COG Policy Advisory Committee and Policy Board at the October cycle of meetings. [THOMPSON]

WE 960 - Fresno Yosemite Village Revitalization Implementation Plan

Objective: Through a Caltrans Environmental Justice: Context Sensitive Planning for Communities Grant, the Council of Fresno County Governments and the Housing Authority of the City of Fresno will undertake the following activities. This project will establish and promote guidelines that will make the Fresno Yosemite Village Revitalization Implementation Plan an area that is inviting to people who are walking or taking transit; fostering connectivity between a compatible mix of land uses and the creation of a traditional neighborhood community. The street types and intersection designs envisioned by the West Fresno Community Vision Plan are the basis of the traditional neighborhood design for this area. Pedestrian-friendly street designs can provide equity between pedestrian comfort and automobile traffic. This project seeks to accomplish the following:

- Develop conceptual pedestrian-oriented street design guidelines for the project area and identify pedestrian circulation paths, street trees and linkages to community services in accordance with the West Fresno Community Vision plan and the adopted Fresno General Plan "Landscape of Choice" and the Ahwahnee Principles to improve mobility, access to services and equity in providing for an improved quality of life for the project area.
- Promote cooperation between the public agencies and resident community members in improving their access to critical community services
- Promote the development of Healthy Communities and Sustainable Sites in accordance with the West Fresno Community Vision plan, the adopted Fresno General Plan "Landscape of Choice" and the Ahwahnee Principles, and developing access to critical services
- Promote the development of Healthy Communities and Sustainable Sites. Develop energy efficiency strategies for the community's transportation infrastructure and quantify the resulting energy savings and air quality benefits
- Promote adoption of these guidelines within the community and among Fresno regulatory agencies (City of Fresno and Fresno Redevelopment Agency)

Accomplishments:

- Staff is working with Caltrans and the Housing Authority of the City of Fresno staff to facilitate contract agreement on this Environmental Justice Grant. Work on the project cannot commence until this is accomplished.
- Staff continues to work with Caltrans to pursue Fund Transfer Agreement. This project has been "in the pipeline" for 9 months and we have yet to receive the papers necessary from Caltrans to move this forward.
- Received Fund Transfer Agreement from Caltrans and entered into contract with Housing Authority of the City of Fresno (sub-recipient) so that they can proceed with their project.
- Consulted with sub-recipient regarding their progress and their billing procedures with COG.
- Continue to work with sub-recipient to facilitate progress on their work program.

- Worked with sub-recipient to extend contract to February 28, 2008.
- Encouraged grant sub-recipient to move project forward in order to complete by new deadline.
- The Housing Authority of the City of Fresno has completed approximately 75% of the project.

Between the months of October and December 2007, two meetings were conducted bringing the community together with the sole purpose of gaining insight on future planning and development in southwest Fresno. The third and final community meeting is scheduled for January 9, 2008. Output results from the three community workshops/charettes, planning studies and proposals for improvement will be submitted to the City of Fresno at the conclusion of the grant.

- The Housing Authority of the City of Fresno is working with Fresno West Coalition for Economic Development (FWCED) in the coordination and planning strategies for the community workshops/charettes. FWCED is a local non-profit organization and is a growing community development corporation committed to facilitating economic and social change in West Fresno. FWCED provides services and programs that develop affordable housing opportunities and engage local residents and other community organizations to promote self-sufficiency and stability.
- The initial meeting held on October 17, 2007 brought together approximately 65 community members who were willing to participate in an exercise designed to gain perspective on the existing community, opinions on future development and input on what they would like to see in their neighborhood. Participants were able to provide insight for the consultants who will be analyzing and preparing deliverables for the City of Fresno. This first workshop proved invaluable and was a strong kick-off for the secondary meeting held in November.
- During the November meeting, approximately 80 participants (many of whom participated in the first workshop) came together to assess the proposed plans created by the consultants based on the inputs from the initial workshop. Three plans, each with a unique perspective, were presented to the participants with the idea of creating a “preferred plan”. Participants were asked to vote on their favorite plan, and then to modify the plan with any changes they felt may be necessary to suit their needs of the community and present their preferred plan citing modifications that were incorporated. Upon completion of the secondary meeting, design consultants will combine and produce the overall preferred plan. Upon completion of a proposed preferred plan, the community will once again be engaged in a third and final workshop to review the plan. Any modifications will be incorporated into the preferred plan prior to submission to the City of Fresno.
- The two workshops have proven consistent in attendance from the community and should hold true with participation for the third and final meeting. The southwest Fresno community is full of optimism as they are beginning to see growth and interest in their community. There is strong belief that the community has really come forth and provided the necessary tools to assist in the development of their neighborhoods. [STECK]

COUNCIL OF FRESNO COUNTY GOVERNMENTS
SCHEDULE OF FUNDS ALLOCATED & EXPENDED
For the Quarter Ended December 31, 2007

