

Fresno Model Farmland Conservation Program Statement of Intent

Purpose

The purpose of the Model Farmland Conservation Program (MFCP) is to design and implement a coordinated set of local policies and techniques that will effectively conserve – minimize the loss and decline of – the land and water resources necessary for Fresno County agriculture to remain economically viable for the foreseeable future.

Origins

In October 2006, the California Partnership for the San Joaquin Valley adopted a Strategic Action Plan that included recommendations for conserving important farmland as a strategy for maintaining agricultural economic viability. In March 2007, the Partnership awarded a \$200,000 grant to the Fresno Council of Governments to design and implement a Model Farmland Conservation Program (MFCP) that would help achieve this goal and serve as an example to other counties in the Valley. Fresno COG turned to American Farmland Trust (AFT) for assistance with this project. AFT has long been a leader in farmland conservation in California and nationwide, and was a partner in the Fresno Growth Alternatives Alliance that produced the 1998 *Landscape of Choice* strategies.

Planning Context

Fresno County is experiencing unprecedented growth. Within the next generation, the population of Fresno County is expected to more than double to 1.93 million people. Because most of the county's cities are located in the midst of agricultural land, this will place tremendous pressure on agricultural resources. If current trends continue, urban development and rural residences will expand from 234 to 448 square miles by 2050. At that point, there would remain only about 4 acres of prime, unique and statewide important farmland for every developed acre, compared with 8 acres today.

Wisely, Fresno is preparing for this growth by engaging in a number of planning exercises intended to assure that the county's economy is diversified and vibrant, its cities and environment are healthy, and agricultural and natural resources are protected. The Blueprint process is a county-wide process – as well as a regional exercise – intended to produce a "preferred growth scenario" identifying where future development should occur and where land should remain available for other purposes, among which agriculture is foremost. One of the growth options being evaluated by this process is a Metro Rural Loop, which would be a multi-county, multi-modal transportation network to connect communities and attract efficient development to corridors while protecting vital farmland in between. A related exercise is a Land Buffer Task Force commissioned by the Board of Supervisors to look at ways of assuring that existing cities and unincorporated communities in Fresno County do not lose their identity and harm agriculture by growing together. Finally, the City of Fresno is now planning for a major expansion to the southeast based on "new urbanism" principles. The Fresno MFCP will be coordinated with each of these exercises to assure that the effective conservation of land for agricultural use is incorporated into their recommendations, policy and implementation.

Sure to influence these local planning exercises are at least two state initiatives. One is a strategic plan for the future of agriculture that will soon be inaugurated by the state Board of Food &

Agriculture, as recommended by the California Partnership for the San Joaquin Valley. The other is the statewide Climate Action Plan being implemented by the State Air Quality Control Board and the state Office of Planning & Research pursuant to AB 32, intended to reduce greenhouse gas emissions by, among other things, increasing the efficiency of land use and transportation to reduce motor vehicle trips. The Fresno MFCEP will also take these into consideration and, ideally, provide input to state decision makers on how state policies can enhance local farmland conservation strategies in Fresno County.

Project Tasks & Process

The Fresno MFCEP project includes three basic tasks.

- Identify and map characteristics that make farm and ranch lands strategic resources for agriculture. This will result in a gradation of values, not hard and fast lines.
- Document and analyze current trends affecting agricultural lands, as well as public policies, market forces and other factors that contribute to them.
- Select a coordinated set of policies and techniques that will effectively conserve the most strategic farmland for agricultural use while accommodating urban growth. To the extent possible, we intend to build on the strategies outlined in *Landscape of Choice*, which appear to represent a fairly recent, broad consensus on growth and conservation policy.

Day to day conduct of the project will be overseen by a steering committee composed largely of COG staff and representatives of the agriculture community. An Advisory Committee, broadly representative of agriculture and other local stakeholder groups, will provide input and advice on substantive issues, including the ultimate selection of policies and techniques. Two large public meetings and a half dozen smaller roundtable sessions in agriculture communities around the county will gather public input and build interest in the project. AFT will provide technical assistance on farmland conservation in all phases of the project, facilitate public meetings and produce the project report and recommendations. It will be assisted by the Information Center for the Environment at U.C. Davis on strategic farmland mapping. The target completion date for the project is August 2008.

Proposed Measures of Success

To successfully conserve agricultural land, the Fresno MFCEP must respond to current trends and their causes. As a working hypothesis, the following measures of success are proposed and will be evaluated and refined as the project goes forward:

- Urban growth will be directed away from the most strategic farmland
- Efficiency of urban development will be significantly increased to minimize farmland conversion
- Ranchette development will be greatly reduced, particularly on strategic farmland
- The land market will be stabilized to assure that land remains affordable for commercial agriculture
- An adequate supply of affordable water for agriculture will be assured
- Progress toward these outcomes will be continuously tracked to assure accountability for results
- The overall MFCEP will be fair as well as effective

REQUEST TO ADD URGENCY ITEM TO THE PAC AGENDA

- 1) Requires Determination that the item is urgent and cannot be dealt with at a later meeting.
(2/3 vote - item came to attention after posting of agenda and within 72 hours of meeting)
- 2) Requires a 2/3 vote to add the item to the agenda for action.

ADD AS ITEM III. K.

Assembly Bill 2522 (Arambula): Request for Support

Requested by: Staff

Urgency Status: Staff received a request during the week of April 14th to support the passage of Assembly Bill (AB) 2522 (Arambula) and to send a letter stating this position to the author. AB 2522 will be heard in the Assembly Appropriations Committee by the end of the month. Staff had planned to bring this request to the COG committees for consideration in May but due to the Assembly Appropriations Committee hearing scheduled, staff is bringing this item forward in April for the PAC and Policy Board's consideration.

Issue:

The California Partnership for the San Joaquin Valley's Air Quality Work Group and Assemblyman Juan Arambula are seeking letters of support from the San Joaquin Valley Regional Transportation Planning Agencies for the passage of AB 2522. If passed, AB 2522 will give the San Joaquin Valley Air Pollution Control District the authority to increase the surcharge on vehicle licensing fees from the current limit of \$6 to up to \$30 annually, per motor vehicle. The funds generated will be used for incentive-based air quality improvement programs to bring the San Joaquin Valley into compliance with State and Federal air quality standards by the earliest practicable date. Additionally, a minimum of 10% of the ongoing funding will be used in environmental justice communities in the San Joaquin Valley.

A recent analysis of the bill conducted by the Assembly Committee on Local Government is provided as a handout for your review.

Staff will provide a verbal report with more information at the PAC meeting.
[DANSBY/PAUKOVITS]

Recommendation:

Staff seeks direction from PAC on sending a letter of support to Assemblyman Arambula for the passage of AB 2522.

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

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Date of Hearing: April 16, 2008

ASSEMBLY COMMITTEE ON LOCAL GOVERNMENT
Anna Marie Caballero, Chair
AB 2522 (Arambula) - As Introduced: February 21, 2008

SUBJECT : San Joaquin Valley Air Pollution Control District:
vehicle license fees.

SUMMARY : Authorizes the San Joaquin Valley Air Pollution
Control District (District) to increase vehicle license fees to
a maximum of \$30. Specifically, this bill :

- 1) Makes findings and declarations relative to the air quality of
San Joaquin Valley and the need for expanded emission
reduction programs in order to achieve and maintain state and
federal ambient air quality standards.
- 2) Authorizes the District to increase the current \$6 vehicle
license fee limit up to, but not exceeding, \$30 per vehicle
per year for incentive-based programs to achieve surplus
emissions reductions.
- 3) Requires the adoption of a resolution providing for both the
fee increase and a corresponding program for expenditure of
the moneys raised by the increased fees for the reduction of
mobile source emissions.
- 4) Authorizes the District to adopt rules and regulations to
reduce vehicle trips in order to reduce air pollution from
vehicular sources.
- 5) Authorizes the imposition of the fees until 2024.
- 6) Provides that the fees may be imposed after the 2012-13 fiscal
year only if the United States Environmental Protection Agency
approves the District's proposed reclassification of its
non-attainment status for ozone from severe to extreme.
- 7) Requires that at least \$10 million of the fees collected be
used to mitigate the impacts of air pollution on public health
and the environment in disproportionately impacted
environmental justice communities, as defined in the San
Joaquin Valley.