	Percent	Budget Authorized	Year to Date Expense	Local Resources	FHWA FL	FTA MPO 5303	FTA X077	Partner Planning	BTH 6B910024	Cal Blueprint	FTA 5307	PPM01 6086(1)	FSP 6086(1)	SPR 06A1024
2007/08 OWP Allocated Funds:														
110 Regional Streets & Roads	40%	287,587	115,516	13,250	102,266									
111 Regional Transp. Modeling	52%	306,253	160,049	16,974	143,075									
112 Regional Traffic Monitoring	38%	329,730	125,531	14,399	111,132									
113 Reg. Transp. Studies	0%	500,000	0											
114 Traffic Deficiencies	24%	300,000	72,448	14,490				57,958						
115 Reg. Transp. Mitigation Fee	12%	500,000	57,549	6,601	50,948	22,607					100,951			
120 Public Trans. - Urban	23%	853,923	206,197	76,639										
121 JAARC	4%	484,614	17,389				17389							
122 New Freedom	0%	332,938	0											
123 Public Trans. - Rural	26%	28,500	7,518	862		6,656								
150 Other Modal Elements	57%	42,100	24,151	24,151										
151 Bicycle & Pedestrian	47%	50,000	23,312	2,674	20,638									
170 Regional Transp. Plan	38%	265,080	101,905	11,689	76,147	14,059								
172 Congestion Management Plan	16%	5,000	783	90	164	529								
180 Air Quality	40%	195,376	78,256	8,976	63,302	5,978								
210 Measure "C"	47%	295,000	139,770	139,770	51,214						17,248			
220 Transportation Prog. Dev.	40%	187,500	75,097	6,635										
310 Intergov. Coordination	46%	234,500	107,541	107,541										
311 Public Info. and Partic.	34%	132,356	45,399	5,207	25,979	14,213								
312 COG View Internet	47%	15,500	7,240	830	1,039									
313 Environmental Justice	47%	5,000	2,348	270										
320 Technical Assist. Members	34%	9,000	3,093	3,093										
330 Outside Technical Serv.	15%	55,000	8,153	8,153										
340 Rideshare Program	50%	63,250	31,771	31,771										
350 Regional Data Center	30%	71,400	21,576	2,475	8,924	10,177			15,879	92,796				
410 California Blue Print	38%	389,786	147,166	54,370										
411 Farmland Trust	8%	200,000	15,879											
420 Regional Housing Needs	99%	7,000	6,921	6,921										
810 Valley RTA Coordination	42%	186,000	77,408	71,978		5,430								106,804
811 Valley Goods Movement PHS III	37%	360,000	133,505	26,701										
910 COFCG Admin.	52%	229,932	119,188	119,188										
911 OWP & Budget	27%	20,000	5,368	616	1,025	3,727								
912 Transportation Funds Adm.	50%	127,000	63,046	63,046										
920 FCRTA Admin.	52%	245,960	127,005	127,005										
930 Trans. Auth. Admin.	51%	2,500	1,287	1,287									94,049	
940 Freeway Service Patrol	40%	297,000	119,043	24,994										
950 Abandon Vehicle Abatement	69%	9,500	6,593	6,593										
960 Yosemite Village Revitalize	1%	250,000	1,345	1,345										
961 Non Pt. Source Water Quality	0%	110,760	0											
Total Allocated Funds	28%	7,985,045	2,250,346	1,000,584	655,853	90,835	17,389	57,958	15,879	92,796	100,951	17,248	94,049	106,804

Medical Education

Editorial: Valley med school gets support

Next step is encouraging regents that it's needed

The Fresno Bee
February 22, 2008

The drumbeat for a medical school at the University of California, Merced, grew louder this week as Reps. Jim Costa, D-Fresno, and Dennis Cardoza, D-Merced, met with a coalition of Valley leaders.

The task at the moment is to organize leadership for the campaign in the Valley and gather signatures on a letter of support to the University of California's Board of Regents, encouraging the members to approve the continued planning of a medical school at UC Merced.

In May, UC Merced's leadership will make its case for moving forward.

It is good to see Valley elected officials and leaders stepping up to take their roles in directing this important work. Already Gov. Arnold Schwarzenegger has expressed his support for the school, and the boards of supervisors from Fresno, Merced, Kings, Mariposa and Stanislaus all have passed resolutions affirming the university's proposed plans.

Costa is correct when he points out that, if UC Merced is to accomplish its mission of becoming a university of the Valley, then it needs to have a meaningful presence in Fresno and Visalia. With its seven hospitals, Fresno especially is an ideal place for students to receive clinical training. Valleywide, more than 20 of the largest community hospitals and community health centers are eager to collaborate with UC Merced. That is community involvement and it is brilliant leveraging of increasingly scarce educational funds.

The timetable for establishing a new medical school seems excruciatingly slow. Right now, the challenge is just getting the regents to agree that the school is a good idea and that planning should continue. It takes about six years to train a doctor.

For that to happen, the regents need to be impressed with the tremendous need, commitment and support that is already rumbling in the Valley.

Valley leaders will meet again next month to complete their report to the regents. But in this effort, every Valley resident is a power player. We encourage all residents who would like to see improved health care, more doctors and more specialists practicing in the Valley to let the regents know by writing to them before the May meeting.

Medical Education

Editorial: Valley's need for a UC Merced medical school is dire

By Dennis Cardoza and Jim Costa
The Modesto Bee
March 2, 2008

The San Joaquin Valley is facing a health care crisis, suffering from a physician shortage and a lack of adequate health care resources. Recent reports tell us the problem is worse than initially thought and likely to worsen.

The best way to address this health care emergency is promptly to establish an independently accredited school of medicine at the University of California at Merced that will serve the entire valley.

It takes seven to 10 years to produce practicing physicians. Therefore, it is critical that we begin to establish the medical school now. California is expected to face a shortage of as many as 17,000 physicians by 2015. Such a shortfall will have an adverse and disproportionate impact on the San Joaquin Valley, where we already face a critical physician shortage.

Valley residents are medically underserved, with only 87 primary care physicians per 100,000 people versus the statewide rate of 126 primary care physicians per 100,000. The number of medical specialists per capita is even lower when compared with other parts of the state.

The University of California's Health Sciences Advisory Council recommended a 34 percent increase in medical student enrollment by 2020 to meet increasing demand for doctors. The council also recognized that medical education programs need to be developed in the Central Valley and in the Inland Empire, where projected population growth rates are twice that of the rest of the state. There is strong evidence that new physicians choose to settle into full-time practice near where they train, so establishment of a medical school to serve the valley is critical for the health of the region.

The UC system understands the challenges of meeting our future health care needs, and the valley community is coalescing around the plan to bring a medical school to UC Merced. Based on more than three years of careful and highly consultative planning, the campus proposes to establish a school of medicine in partnership with the University of California at Davis and University of California at San Francisco schools of medicine.

The proposed model is called the community-based distributed model. It is the most cost-effective and expeditious way to establish a school of medicine that will serve the needs of the San Joaquin Valley. The model builds on the strong health sciences research base at UC Merced and leverages the resources of sister UC medical schools. Importantly, the model uses existing

health care resources and facilities in the valley instead of building a teaching hospital, which is cost prohibitive in the current fiscal climate.

As proposed, the first two years of medical education would be on the UC Merced campus, and the second two years of instruction would be in a clinical setting, with the first clinical campus slated to be in partnership with UC San Francisco's Fresno Medical Education Program. The clinical campus would build upon the investments made in UC San Francisco's new residency facility in downtown Fresno, and it would provide students with a broad array of hospitals for clinical rotations during their residency. The greater Fresno area has seven hospitals.

Additional clinical campuses throughout the valley would be developed. More than 20 of the largest community hospitals and health centers in the valley are eager to collaborate with

UC Merced to focus teaching and research on the region's health needs.

As members of Congress representing the valley, we urge the UC board of regents to approve continued planning, to provide a reasonable time frame for initiation, and to appoint a task force to devise a financing strategy for the development of the medical school at UC Merced.

Establishing a school of medicine is a long-term process that will require money, including state funds and philanthropy. Steps must be taken to grow our own doctors in the valley to serve our highly diverse and rapidly growing population. We are committed to working collaboratively with the UC, fellow federal and state legislators, and the valley community to establish the medical school and to address our region's looming health care crisis.

Cardoza and Costa represent valley districts in the U.S. House of Representatives.

###

Medical Education

Supporters of a San Joaquin Valley UC Medical School

ELECTED OFFICIALS

- Governor Arnold Schwarzenegger
- Lt. Governor John Garamendi, Sr.
- Congressman Dennis Cardoza - Merced
- Congressman Jim Costa - Fresno
- Congressman Devin Nunes - Tulare
- Congressman George Radanovich - Mariposa
- State Senator Roy Ashburn - Bakersfield
- State Senator Dave Cogdill - Modesto
- State Senator Jeff Denham - Merced
- State Senator Dean Florez - Shafter
- Assemblymember Greg Aghazarian - Stockton
- Assemblymember Juan Arambula - Fresno
- Assemblymember Tom Berryhill - Modesto
- Assemblymember Jean Fuller - Bakersfield
- Assemblymember Cathleen Galgiani - Livingston
- Assemblymember Fiona Ma - San Francisco
- Assemblymember Bill Maze - Visalia
- Assemblymember Nicole Parra - Hanford
- Assemblymember Anthony Portantino - La Cañada Flintridge
- Assemblymember Mike Villines - Clovis
- Bakersfield Mayor Harvey Hall
- Fresno Mayor Alan Autry
- Merced Mayor Ellie Wooten
- Modesto Mayor Jim Ridenour

APPOINTEES

- Secretary Kimberly Belshe, California Health and Human Services Agency

UC Regents

- William De La Pena, M.D.
- Eddie Island
- Odessa Johnson
- Sherry Lansing
- Peter Preuss

- Frederick Ruiz
- Leslie Tang Schilling
- California Partnership for the San Joaquin Valley

SAN JOAQUIN VALLEY COUNTIES

- Fresno
- Kern
- Kings
- Madera
- Mariposa
- Merced
- Stanislaus
- Tulare

ORGANIZATIONS & SOCIETIES

- California Medical Society
- Central Valley Higher Education Consortium (includes 23 public and independent colleges and universities in the San Joaquin Valley)
- Central Valley Health Policy Institute
- Fresno Business Council
- Fresno-Madera Medical Society
- Hospital Council of Northern and Central California
- Latino Legacy Project/Center for Multicultural Cooperation
- Merced-Mariposa Medical Society
- San Joaquin County Medical Society
- San Joaquin Valley Association of California Counties
- Stanislaus Medical Society