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- 8) Requires the District to convene an environmental justice (EJ) advisory committee, with participants selected from a list given to the board by EJ groups from the San Joaquin Valley, to recommend the neighborhoods that constitute EJ communities.
- 9) Requires the EJ advisory committee to recommend how the funds should be expended within those communities.
- 10) Requires the California Air Resources Board (ARB), prior to the fees being effective, to make two separate findings that the District:
- a) Has undertaken all feasible measures to reduce non-attainment air pollutants from sources within its jurisdiction and regulatory control; and
 - b) Has notified ARB that fees have been adopted and has provided ARB with an estimate of the total funds that will be provided annually by the fees.
- 11) Requires ARB to file a written copy of its findings with the Secretary of State within two days of its determination.
- 12) Requires the Bureau of State Audits to audit the fee assessment and the expenditures every two years that the fees are assessed, and to submit these audits to the Legislature within two weeks of their completion.
- 13) Requires ARB to assess the District's progress in using any fees to achieve and maintain state and federal ambient air quality standards every two years that the fees are assessed, and to submit these assessments to the Legislature within two weeks of their completion.
- Author will delete ~~14) Requires the District to submit an assessment to the Legislature by January 1, 2010, on the manner in which vehicle license fees or other types of fees could be imposed on vehicles that are not registered within its jurisdictional area, but that travel through it.~~
- 15) Provides that no local agency reimbursement is required from the State Mandates Claim Fund because the local agency has requested the authority from this legislation.

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- 16) Provides that the provisions of this bill become effective

only if SB 240 (Florez), pending in the Assembly Appropriations Committee, is enacted.

EXISTING LAW :

- 1) Establishes the District, consisting of the Counties of Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare, and that portion of the County of Kern that is within the San Joaquin Valley Air Basin, and requires the District to adopt and enforce rules and regulations to achieve and maintain ambient air quality standards, as provided.
- 2) Requires the United States Environmental Protection Agency, under the federal Clean Air Act, to establish national ambient air quality standards for criteria air pollutants at levels that are required to protect the public health with an adequate margin of safety.
- 3) Provides, under the federal Clean Air Act, that state and local governments have primary responsibility for the control of air pollution.
- 4) Requires ARB to achieve the maximum degree of emission reduction possible from vehicular and other mobile sources in order to accomplish the attainment of state ambient air quality standards by the earliest practicable date.
- 5) Authorizes an air pollution control district designated by ARB as a state non-attainment area for any pollutant emitted by motor vehicles to levy a fee of up to \$6 on motor vehicles registered within an air district.
- 6) Requires an air district imposing such a fee to enact a resolution providing for both the fee increase and for a corresponding program for expenditure of the increased fees.
- 7) Requires the program to provide for the reduction of air pollution from motor vehicles, and for related planning, monitoring, enforcement, and technical studies.
- 8) States that after January 1, 2015, the fee levied on vehicles within an air district is reduced from \$6 to \$4.
- 9) Requires the District to adopt a schedule of fees on area wide

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or indirect emission sources that are regulated, but for which permits are not issued, to recover its costs associated with these sources.

- 10) Authorizes the District to impose an additional \$1 surcharge,

to be paid to the Department of Motor Vehicles (DMV) and deposited into the Motor Vehicle Account for allocation to the District for certain purposes, such as clean fuels programs and motor vehicle use reduction measures.

FISCAL EFFECT : Unknown

COMMENTS :

- 1) According to the author, "the San Joaquin Valley suffers some of the worst air quality in the world, which poses a significant threat to public health, the environment, and the economy of the valley. The Valley has the third highest fine particulate matter levels in the U.S. and is home to four of the five worst ozone-polluted cities in the U.S. One in three Valley families has a member with a respiratory ailment, and the poor air quality contributes to 460 deaths per year."
- 2) There are currently 2.6 million cars, trucks and motorcycles registered in the eight county area that comprises the San Joaquin Air District. Each owner of a motor vehicle registered in the Counties of Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare, and the valley portion of Kern County pays an annual \$6 fee, the revenue from which is earmarked for air quality programs related to vehicle use. In addition, the District is required to impose a \$1 fee on annual motor vehicle registration to reduce emissions through activities such as clean fuels programs and adoption of motor vehicle use reduction measures. These two fees combine to generate \$18 million annually, with a small percentage retained by DMV to pay for its imposition and collection costs.
- 3) According to the author's office, AB 2522 authorizes the District to increase the surcharge on vehicle licensing fees to \$30 annually, per motor vehicle. The funds generated will be used for incentive based air quality improvement programs to bring the San Joaquin Valley into compliance with state and

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federal air quality standards by the earliest practicable date. If the District fully exercises the authority provided by this bill, annual revenue generated by the \$30 air pollution fee would initially amount to an estimated \$96 million, an increase of \$78 million over current revenue generated by the combined \$7 in fees. Because population growth in the San Joaquin Valley is currently among the highest in California and is projected to continue to outpace the rest of the state, this revenue would increase

substantially over the years.

- 4) Supporters indicate that "poor air quality is a significant threat to public health, the environment, and the economy of the region. The San Joaquin Valley does not meet state and federal ambient air quality standards. Therefore, creating a program that combines more strict clean air rules and regulations and ongoing funding to clean up sources of air pollution is critical."
- 5) According to the District, "approximately 85% of the necessary emissions reductions will come from regulations, but a substantial increase in incentive funding will be necessary in order to achieve the remainder of the reductions necessary to attain federal air quality standards for ozone and particulate matter. The incentive funding is targeted at mobile sources of pollution that account for 80% of the nitrogen oxide emissions in the San Joaquin Valley."
- 6) In opposition to the measure, the Stop Hidden Taxes Coalition indicates that "in the past five years, the California Legislature and local governments have tried to impose more than \$7 billion in new taxes while avoiding constitutional approval requirements for tax increases. The strategy is to disguise taxes as mere regulatory "fees" in order to avoid the public debate and rigorous vote requirement that voters have repeatedly demanded before taxes are raised."
- 7) This bill will only take effect if SB 240 (Florez) is also enacted and becomes effective.
SB 240 is similar to this bill; however, SB 240 did not pass out of the Assembly Appropriations Committee.
- 8) This bill is double-referred to the Committees on
Transportation, where it passed with an 8-2 vote on April 7,

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2008, and to Local Government.

REGISTERED SUPPORT / OPPOSITION :

Support

American Lung Association of CA
CA League of Conservation Voters
Coalition for Clean Air
Planning and Conservation League
San Joaquin Valley Air Pollution Control District
Supervisor Michael J. Rubio, Supervisor, Fifth District, Kern
County

Opposition

CA New Car Dealers Association
STOP Hidden Taxes Coalition

Analysis Prepared by : Katie Kolitsos / L. GOV. / (916)
319-3958

II. K. 1. FY 2006 Section 5316 Section 5317 Funds

Summary: On April 19, 2008, the Fresno COG Transportation Technical Committee was notified of an accelerated Call for Projects for Federal Transportation Administration FY 2006 JARC (5316) and New Freedom (5317) funds. At the March 27, 2008 Intermodal Planning Group meeting, the Federal Transit Representative informed COG staff that 2006 funding is set to expire in September of this year, therefore requiring immediate action to ensure funds remain in Fresno County. Approximately \$440,000 was available for the competitive bid portion of the JARC program and approximately \$165,000 was available for the New Freedom program. There were two projects submitted for JARC funding at a total of 948,000 and three projects totaling \$288,000 submitted for New Freedom. The SSTAC scoring committee met on April 15, 2008 to evaluate the applications. Included in your package are summaries of the submitted projects, as well as the projects recommended for funding. [Sobrado]

Projects:

Job Access Reverse Commute (JARC – 5316)
Fresno Area Express - Trip Planning Software
Capital Project \$439,768

Provide web-based and interactive voice operated trip planning services for the three public transit operators in Fresno County including; Fresno Area Express, Clovis Transit and the Fresno County Rural Transit Agency. This is a software based service that will allow passengers to access transit schedules and trip planning information over cell phones, computers with internet access, or any other internet enabled device such as a PDA.

New Freedom (5317)
Fresno Area Express – Travel Training
Operating Project \$20,000

This project would consist of a working partnership between the Center for Independent Living (CIL) and the City of Fresno Department of Transportation/Fresno Area Express (FAX) to promote independence for persons with disabilities. The Travel Training would consist of working one-on-one, or when appropriate with small groups of individuals with the same disabilities. The trainers will assist the clients in learning where bus stops are located at or near their departure and destinations, the bus schedules they need, how to read the printed schedules, how to enter and exit the vehicles safely, and how to get assistance if they have difficulty with riding the bus.

New Freedom (5317)
Fresno County Rural Transit Agency – Purchase (4) Accessible Vans
Capital Project \$144,804

Purchase five (5) minivans to provide accessible “taxi” service to the Fresno-Clovis Metropolitan Area of Fresno County. [LONG]

Action: Staff and SSTAC recommend approval of the projects recommended by the Committee.

2008 JARC/NEW FREEDOM PROJECT SCORING SHEET

Category/Applicant	Project Description	Total Project Costs	Grant Funds Requested	Local Match Required	Rank
JARC					
Fresno - FAX	Provide integrated & coordinated trip planning and ridesharing services on the internet and via voice recognition telephone services	\$636,000	\$508,800	\$127,200	1
FCRTA	Purchase (4) vehicles to expand inter-city service to the FCMA for access to jobs	\$549,710	\$439,768	\$109,422	2
	Total JARC	\$1,185,710	\$948,568	\$236,622	
	Available		\$439,768		
	Difference		\$508,800		
New Freedom					
Fresno - FAX	Travel Training would consist of working one-on-one or when appropriate, with small groups of individuals with the same disabilities. (CIL/FAX)	\$40,000	\$20,000	\$20,000	1
FCRTA	Purchase (4) mini-vans to provide accessible "taxi services" to the FCMA of Fresno County	\$210,000	\$164,804	\$45,196	2
Fresno - FAX	Purchase (13) high tech radio/MDT's to enhance service and better manage mobility activities	\$130,000	\$104,000	\$26,000	3
	Total New Freedom	\$380,000	\$268,804	\$91,196	
	Available		\$164,804		
	Difference		\$124,000		

II. K. 2. FY 2007 Section 5316 and 5317 Call for Projects

Summary: Fresno COG is pleased to announce a call for projects for the FY 2007/08 Federal Transit Administration (FTA) Section 5316 Jobs Access Reverse Commute (JARC) / 5317 New Freedom (NF) grant programs.

COG 5316/5317

Apportionments	5316	5317	Applications
Due			
2007	\$505,727	\$182,740	June 2, 2008

Applications for the FY 2007/08 Large- Urban apportionment of the Section 5316 JARC and 5317 New Freedom grant programs are due to Fresno COG no later than June 2 2008.

Please contact Todd Sobrado at todds@fresnocog.org or (559) 233-4148. [SOBRADO]

Action: Information/discussion item. Direction may be provided at the discretion of the committee.

SECTION 5316 / 5317 – Job Access Reverse Commute(JARC) / New Freedom (NF) FACT SHEET Federal Fiscal Year 2007/08

PROGRAM PURPOSE:

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

The New Freedom program provides funding to assist transit operators and public agencies to provide new transportation services for individuals with disabilities, above and beyond the minimum required by the American with Disabilities Act of 1990.

.....COORDINATED PLANNING

All projects selected for funding must be derived from a coordinated public transit human services transportation plan as required by federal guidance.

ELIGIBLE APPLICANTS

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

ELIGIBLE ACTIVITIES

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

LOCAL MATCHING REQUIREMENTS

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

The federal Share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity.

PROJECT SELECTION PROCESS

Projects will be awarded through a competitive selection process. The COG will evaluate all JARC project applications through the SSTAC review committee to determine the extent to which the proposed projects meet the overall program goals and objectives to the programs.

PLANNING REQUIREMENTS

To be eligible for funding, JARC projects in urbanized areas much be included in the Metropolitan Transportation Plan prepared and approved by the metropolitan planning organization (MPO), the Transportation Improvement Program (TIP) approved jointly by the MPO and the Governor, and the Statewide Transportation Improvement Program (STIP) developed by a State and jointly approved by the FTA and the Federal Highway Administration (FHWA).

Applications for FY 2007/08 Projects are due to Fresno COG by June 2, 2008. Please contact Todd Sobrado at todds@fresnocog.org or (559) 233-4148.

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2008-13

In the Matter of:)
)
2007)
Federal Transportation)
Improvement Program)

RESOLUTION ADOPTING AMENDMENT 13
(FORMAL) TO THE 2007 FTIP.

WHEREAS, the Council of Fresno County Governments (COFCG) is a designated Regional Transportation Planning Agency (RTPA) and a Metropolitan Planning Organization (MPO), pursuant to State and Federal designation; and

WHEREAS, the 2007 Federal Transportation Improvement Program Amendment 13 is consistent with metropolitan transportation planning regulations from 23 Code of Federal Regulations Part 450; and

WHEREAS, the Federal Transportation Improvement Program has been prepared through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the COFCG forum and general public involvement; and

WHEREAS, this Amendment (see attachment) (1) Revises schedules, phases and funding amounts of projects currently programmed in the 2007 FTIP in order to achieve financial constraint and to accommodate local agency requests (2) Revises project descriptions and makes other minor changes as warranted (3) Revises the schedule and funding amounts of currently programmed projects (4) Revises Appendixes.

WHEREAS, the program listing is consistent with: 1) the amended 2007 Regional Transportation Plan; 2) the State Transportation Improvement Program; and 3) the April 2007 Air Quality Conformity Determination; and

WHEREAS, the Federal Transportation Improvement Program contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, projects submitted in the TIP must be financially constrained and the enclosed financial summary affirms that funding is available; and

WHEREAS, the COFCG process for TIP project selection is currently serving as the MPO's formal Project Selection Process as required under SAFETEA-LU and is consistent with the outlined guidance; and

WHEREAS, the proposed projects are determined to be exempt from the conformity determination requirement per 40 CFR 93.126; and

WHEREAS, the amendment does not interfere with the timely implementation of the Transportation Control Measures contained in the State Implementation Plan (SIP); and

WHEREAS, the amendment has been circulated and reviewed by the Council of Fresno County Governments' member agencies representing their technical and management staffs; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Fresno County as part of the public participation process; and

WHEREAS, a public comment period consistent with Fresno COG's PPP was held and to consider Amendment 13 to the Federal Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED, that the Council of Fresno County Governments hereby amends the 2007 Federal Transportation Improvement Program for Fresno.