MEDIA

- Bakersfield Californian
- Fresno Bee
- Merced Sun-Star
- Modesto Bee
- The Record

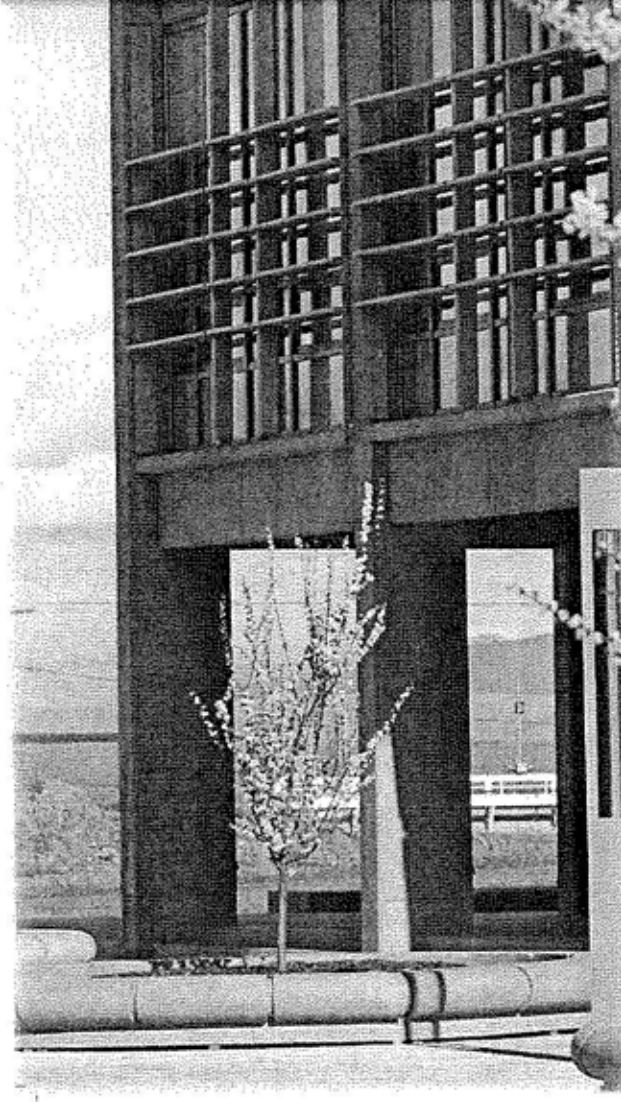
INDIVIDUALS

- Tim Curley, Director, Business and Government Relations, Children's Hospital Central California
- Edward L. Moreno, MD, MPH, Director-Health Officer, County of Fresno

Preliminary
PROGRAM PROPOSAL AND BUSINESS PLAN

To establish a

UC MERCED SCHOOL OF MEDICINE



Submitted by:

University of California, Merced
Medical School Internal Planning Group

September 2007

UCMERCED

www.ucmerced.edu

	PAGE
EXECUTIVE SUMMARY	1
Introduction and Overview	1
California's Need for Physicians	1
The Valley's Critical Need for Physicians	1
UC's Plans for Expanding Health Professions Education	2
Design for a 21 st Century Medical School	2
UC Merced's Capacity to Offer Quality Medical Education	5
Academic Partners for the UC Merced School of Medicine	5
Health Care Partners in the Valley	6
Proposed Facilities for Medical Education	6
Projected Costs	6
Plans for Private Support	7
Economic Impact on the Region and the State	7
Benefits	7
Community Support	8
Next Steps	8
Medical Education Planning Team	9

I. EXECUTIVE SUMMARY

Introduction and Overview

Based on more than two years of program planning and development, the University of California, Merced (UC Merced) proposes to establish a new school of medicine at its main campus in Merced and to develop and leverage regional clinical campuses throughout the San Joaquin Valley. The proposed program, which will be developed in collaboration with existing UC medical schools, will incorporate the latest approaches in medical instruction and will provide a platform for cutting-edge biomedical research and population health research. Students will be selected based not only on their academic potential to succeed in medical school, but also on the likelihood that they will practice in the Valley. Several years of implementation planning and development will precede enrollment of the charter class in 2013.

California's Need for Physicians

Over the past several years, a number of federal agencies and professional associations have issued reports and white papers calling attention to a projected nationwide shortage of physicians. The impending shortage is attributed to a number of factors, but primarily to the lack of growth in medical school enrollments and graduates over a period of two decades when the national population grew by 23 percent or more than 50 million. To compound the problem, a significant portion of the population growth has been, and is projected to continue to be, among older residents who experience much higher rates of physician visits than their younger cohorts. A report issued by the Association of American Medical Colleges (AAMC) in 2006 calls for a 30 percent increase in medical school enrollments by 2015 to keep pace with growing demand for physician services.

Among the states, California ranks twentieth in physicians per capita, with 259 physicians per 100,000 population, but it trails the national average of 266. As the state continues to grow at a rate exceeding the national average, and as current physicians retire and leave the workforce in greater numbers than new graduates are produced, California is projected to face a shortage of 17,000 physicians by 2015.