BE IT FURTHER RESOLVED, that the approval of this resolution constitutes a recommendation for funding approval by the Council of Fresno County Governments this 24th day of April, 2008.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

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

Signed: _____
Trinidad M. Rodriguez, Chairman

Signed: _____
Barbara Goodwin, Executive Director

Financial Summary Form 2007 FSTIP MPO: FRESNO COG

(Dollars x \$1,000)

Programmed Amendment 13	2006/07	2007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP (State Cash)	\$3,871	\$1,668	\$13,833	\$13,569	\$32,941
SHOPP (AC)	\$29,876	\$12,861	\$1,792	\$36,712	\$81,241
SHOPP Prior	\$566	\$0	\$0	\$0	\$566
STIP Int (state Cash)	\$0	\$0	\$368	\$9,561	\$9,929
STIP Int	\$0	\$30	\$123	\$1,380	\$1,533
STIP Regional	\$8,860	\$60,670	\$216	\$216	\$69,962
STIP Prior	\$1,500	\$0	\$0		\$1,500
STIP TE	\$1,657	\$1,050	\$720	\$1,228	\$4,655
AB 3090	\$0	\$135	\$0	\$0	\$135
Local Assistance					
Congestion Mitigation and Air Quality	\$10,639	\$9,319	\$9,415	\$5,872	\$35,245
Congestion Mitigation and Air Quality AC	\$0	\$1,870	\$1,871	\$1,871	\$5,612
Regional Surface Transportation Program	\$9,476	\$10,512	\$10,697	\$10,698	\$41,383
Highway Bridge Program	\$1,241	\$0	\$89	\$0	\$1,330
Highway Safety Improvement Program (HES)	\$4,199	\$0	\$0	\$0	\$4,199
Safe Routes to School Program	\$823	\$0	\$0	\$0	\$823
Railway - Highway Crossings	\$1,000	\$2,000	\$0	\$0	\$3,000
Other Federal Highway Programs					
Federal Lands Highway Program ¹	\$0	\$0	\$0	\$0	\$0
High Priority Projects Program	\$6,045	\$1,827	\$500	\$0	\$8,372
High Priority Projects Program Adv. Con. Conversion	\$240	\$1,760	\$1,808	\$0	\$3,808
Demonstration - TEA21	\$26,123	\$8,800	\$0	\$0	\$34,923
Coordinated Border Infrastructure Program	\$0	\$0	\$0	\$0	\$0
Recreational Trails Program	\$905	\$0	\$0	\$0	\$905
National Corridor Infrastructure Improvement Program	\$0	\$0	\$0	\$0	\$0
Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0
Projects of National and Regional Significance	\$0	\$0	\$0	\$0	\$0
Emergency Relief Program	\$50	\$50	\$50	\$0	\$150
HRRR	\$0	\$503	\$0	\$0	\$503
Federal Transit Administration Funds					
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0	\$0
5307 - Urbanized Area Formula Program	\$10,009	\$19,348	\$11,506	\$11,745	\$52,608
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0	\$0
5309 - Bus and Bus Facility Grants	\$2,172	\$1,360	\$960	\$960	\$5,452
5309 - Capital Investment Grants "New Starts"	\$0	\$0	\$0	\$0	\$0
5310 - Formula Program for Elderly & Persons with Disabilities	\$545	\$0	\$0	\$0	\$545
5311 - Other Than Urbanized Area Formula Program	\$1,426	\$1,039	\$1,099	\$0	\$3,564
5311 © - Public Transportation on Indian Reservations	\$0	\$0	\$0	\$0	\$0
5316 - Job Access and Reverse Commute Program	\$0	\$986	\$0	\$0	\$986
5317 - New Freedom Program	\$0	\$348	\$0	\$0	\$348
5320 - Transit in the Parks	\$0	\$0	\$0	\$0	\$0
Non-Title 23/Federal Transit Funds (Describe)					
Other State Funds					
Traffic Congestion Relief Program	\$0	\$0	\$0	\$7,439	\$7,439
Other (Describe)	\$0	\$0	\$0	\$0	\$0
Local Funds					
High Priority Projects Program/ Advanced Construction	\$8,652	\$48	\$0	\$0	\$8,700
State bond		\$2,300		\$8,100	\$10,400
Local city/county/agency	\$11,771	\$14,367	\$10,546	\$5,742	\$42,427
Measure C	\$46,531	\$12,650	\$0	\$0	\$59,181
Total programmed	\$188,177	\$165,501	\$65,593	\$115,093	\$534,364

1. Federal Lands Highway Program includes

- Indian Reservation Roads
- NPS Parkway and Park Roads
- F&WS Refuge Roads
- Public Lands Program
- Forest Highways
- Public Land Highways Discretionary

Financial Summary Form

2007 FSTIP

MPO:

(Dollars x \$1,000)

Revenue Amendment 13	2006/07	2007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP (State Cash)	\$3,871	\$1,668	\$13,833	\$13,569	\$32,941
SHOPP (AC)	\$29,876	\$12,861	\$1,792	\$36,712	\$81,241
SHOPP Prior	\$566	\$0	\$0	\$0	\$566
STIP Int (state Cash)	\$0	\$0	\$368	\$9,561	\$9,929
STIP Int	\$0	\$30	\$123	\$1,380	\$1,533
STIP Regional	\$8,860	\$60,670	\$216	\$216	\$69,962
STIP Prior	\$1,500	\$0	\$0	\$0	\$1,500
STIP TE	\$1,657	\$1,050	\$720	\$1,228	\$4,655
AB 3090	\$0	\$135	\$0	\$0	\$135
Local Assistance					
Congestion Mitigation and Air Quality	\$10,709	\$11,283	\$11,449	\$11,450	\$44,890
Congestion Mitigation and Air Quality AC	\$0	\$1,870	\$1,871	\$1,871	\$5,612
Regional Surface Transportation Program	\$9,476	\$10,512	\$10,697	\$10,698	\$41,383
Highway Bridge Program	\$1,241	\$0	\$89	\$0	\$1,330
Highway Safety Improvement Program (HES)	\$4,199	\$0	\$0	\$0	\$4,199
Safe Routes to School Program	\$823	\$0	\$0	\$0	\$823
Railway - Highway Crossings	\$1,000	\$2,000	\$0	\$0	\$3,000
Other Federal Highway Programs					
Federal Lands Highway Program ¹	\$0	\$0	\$0	\$0	\$0
High Priority Projects Program	\$6,045	\$1,827	\$500	\$0	\$8,372
High Priority Projects Program Adv. Con. Conversion	\$240	\$1,760	\$1,808	\$0	\$3,808
Demonstration - TEA21	\$26,123	\$8,800	\$0	\$0	\$34,923
Coordinated Border Infrastructure Program	\$0	\$0	\$0	\$0	\$0
Recreational Trails Program	\$905	\$0	\$0	\$0	\$905
National Corridor Infrastructure Improvement Program	\$0	\$0	\$0	\$0	\$0
Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0
Projects of National and Regional Significance	\$0	\$0	\$0	\$0	\$0
Emergency Relief Program	\$50	\$50	\$50	\$0	\$150
HRRR	\$0	\$503	\$0	\$0	\$503
Federal Transit Administration Funds					
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0	\$0
5307 - Urbanized Area Formula Program	\$10,009	\$19,348	\$11,506	\$11,745	\$52,608
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0	\$0
5309 - Bus and Bus Facility Grants	\$2,172	\$1,360	\$960	\$960	\$5,452
5309 - Capital Investment Grants "New Starts"	\$0	\$0	\$0	\$0	\$0
5310 - Formula Program for Elderly & Persons with Disabilities	\$545	\$0	\$0	\$0	\$545
5311 - Other Than Urbanized Area Formula Program	\$1,426	\$1,039	\$1,099	\$0	\$3,564
5311 © - Public Transportation on Indian Reservations	\$0	\$0	\$0	\$0	\$0
5316 - Job Access and Reverse Commute Program	\$0	\$986	\$0	\$0	\$986
5317 - New Freedom Program	\$0	\$348	\$0	\$0	\$348
5320 - Transit in the Parks	\$0	\$0	\$0	\$0	\$0
Non-Title 23/Federal Transit Funds (Describe)					
Other State Funds					
Traffic Congestion Relief Program	\$0	\$0	\$0	\$7,439	\$7,439
Other (Describe)	\$0	\$0	\$0	\$0	\$0
Local Funds					
High Priority Projects Program/ Advanced Construction	\$8,652	\$48	\$0	\$0	\$8,700
State bond		\$2,300		\$8,100	\$10,400
Local city/county/agency	\$11,771	\$14,368	\$10,546	\$5,742	\$42,427
Measure C	\$46,531	\$12,650	\$0	\$0	\$59,181
Total programmed	\$188,247	\$167,465	\$67,627	\$120,671	\$544,009

1. Federal Lands Highway Program includes
- Indian Reservation Roads
 - NPS Parkway and Park Roads
 - F&WS Refuge Roads
 - Public Lands Program
 - Forest Highways
 - Public Land Highways Discretionary

Financial Summary Form

2007 FSTIP

MPO:

(Dollars x \$1,000)

Revenue Vs. Programmed Amendment 13	2006/07	2007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP (State Cash)	\$0	\$0	\$0	\$0	\$0
SHOPP (AC)	\$0	\$0	\$0	\$0	\$0
SHOPP Prior	\$0	\$0	\$0	\$0	\$0
STIP Int (state Cash)	\$0	\$0	\$0	\$0	\$0
STIP Int	\$0	\$0	\$0	\$0	\$0
STIP Regional	\$0	\$0	\$0	\$0	\$0
STIP Prior	\$0	\$0	\$0	\$0	\$0
STIP TE	\$0	\$0	\$0	\$0	\$0
AB 3090	\$0	\$0	\$0	\$0	\$0
Local Assistance					
Congestion Mitigation and Air Quality	\$70	\$1,964	\$2,034	\$5,578	\$9,645
Congestion Mitigation and Air Quality AC	\$0	\$0	\$0	\$0	\$0
Regional Surface Transportation Program	\$0	\$0	\$0	\$0	\$0
Highway Bridge Program	\$0	\$0	\$0	\$0	\$0
Highway Safety Improvement Program (HES)	\$0	\$0	\$0	\$0	\$0
Safe Routes to School Program	\$0	\$0	\$0	\$0	\$0
Railway - Highway Crossings	\$0	\$0	\$0	\$0	\$0
Other Federal Highway Programs					
Federal Lands Highway Program ¹	\$0	\$0	\$0	\$0	\$0
High Priority Projects Program	\$0	\$0	\$0	\$0	\$0
High Priority Projects Program Adv. Con. Conversion	\$0	\$0	\$0	\$0	\$0
Demonstration - TEA21	\$0	\$0	\$0	\$0	\$0
Coordinated Border Infrastructure Program	\$0	\$0	\$0	\$0	\$0
Recreational Trails Program	\$0	\$0	\$0	\$0	\$0
National Corridor Infrastructure Improvement Program	\$0	\$0	\$0	\$0	\$0
Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0
Projects of National and Regional Significance	\$0	\$0	\$0	\$0	\$0
Emergency Relief Program	\$0	\$0	\$0	\$0	\$0
Other (Describe)	\$0	\$0	\$0	\$0	\$0
Federal Transit Administration Funds					
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0	\$0
5307 - Urbanized Area Formula Program	\$0	\$0	\$0	\$0	\$0
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0	\$0
5309 - Bus and Bus Facility Grants	\$0	\$0	\$0	\$0	\$0
5309 - Capital Investment Grants "New Starts"	\$0	\$0	\$0	\$0	\$0
5310 - Formula Program for Elderly & Persons with Disabilities	\$0	\$0	\$0	\$0	\$0
5311 - Other Than Urbanized Area Formula Program	\$0	\$0	\$0	\$0	\$0
5311 © - Public Transportation on Indian Reservations	\$0	\$0	\$0	\$0	\$0
5316 - Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0	\$0
5317 - New Freedom Program	\$0	\$0	\$0	\$0	\$0
5320 - Transit in the Parks	\$0	\$0	\$0	\$0	\$0
Non-Title 23/Federal Transit Funds (Describe)					
Other State Funds					
Traffic Congestion Relief Program	\$0	\$0	\$0	\$0	\$0
Other (Describe)	\$0	\$0	\$0	\$0	\$0
Local Funds					
High Priority Projects Program/ Advanced Construction	\$0	\$0	\$0	\$0	\$0
State bond	\$0	\$0	\$0	\$0	\$0
Local city/county/agency	\$0	\$0	\$0	\$0	\$0
Measure C	\$0	\$0	\$0	\$0	\$0
Total programmed	\$70	\$1,964	\$2,034	\$5,578	\$9,646

- Federal Lands Highway Program includes
 - Indian Reservation Roads
 - NPS Parkway and Park Roads
 - F&WS Refuge Roads
 - Public Lands Program
 - Forest Highways
 - Public Land Highways Discretionary

(Dollars in Whole)

DIST: 06 COUNTY: Fresno County
ROUTE: PM
PPNO: KP
EA: MPO ID: FRE072201
CTIPS ID: 203-0000-0483

TITLE (DESCRIPTION):
Trip Planning Software (Provide integrated & coordinated trip planning and ridesharing services on the internet and via voice recognition telephone services.)

MPO Aprv: / /
State Aprv: / /
Federal Aprv: / /

IMPLEMENTING AGENCY: Fresno Area Express (FAE)

PRJ MGR:

PHONE:

EPA TABLE II or III EXEMPT CATEGORY:
Purchase of equipment for existing facilities.

(Dollars in whole)

PROJECT VERSION HISTORY (Printed version is shaded)												
Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE				
1	Active	04/16/2008	RDEVERE	Amendment - New Project	13	549,710						
				<u>PRIOR</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>BEYOND</u>	<u>TOTAL</u>
	• Fund Source 1 of 2		PE									
	• Fund Type: Job Access and Reverse Commute Program (5316)		RW									
			CON			439,768						439,768
	• Funding Agency:											
			TOTAL			439,768						439,768
				<u>PRIOR</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>BEYOND</u>	<u>TOTAL</u>
	• Fund Source 2 of 2		PE									
	• Fund Type: Agency		RW									
			CON			109,942						109,942
	• Funding Agency: Fresno Area Express (FAX)											
			TOTAL			109,942						109,942
	Project Total			<u>PRIOR</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>BEYOND</u>	<u>TOTAL</u>
			PE									
			RW									
			CON			549,710						549,710
			TOTAL			549,710						549,710

Comments:

2006 FTA JARC Funding

***** Version 1 - 04/11/2006 *****

Council of Fresno County Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	COUNTY: Fresno County	TITLE (DESCRIPTION):	MPO Aprv: / /
ROUTE:	PM:	Coordinated Plan (To develop a Coordinated Public Transit-Human	State Aprv: / /
PPNO:	KP:	Services Transportation Plan and competitive process.)	Federal Aprv: / /
EA:	MPO ID: FRE072203		
CTIPS ID: 203-0000-0488			
IMPLEMENTING AGENCY: Council of Fresno County Governments		PRJ MGR:	EPA TABLE II or III EXEMPT CATEGORY:
		PHONE:	Non construction related activities.

PROJECT VERSION HISTORY (Printed Version is Shaded)

					(Dollars in whole)						
Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE			
1	Active	04/17/2008	RDEVERE	Amendment - New Project	13	40,000					
				PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	BEYOND
											TOTAL
• Fund Source 1 of 1											
• Fund Type: Job Access and Reverse Commute Program (5316)											
• Funding Agency:											
TOTAL						40,000					40,000

Comments:

2006 FTA JARC Funding

***** Version 1 - 04/17/2008 *****

Transit System

PHONE:

(Dollars in whole)

***** Version 1 - 04/11/2008 *****

Transit System

EPA TABLE II or III EXEMPT CATEGORY:
Purchase new buses and rail cars to replace
exist.

(Dollars in whole)

Comments:
2006 FTA New Freedom Funding
***** Version 1 - 04/11/2008 *****

Council of Fresno County Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	COUNTY: Fresno County	TITLE (DESCRIPTION): Travel Training (Travel Training would consist of working one-on-one or when appropriate, with small groups of individuals with the same disabilities.)	MPO Aprv: / /
ROUTE:	PM:		State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: FRE072303		
CTIPS ID: 203-0000-0467			
IMPLEMENTING AGENCY: Fresno Area Express (FAX)		PRJ MGR:	EPA TABLE II or III EXEMPT CATEGORY:
		PHONE:	Transit operating assistance.