The Valley's Critical Need for Physicians

With only 124 physicians per capita, residents of the eight counties that comprise the San Joaquin Valley experience less than half the state average rate for local access to physicians. The region includes numerous communities that are designated as a Health Professional Shortage Area (HPSA) by the U.S. Health Resources and Services Administration. In everyday terms, this shortage translates into longer waits for physician appointments and, in many cases, the need to travel long distances to receive needed medical services.

The lack of access to routine preventative care contributes to the much higher than average prevalence of many chronic diseases in the Valley, such as adult diabetes and coronary heart disease. More physicians are needed to reduce the higher than average patient load and, especially, to begin to remediate the increased prevalence of preventable disease.

UC's Plans for Expanding Health Professions Education

In recognition of its role as the state's only public provider of professional programs in the health professions, the University of California (UC) has monitored national, state, and regional trends and developed strategies to address the physician shortage. The University's Health Sciences advisory committee recommended to the UC Board of Regents in 2006 to increase the production of health care professionals in a number of fields. In terms of physicians, the advisory council recommended increasing the production of medical graduates by 34 percent, or 216 new Medical Doctors (M.D.s) per year within the next decade.

In its planning documents, UC recognized that the five existing UC medical schools, with an average 10 percent growth each, would be able to accommodate only a fraction of the needed increase in degree production. Importantly, it was recognized that medical education programs need to be developed in two areas of California: the Central Valley (encompassing the San Joaquin Valley) and the Inland Empire, each with projected population growth rates twice those of many areas in California and both with severe disparities in physician access compared to the state as a whole. In fall 2006, the Regents endorsed efforts at UC Riverside to plan for a new medical school. UC Merced has also completed in-depth planning for a medical school with extensive consultation with the University of California Office of the President (UCOP) and plans for presentation to the Regents in November 2007. Together, the new medical education programs at UC Merced and UC Riverside would produce approximately 150 graduates per year. While the planned 34 percent increase in medical school enrollments represents an aggressive step by UC, the state's needs are far greater. UC Merced has an obligation to be responsive to the needs of the region, particularly in areas where it has the capacity to make an impact on the region's challenges.

Design for a 21st Century Medical School

Planning for medical education leading to a medical school at UC Merced was well under way before the arrival of the inaugural class of undergraduate students on campus in 2005. Preliminary planning documents released in January 2006 and June 2006 described concepts for the development of a new medical school at a new research university. The current (2007) Program Proposal and Business Plan is a comprehensive document that includes a timetable for growth, presents a curricular approach based on national best practices, and responds to the needs of the Valley, including necessary expansion of graduate medical education. The program plan reflects the interdisciplinary character of the campus and emphasizes optimal use of technology and strong relationships with sister UC campuses and health care providers in the region. The program plan conceptualizes thrusts in health sciences research that integrate faculty expertise across the campus to develop signature research programs that are at the foundation of a UC medical school.

The strategy that UC Merced is pursuing for the development of a new medical school in the Valley is focused on creating an additional UC quality educational opportunity that will be separately accredited in time to admit its first class in 2013. The most cost-effective and timely way to achieve this goal is to capitalize on the strengths in medical education already in place at sister UC campuses. The synergistic model that UC Merced proposes builds on the shared commitment of all UC campuses to serve the

needs of the state. UC Merced is committed to establishing and maintaining mutually advantageous partnerships with its sister campuses as it pursues the development and implementation of its plan for a new medical school in the Valley. Notwithstanding, UC Merced plans to take ownership and responsibility of its own academic programs. Thus, the proposed medical school seeks independent accreditation at the outset.

UC Merced's proposed medical school program takes as its basic premise a 21st-century approach to health: it will utilize existing community-based resources to avoid wasteful duplication and provide for critical community health needs in a distributed model of medical education. More than 20 of the largest community hospitals and community health centers, along with Kaiser, the leading HMO in the San Joaquin Valley, are eager to collaborate with UC Merced to focus teaching and research on the community health needs of this large, multicultural, urban/rural community, which has uneven access to health care.

Distributed models that use local community facilities have the following benefits:

- provide education in the place of practice.
- allow for better utilization of local resources.
- increase local community support.
- address local shortages of physicians.
- address maldistribution of physicians.
- increase retention of graduates in areas of training.
- increase and distribute the economic engines of research.
- increase the stability of resources.
- promote cost efficiency.

The San Joaquin Valley is fortunate to have multiple health care organizations delivering comprehensive and good quality in-patient care in all large localities in the Valley. In several cities, hospitals are expanding, and new ones are being built. The Valley is rich in outpatient resources, with many health centers providing ambulatory care to urban and rural areas. The city of Merced is replacing an existing medium size hospital with a state-of-the-art, large facility, in close proximity to the UC Merced campus.

Clinical education in a new medical school that does not build its own facilities is fully dependent upon finding appropriate clinical resources in the community. As a result, the quality of its education is directly related to the quality of patient care provided in these facilities. The project team has visited the majority of large organizations and many of the small ones in the San Joaquin Valley and found tremendous interest and support, as well as high quality patient care. In many of these clinical organizations, there are serious concerns about the possibility to recruit professionals to accommodate the growth in demand for services. They anticipate that the new medical school will contribute to solving the problem.

The development of a distributed model of medical education would not be possible without the cooperation of many of the health care organizations in the Valley. Their eagerness to participate in the education of medical students and residents is a critical component of the distributed model. Institutions considered for affiliation with the medical school are selected not just on the basis of their offer to collaborate (expressed by virtually all institutions visited during the preparation of this report), but fundamentally by

a careful evaluation of the qualifications of medical staff, the type and quality of patient care provided, the type of facilities, and previous experience with medical education.

Timetable. The first class of 32 students is projected to enroll in 2013, and will graduate in 2017. Incremental enrollment growth of 16 entering students per year is planned between 2013 and 2017, when the full class size of 96 entering students will be achieved. Full planned capacity, with approximately 384 students and graduation of approximately 90 new M.D.s per year, will be reached in 2021.

Distributed Model. The instructional program of the new medical school will be based on a community-based distributed model of medical education, with local health care facilities serving as instructional sites for clinical training. In recognition that medical students traditionally are not exposed to the patients and settings where most will eventually practice, 16 of the 22 most recently accredited medical schools have been designed to partner with local hospitals rather than establish new teaching hospitals. Traditional medical schools also are rapidly adopting modified distributed models. The UC Merced proposal suggests that the first two years of a student's program will be based in Merced and focused on classroom instruction in the basic sciences and early clinical experiences. The final two years of the curriculum—clinical rotations and clinical electives—will take place in regional health care facilities.

Institutional medical school accreditation assures that medical education takes place in a sufficiently rich environment to foster broad academic purposes. The new medical school will apply for full Liaison Committee on Medical Education (LCME) accreditation, which will be granted upon successful completion of four years of medical education and concomitant with the first graduating class.

Accreditation by the LCME is required for schools to receive federal grants for medical education and to participate in federal loan programs. Most state boards of licensure require that U.S. medical schools be accredited by the LCME, as a condition for licensure of their graduates. Eligibility of U.S. students to take the United States Medical Licensing Examination (USMLE) requires LCME accreditation of their school. The Department of Education recognizes the LCME for accreditation of programs of medical education leading to the M.D. degree in institutions that are themselves accredited by regional accrediting associations.

Research. Research is a defining feature of a UC-quality medical school. UC Merced is building strong programs in health sciences, with stellar faculty and research facilities. The research base in health sciences includes programs in basic and applied sciences, such as stem cell biology, infectious disease, prevention, chronic disease, cognitive sciences, psychology and health informatics, as well as population health, which leverage expertise across all schools on campus. Importantly, UC Merced has created an interdisciplinary environment that provides unique opportunities to link human health with the health of the environment. The proposed medical school will be a driver for new research; bring in additional research funding, faculty, and facilities; elevate the level of prestige of the UC Merced campus; and generate increased enrollments at both the undergraduate and graduate levels.

Graduate Medical Education. UC Merced recognizes that the production of more M.D. graduates is an incomplete solution to the state and regional physician shortage. This

Program Proposal and Business Plan includes plans to work with regional health care providers to expand existing residency programs and to develop additional programs. It is important to note that new physicians are most likely to enter practice near the locations where they attended medical school and completed their residency training. Furthermore, in recognition of the increasingly team-based approach to health care, UC Merced plans to integrate its physician training with other allied health professional training programs in the region.

Technology. As the first new research university in the nation in this century, UC Merced takes advantage of recent advances in information and communications technologies and approaches. The new medical school will build on this base and feature a library without shelves, incorporate information literacy in the curriculum, and engage in telemedicine for instruction and patient care.

Partnerships. Beginning with its initial efforts to plan a medical education program, UC Merced has worked closely with medical educators from the University of California, San Francisco (UCSF), UCSF at Fresno, and UC Davis. Further, partnerships with regional health care providers are implicit in the distributed model of medical education. The Business Plan is based on assumptions of continued support from and participation by sister UC campuses and development of close working relationships with leading hospitals and clinics in the Valley. Sister campus support to date in planning has been invaluable.

UC Merced's Capacity to Offer Quality Medical Education

Although a relatively young campus, UC Merced already has developed many resources that can contribute to programs that are essential for a successful new medical school. Notable examples of research resources include a state-of-the-art, 102,000-square-foot science and engineering building with a modern vivarium and shared research facilities with sophisticated instrumentation (genomics, multivariate flow cytometry, and cell imaging). Significantly, UC Merced's interdisciplinary environment enables faculty to build academic programs that leverage campus resources so that faculty across the campus benefit from the success of 21st century approaches to addressing health science and health care issues. In both San Diego and Irvine, the University of California has proven its ability to start a successful new campus concurrently with a new medical school.

Academic Partners for the UC Merced School of Medicine

Continuing partnerships with the medical education programs at UCSF Fresno and UC Davis are planned. Leaders from these programs have actively participated in planning the medical school at UC Merced, and the Program Proposal envisions continuing to draw on the strengths of these other campuses in the development and operation of the school. These collaborations are particularly important because UC Merced's current faculty has limited experience in medical education planning including the requirements for LCME accreditation. The expertise of faculty at UC Davis and UCSF will enable UC Merced to move forward rapidly in developing a UC-quality medical school. Collaboration is planned in detailed curriculum development, clinical instruction, research, graduate medical education, and various program and administrative support

services. The UCSF Medical Education Program in Fresno, in particular, will be a major partner of the UC Merced medical school for clinical training and research.