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

PROJECT VERSION HISTORY (Printed version is Shaded)												
Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE				
1	Active	04/16/2008	RDEVERE	Amendment - New Project	13	40,000						
				<u>PRIOR</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 1 of 2				PE								
• Fund Type: FTA 5317 - New Freedom Program				RW								
• Funding Agency:				CON		20,000						20,000
				TOTAL		20,000						20,000
				<u>PRIOR</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 2 of 2				PE								
• Fund Type: Agency				RW								
• Funding Agency: Fresno Area Express (FAX)				CON		20,000						20,000
				TOTAL		20,000						20,000
Project Total				<u>PRIOR</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>BEYOND</u>	<u>TOTAL</u>
				PE								
				RW								
				CON		40,000						40,000
				TOTAL		40,000						40,000

Comments:

Version 1 - 04/16/2008

Transit System

PHONE:

(Dollars in whole)

Version 1 - 04/11/2005

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2008-14

In the Matter of:)
)
PROPOSITION 1B FUNDING)
FOR TRANSIT SYSTEM)
SAFETY, SECURITY, &)
DISASTER RESPONSE ACCOUNT)

RESOLUTION APPROVING PROPOSITION
1B FUNDING FOR TRANSIT SYSTEM
SAFETY, SECURITY & DISASTER
RESPONSE ACCOUNT APPLICATIONS
FOR THE CITY OF CLOVIS, THE CITY OF
FRESNO, AND THE FRESNO COUNTY RURAL
TRANSIT AGENCY

WHEREAS, the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, as enacted by SB99 Statutes of 2007 includes a program of funding to be deposited in the Transit System Safety, Security, and Disaster Response Account to be made available for projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems, and

WHEREAS, the Council of Fresno County Governments is the designated County Transportation Planning Agency responsible for calculating and approving the available allocation for each project sponsor applying for funds pursuant to PUC Sections 8879.55(a)(2), and

WHEREAS, the City of Clovis has submitted application for \$73,704 for procurement of Clovis Transit Security Cameras, and

WHEREAS, the City of Fresno has submitted application for \$484,376 for procurement of On-Bus Video Surveillance Equipment, and

WHEREAS, the Fresno County Rural Transit Agency has submitted application for \$165,381 for procurement of On-Board Vehicle Video Surveillance Recording System, and

NOW THEREFORE BE IT RESOLVED, the Executive Director is hereby authorized to execute for and on behalf of the Council of Fresno County Governments, a public entity established under the laws of the State of California, any actions necessary for the purpose of obtaining financial assistance provided by the Governor's Office of Homeland Security.

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

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed _____
Trinidad M. Rodriguez, Chairman

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

Signed: _____
Barbara Goodwin, Executive Director

REVISED

2008 CMAQ Call for Projects - Projects Recommended for Funding

Category/Applicant	Project Description	CMAQ Funding Requested	Total Project Cost	Recommended Funding	Cumulative Funding
Transit					
Fresno - FAX	Transit Signal Prioritization	\$1,386,059	\$1,565,638	\$1,386,059	\$1,386,059
Fresno - FAX (2)	12 CNG Buses	\$4,323,805	\$4,884,000		
Fresno - FAX	6 CNG Paratransit Vehicles	\$546,473	\$617,274	\$546,473	\$1,932,532
FCRTA (1)	2 CNG Vans	\$1,350,000	\$1,350,000	\$255,000	\$2,187,532
Kingsburg	Construct Transit Stop Facilities	\$51,418	\$58,080	\$51,418	\$2,238,950
Alternative Fuel					
Reedley	CNG Fueling Center	\$999,163	\$1,195,171	\$999,163	\$999,163
Parlier Unified	2 Clean Diesel School Buses	\$300,000	\$340,000	\$300,000	\$1,299,163
Reedley	CNG Garbage Truck	\$164,400	\$185,700	\$164,400	\$1,463,563
Fresno Unified	CNG Fueling Station	\$194,483	\$219,680	\$194,483	\$1,658,046
Sanger (1)	2 CNG Public Works Vehicles	\$177,000	\$200,000	\$65,000	\$1,723,046
Orange Cove	6 CNG Public Works Vehicles	\$146,600	\$165,600		
Traffic Flow Improvements					
City of Fresno	Clovis Avenue Signal Synchronization	\$885,300	\$1,000,000	\$885,300	\$885,300
Clovis	Herndon Avenue Signal Synchronization	\$546,850	\$617,700	\$546,850	\$1,432,150
City of Fresno	Fresno Street Signal Synchronization	\$194,800	\$220,000	\$194,800	\$1,626,950
Clovis	Install signal at Shaw and Dewolf Avenues	\$152,766	\$621,677	\$152,766	\$1,779,716
City of Fresno	Willow Avenue Signal Synchronization	\$1,239,400	\$1,400,000		
City of Fresno	Shaw Avenue Signal Synchronization	\$3,098,600	\$3,500,000		
Clovis	Install signal at Temperance and Nees Avenues	\$327,808	\$370,280		
Fowler	Dual left turns at Golden State Blvd. and Manning	\$424,900	\$480,000		
County of Fresno	Left turn lane at Ashlan Ave. and Quail Lake Drive	\$313,574	\$354,200		
Pedestrian-Bicycle					
City of Fresno	Shields Avenue bikeway improvements	\$391,500	\$442,200	\$391,500	\$391,500
Fowler	Golden State Corridor Bicycle/Pedestrian Trail	\$247,884	\$280,000	\$247,884	\$639,384
City of Fresno	Herndon Avenue bicycle trail - Valentine to Marks	\$497,600	\$562,100		
City of Fresno	Herndon Avenue bicycle trail - SR 41 to Fresno	\$464,100	\$524,200		
Firebaugh	Regional Park Trail Plan Pedestrian/Bike Routes	\$172,633	\$195,000		
County of Fresno	Golden State Blvd. Class I Bike Path	\$515,112	\$581,850		
County of Fresno	Class II bikeway along Copper Ave.	\$522,490	\$590,184		
Firebaugh	Levee Multi-Use Trail	\$571,019	\$645,000		
Firebaugh	Poso Canal Pedestrian/Bike Route	\$292,150	\$330,000		
County of Fresno	Class II bikeway along Trimmer Springs Road	\$1,741,929	\$1,967,615		
Kingsburg	Construct sidewalks along various routes	\$348,770	\$393,957		
PM-10					
Clovis	Curb & Gutter along Clovis Avenue	\$129,165	\$145,900	\$129,165	\$129,165
County of Fresno	Shoulder Improvements along Cedar Avenue	\$178,831	\$202,000	\$178,831	\$307,996
Clovis (1)	Shoulder Improvements along Nees Avenue	\$299,879	\$338,731	\$200,000	\$507,996
County of Fresno	Shoulder Improvements along Conejo Avenue	\$681,681	\$770,000		
County of Fresno	Shoulder Improvements along Shields Avenue	\$194,766	\$220,000		
County of Fresno	Shoulder Improvements along American Avenue	\$97,383	\$110,000		
City of Fresno	CNG PM-10 Efficient Street Sweeper	\$154,900	\$175,000		
Kingsburg	Pave Shoulders along Mehler Avenue	\$105,227	\$118,861		
Kingsburg	Pave Shoulders along 6th Avenue	\$98,800	\$111,601		
Mendota	PM-10 Efficient Street Sweeper	\$61,900	\$70,000		
San Joaquin	CNG PM-10 Efficient Street Sweeper	\$239,000	\$270,000		

2008 CMAQ Call for Projects - Projects Recommended for Funding

Category/Applicant	Project Description	CMAQ Funding Requested	Total Project Cost	Recommended Funding	Cumulative Funding
Cost-Effective					
County of Fresno	Commute Green Fresno County	\$522,593	\$590,300	\$522,593	\$522,593
City of Fresno (2)	Clovis Avenue Signal Synchronization	\$885,300	\$1,000,000		
Fresno - FAX (2)	Transit Signal Prioritization	\$1,386,059	\$1,565,638		
City of Fresno (2)	Fresno Street Signal Synchronization	\$194,800	\$220,000		
Clovis (2)	Install signal at Shaw and Dewolf Avenues	\$152,766	\$621,677		
Fresno - FAX (1)	6 CNG Buses	\$4,323,805	\$4,884,000	\$2,161,903	\$2,684,496
City of Fresno	Willow Avenue Signal Synchronization	\$1,239,400	\$1,400,000	\$1,239,400	\$3,923,896
City of Fresno	Park and Ride Lot near SR 99	\$295,200	\$333,500	\$295,200	\$4,219,096
Reedley	CNG Fueling Center	\$999,163	\$1,195,171		
Clovis	Curb & Gutter along Clovis Avenue	\$129,165	\$145,900		
County of Fresno	Shoulder Improvements along Cedar Avenue	\$178,831	\$202,000		
Clovis	Shoulder Improvements along Nees Avenue	\$299,879	\$338,731		
FCRTA	10 CNG Vans	\$1,350,000	\$1,350,000		
County of Fresno	Shoulder Improvements along Conejo Avenue	\$681,681	\$770,000		
County of Fresno	Shoulder Improvements along Shields Avenue	\$194,766	\$220,000		
Parlier Unified	2 Clean Diesel School Buses	\$300,000	\$340,000		
Kingsburg	Construct Transit Stop Facilities	\$51,418	\$58,080		
Reedley	CNG Garbage Truck	\$164,400	\$185,700		
County of Fresno	Shoulder Improvements along American Avenue	\$97,383	\$110,000		
City of Fresno	CNG PM-10 Efficient Street Sweeper	\$154,900	\$175,000		
Fresno Unified	CNG Fueling Station	\$194,483	\$219,680		
Kingsburg	Pave Shoulders along Mehlert Avenue	\$105,227	\$118,861		
Kingsburg	Pave Shoulders along 6th Avenue	\$98,800	\$111,601		

(1) Partial Funding

(2) Funded in other category



Agenda Item

DATE: March 25, 2008

TO: Board of Supervisors

FROM: Alan Weaver, Director
Department of Public Works and Planning *Alan Weaver*

SUBJECT: Fresno County Airport Land Use Commission – Transfer of Staffing and Support Functions to the Council of Fresno County Governments

RECOMMENDED ACTION:

Consider and approve proposal to transfer staffing and administrative support functions of the Fresno County Airport Land Use Commission from the Department of Public Works and Planning to the Council of Fresno County Governments, and direct staff to prepare a Memorandum of Understanding effectuating the transfer of duties.

Approval of the recommended action would transfer staffing and support functions of the Airport Land Use Commission (ALUC), a net County cost activity, to the Council of Fresno County Governments (COG), which is responsible for fostering intergovernmental communication, coordination and regional transportation planning within Fresno County. COG staff is supportive of the proposal, and will subsequently take a similar proposal to the COG Policy Board in April of 2008.

Membership of the committee, and your Board's appointment prerogatives, will not be affected by this proposal.

FISCAL IMPACT:

Approval of the recommended action represents an approximate \$46,500 average annual Net County Cost savings from the Department of Public Works and Planning budget. Redistribution of these costs would allow staff to concentrate on other Net County Cost planning activities including the General Plan Review, Laton Community Plan Update, Highway 99 Beautification and participation in various other local planning activities.

ADMINISTRATIVE OFFICE REVIEW _____

BOARD ACTION: DATE _____

Cheryl L. Allen
APPROVED AS RECOMMENDED _____

Page 1 of 3

OTHER _____

UNANIMOUS _____ ANDERSON _____ CASE _____ LARSON _____ PEREA _____ WATERSTON _____

IMPACTS ON JOB CREATION:

Approval of the recommended action would not affect the efforts to create jobs in Fresno County.

DISCUSSION:

The Fresno County Airport Land Use Commission (ALUC) serves the Fresno County region by assisting local agencies in ensuring compatible land uses in the vicinity of the nine public use airports located within Fresno County.

The Council of Fresno County Governments (COG) is a voluntary association of local governments, one of 25 in California and 522 nationwide. In 1967, elected officials of Fresno County and its incorporated cities informally created the Council to provide "a cooperative body" for the discussion and resolution of issues which go beyond their individual boundaries. Subsequent federal and state laws encouraged such efforts, and the agency was formalized in 1969.

Fresno COG fosters intergovernmental communication and coordination, undertakes comprehensive regional planning with an emphasis on transportation, provides for citizen involvement in the planning process and supplies technical services to its member governments.

In 2007, County and Fresno COG engaged in discussions to consider the possibility of transferring the regional transportation function of the ALUC to COG. Both staffs acknowledge that such a transfer is appropriate given Fresno COG's existing regional transportation emphasis.

At the present time, three California Council of Government Associations (COGs) administer Airport Land Use Commission functions: the Association of Monterey Bay Area Governments, the Sacramento Area Council of Governments and the Santa Barbara County Association of Governments. In addition, there are two counties within the state (San Diego and Kern Counties) that address airport land use issues through administrative bodies other than the County land use agency.

State statute, PUC §21670 requires the ALUC be made up of seven commissioners consisting of two city representatives, appointed by a city selection committee; two County representatives, appointed by the Board of Supervisors; two aviation experts, appointed by a selection committee comprised of the managers of the public use airports; and one representative of the general public appointed by the other six members of the commission. Current membership would not change with approval of the recommended action.

Staff assistance, including the mailing of notices and the keeping of minutes and necessary quarters, equipment, and supplies are provided by the County and the usual and necessary operating expenses of the Commission are absorbed by the County in compliance with PUC §21671.5. Prior annual ALUC costs have ranged from approximately \$35,600 to \$53,200 with an average annual cost of approximately \$46,506 during the last three fiscal years.

The transfer of staff and administrative support functions of the ALUC from the Department to COG would be facilitated by the creation and execution of a Memorandum of Understanding (MOU) describing the responsibilities and obligations of each party. In order to facilitate a smooth transition of staffing duties, it is anticipated that the MOU would define COG duties, materials, County training and transition assistance to COG with COG reporting to County staff on ALUC activities. County Counsel would assist in the review of the proposed MOU.

Board of Supervisors
March 25, 2008
Page 3

Should your Board direct staff to proceed with the transfer of the County's ALUC duties to COG, staff anticipates returning to the Board within 90 days with the MOU for review and execution.

OTHER REVIEWING AGENCIES:

A copy of this agenda item was provided to COG.

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County of Fresno

CHAIRMAN
BOARD OF SUPERVISORS
SUPERVISOR HENRY PEREA – DISTRICT THREE

March 27, 2008

Trinidad M. Rodriguez, Chair
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Dear Mr. Rodriguez:

Subject: Request the Council of Fresno County Governments to Consider Accepting Administration of Airport Land Use Commission

On March 25, 2008 the Fresno County Board of Supervisors unanimously endorsed requesting the Council of Fresno County Governments (COG) to accept administrative support of the Fresno County Airport Land Use Commission (ALUC). The ALUC is a statutorily defined body that advises the cities and the County on compatible land uses in the vicinity of the nine public airports in Fresno County.

Given the public use airports are predominantly within the jurisdictions of the various cities in Fresno County, we believe that the COG, as the Regional Transportation Planning Agency, is the most appropriate organization to manage the activities of the ALUC. Our request is for the COG to consider accepting the staffing and administrative support functions for the Commission. This shift would not affect either the function of the Commission or alter the manner in which the Commission members are selected.