Health Care Partners in the Valley

UC Merced will not develop hospital or clinical facilities. The leading health care facilities and agencies in the Valley enthusiastically support the UC Merced plan and have indicated their willingness to serve as partners in providing clinical training opportunities for medical students. Initially, Mercy Medical Center Merced and local clinics for the underserved will provide opportunities for early clinical exposure for first- and second-year medical students to supplement on-campus basic science instruction. Students will then relocate to UCSF Fresno for required clinical rotations during their third year and either remain there or choose other UC training sites for elective rotations in their fourth year. This model system allows students to receive maximal benefits from education at a research university on the Merced campus, and then receive their initial clinical training at UCSF Fresno, which will serve as the first clinical campus.

As the student population grows from 32 in the charter class to 96 across all four years of the curriculum by 2020, additional clinical campuses will be developed in the northern and southern regions of the Valley.

Proposed Facilities for Medical Education

Development of the facilities for the new medical school is planned over several phases. A UC-quality medical school must have a stellar health sciences research base. Thus, the health sciences campus must be located on or in close proximity to UC Merced. To serve instructional and administrative needs during the first ten years of operation, as part of its preliminary plans, UC Merced is considering renovating approximately 88,000 gross square feet in its facilities at Castle Airport Aviation and Development Center in Atwater. In the second phase of facility development, a new 186,000-square-foot instructional and biomedical research facility will be constructed on the main campus to handle the expanded numbers of students and faculty associated with the medical school.

New and/or expanded facilities are also planned for the regional clinical campuses. The UCSF Fresno Medical Education Program recently relocated to a new 82,000-square-foot Center for Medical Education and Clinical Research. Only modest additions will be needed there in the near term. As regional clinical campuses are developed in the northern and southern regions of the Valley, additional clinical educational facilities will be planned.

Projected Costs

A detailed financial plan for the planning and operations of the medical school during the first 10 years is being developed as part of the preliminary program proposal and business plan. Annual increments will be needed to develop implementation plans and recruit the charter faculty during the first five years. An annual operating budget for the instructional program was projected for the first year of classes and this amount will increase incrementally per year when the final enrollment is realized. Funds will be

required for on-campus instruction, research facilities and clinical campuses as the new medical school reaches full operating capacity.

As at other medical schools, revenues will come from a variety of sources, including research grants, clinical income, private gifts, student tuition and fees, and state support. More details will be available as the preliminary program proposal and business plan are refined during the review phase.

Economic Impact on the Region and the State

The UC Merced medical school will have considerable economic impact in the San Joaquin Valley and the State of California. Medical schools and their associated teaching hospitals and research enterprises generate substantial positive economic impacts. According to the Association of American Medical Colleges (AAMC), the nation's community-based allopathic medical schools generate an average economic impact of \$290 million each year. In addition to the operational impacts that the proposed University of California, Merced School of Medicine will generate once it opens, the construction of the proposed medical school's facilities will generate economic impacts for state and regional economies.

Plans for Private Support

UC Merced has established an aggressive development plan to raise private support for the medical school. Upon faculty and Regental approval to move the medical school forward, UC Merced will begin the campus' first major fund-raising campaign, with a goal of \$100 million dollars over a ten year period. Primed with a strong fund raising engine, the successful campaign will enable a continued development focus for ongoing support of the medical school.

Funding needs for the medical school range from facilities to student financial aid programs. With a new initiative of this magnitude, one of the obvious major fund-raising opportunities will be the naming of the school itself. The prospective funding sources will include the philanthropic community, most notably corporations, national foundations, and major donors, with interests in health sciences and human health. The emphasis of the medical school on population health research and curricula to train 21st century students to practice in the increasingly diverse populations that characterize California's regions will be particularly attractive to both philanthropists and foundations. The medical school's forward-thinking emphasis on population health, coupled with the distributed education model, will provide distinctive opportunities to reach out geographically and to the increasing number of funding institutions that recognize the growing importance of supporting underrepresented populations.

Benefits

A medical school at UC Merced will ramp up UC Merced's trajectory toward becoming a top-tier university. It will elevate perceptions of current and potential students, faculty, philanthropists, and funding agencies about the intentions and aspirations of UC Merced to be a top-tier university; help to attract top-quality undergraduate and graduate students, faculty, and staff, which are essential underpinnings of such universities; and bring new resources traditionally associated with medical schools, including health

sciences research programs, funding, research and educational infrastructure, and philanthropy.

In addition to addressing the physician shortage in the region, a medical school at UC Merced will also expand the higher education opportunities available to Valley residents and bring economic benefits to the region. Through interdisciplinary programs in basic and applied sciences and in population and global health, and health and the environment, the school will bring together inter-disciplinary teams to find solutions to some of the Valley's most pressing challenges. This will enable UC Merced to meet the expectations of stakeholders in the Valley, the UC system (including the Regents), and the state.

Community Support

The Program Proposal and Business Plan for a new medical school at UC Merced is strongly and enthusiastically supported across the Valley. Endorsements and pledges of cooperation have been offered by other colleges and universities in the region, hospitals and local medical societies, economic development officials, and elected leaders.

Next Steps

Next steps for the continued trajectory toward a UC Merced medical school include extensive consultation and approvals. These include continued faculty consultation and support from the UC Merced Division and the System-wide Academic Senate, continued consultation and support from UCOP, consultation with and approval from the UC Regents, and legislative support in Sacramento. Several of these steps are occurring in parallel.

The faculty at UC Merced are actively engaged in reviewing the program plan in fall of '07 through a well-defined academic senate process involving broad faculty consultation. Following approval of the UC Merced Division, the program plan will be submitted for consideration of approval to the UC System-wide academic senate. In parallel, and similar to the UC Riverside medical school planning process, the Program Proposal and Business Plan will be submitted to the Board of Regents for initial consideration at its meeting in November 2007. In parallel, the proposal will be submitted and reviewed by UCOP. Assuming continued support for planning by the faculty, UCOP and the UC Board of Regents for this important initiative, a number of further planning and development initiatives will follow.

The first phase will involve the further refinement of the business plan and financial plan through consultation with academic partners and clinical partners. The plans will be shared with community leaders throughout the Valley and a program of private fund-raising will be implemented. An aggressive campaign to gain support from elected state officials will be undertaken. Finally faculty groups across the campus will be engaged in planning and developing the research portfolio of the medical school. Consultation and approval will be sought from the California Postsecondary Education Commission.

During the final planning phase, a variety of detailed implementation activities will be underway. Major areas to address will be articulation of the governance structure, design of the educational program including admissions standards, negotiation of

affiliation agreements with clinical partners, and initiation of contact with the LCME (Liaison Committee of Medical Education).

The University of California must increase its medical school enrollment to address regional issues and to continue to respond to current and future state needs, especially those related to the medical profession. The magnitude of growth needed to address the state's physician workforce demands surpasses the capacity of existing UC schools; planning must take place now to open two new schools of medicine simultaneously. Statistics show that physician shortages already exist in both the San Joaquin Valley and the Inland Empire, and workforce demands will continue to grow in these two regions. ***To delay one school of medicine in favor of another will adversely and disproportionately impact an entire region of California, especially since in medicine, the passage from admission to practice requires seven to ten years or longer.***

Medical Education Planning Team

Primary

Maria Pallavicini, Ph.D.	<i>Dean, School of Natural Sciences, UC Merced</i>
Carlos Martini, M.D.	<i>Director of San Joaquin Valley Medical Education Planning, UC Merced</i>
Joan Voris, M.D.	<i>Associate Dean, Fresno Medical Education Program, UCSF</i>

Contributing

John Garamendi, Jr.	<i>Vice Chancellor, University Relations, UC Merced</i>
Jan Mendenhall	<i>Executive Director of Development & University Relations, UC Merced</i>
Bruce Miller	<i>University Librarian, UC Merced</i>
Brandy Nikaido	<i>Director of Regional University Relations, UC Merced</i>
Larry Salinas	<i>Executive Director of Governmental Relations, UC Merced</i>
John White	<i>Director, Capital Planning, UC Merced</i>

Consultant Management

MGT of America, Inc	<i>Consulting and Planning Firm</i>
---------------------	-------------------------------------



2035 Tulare Street, Suite 201
Fresno, California 93721

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

MEMORANDUM

DATE: November 10, 2007
To: Policy Advisory Committee
COG Policy Board
FROM: Tony Boren, Deputy Director
SUBJECT: Regional Clearinghouse Consent Calendar

RECOMMENDATION: Per Board procedure, unless an item is pulled from the Consent Calendar, tacit authorization is given for staff to forward any comment(s) received, or any Committee/Board comment(s) generated as a result of this informational item, to the appropriate agency. It is understood that if in the event any item should be pulled from the consent calendar, discussion and comment by the Committee members and the public will be taken.

DISCUSSION: The Regional Clearinghouse is a process of informing local agencies of federal grant requests, providing an opportunity to comment, and potentially avoid duplication of effort. Clearinghouse items are brought before the Policy Advisory Committee (PAC) and, if appropriate, the Transportation Technical Committee (TTC) for review and comment. Any resulting TTC/PAC comments, and any comments received from other agencies as a result of the Clearinghouse notification process, are noted on a monthly report brought forward to the Fresno COG Policy Board.

COG Policy Board action would be to authorize staff to forward any comments received or any Board comments to the State Clearinghouse and other appropriate agencies. The applicants have been notified of this meeting. While participation by the agency is optional, they have been personally requested to attend the Policy Board meeting in case there should be any questions. It should be noted that if in the event any of these items should be pulled from the consent calendar, that discussion and comment by the Committee/Board members and the public will be taken. *Project Notification and Review Reports* describing these projects are attached.

FUNDING: Proposed funding levels are as shown below:

Project	Applicant	Federal Funds	Other/ Applicant Funds	Total Funds
Fresno Yosemite International Airport (FAT) Rehabilitate Taxiway B6-2/3 (Const); Rehabilitate Taxiway B (Design); Rehabilitate Taxiway C (Design); Rehabilitate Commercial Aviation Apron AC/PCC (Design); Install enhanced Taxiway Center Markings	City of Fresno, Airports	\$6,562,980	\$345,420	\$6,908,400

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