We ask that you place this request on your April COG Advisory Committee and Policy Board's April agendas. Our staff has had preliminary discussions with COG staff who concur that administration of the ALUC fits within the scope of the COG's regional transportation planning and inter-governmental coordination responsibilities. If your Board concurs, our staff will work with your staff to craft a Memorandum of Understanding to facilitate the transfer of responsibilities, to be returned to our respective Boards for execution.

The County believes this effort to be a beneficial and forward thinking action for Fresno County and its incorporated cities. If your Board agrees, Fresno County staff looks forward to working with COG to achieve a smooth transition and to assure longer term assistance related to successful training of COG staff and transitioning of ALUC duties.

Should you have any questions or thoughts regarding this action prior to presentation to your COG Board, please contact Bernard Jimenez, Manager, Department of Public Works and Planning, at (559) 262-4497.

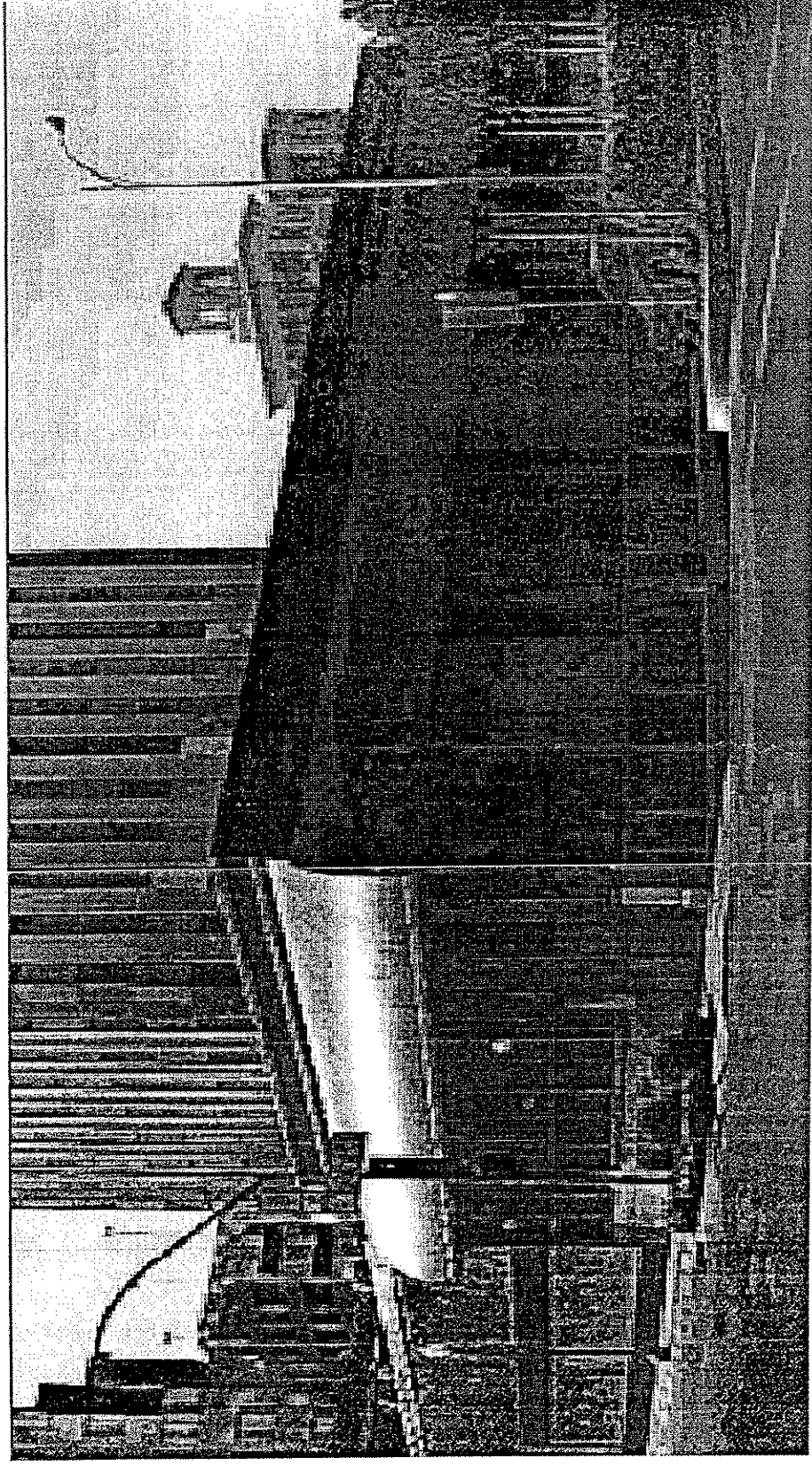
Sincerely,

Henry Perea, Chairman
Fresno County Board of Supervisors

cc: Board of Supervisors
Alan Weaver, Director, Public Works and Planning

Barbara Goodwin, Executive Director, COG
Lynn Gorman, Deputy Director of Planning

Fresno County Airport Land Use Commission (ALUC)



Processes and Relationships

Public Use Airports

The ALUC
maintains
plans for each
Public Use

Airport in
Fresno County

Six Plans Currently Enforced for Nine Airports	
Fresno Yosemite	Coalinga
Fresno Chandler	Harris Ranch
Sierra Sky Park	Reedley, Selma, Mendota, Firebaugh

ALUC Membership Is Established Under Section 21670 Of The
California Public Utilities Code:
Six Members Represent Agencies-One Public Member Elected By The
Membership. Each Member Appoints A Proxy Who Serves "At Will"

FRESNO COUNTY AIRPORT LAND USE COMMISSION ROSTER

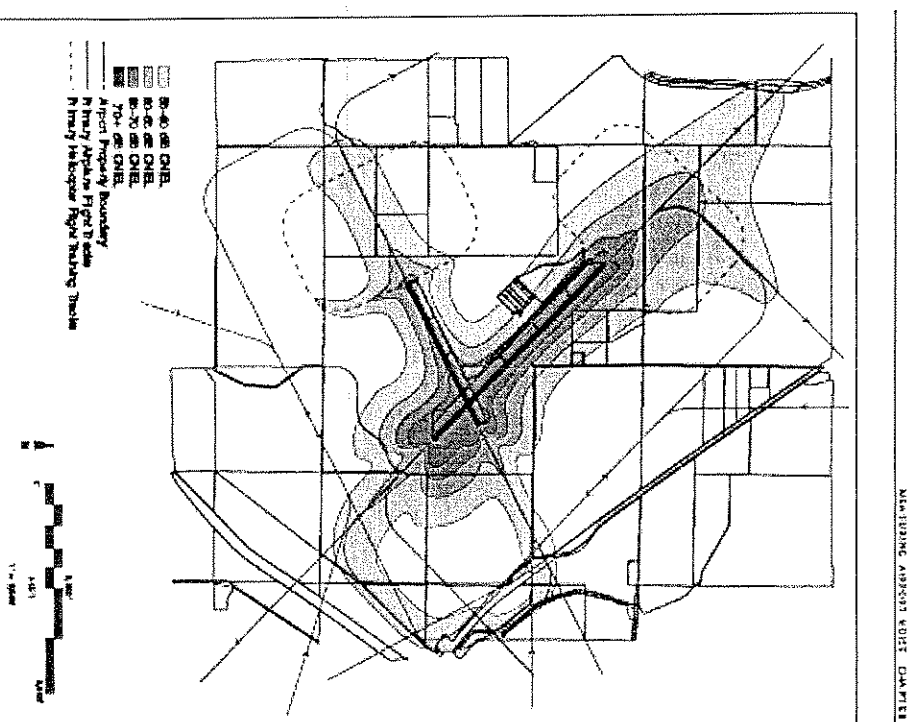
<u>Commissioner</u>	<u>Proxy</u>	<u>Term/Affiliation</u>
Chuck Wilson, Chairman	Peter C. Tsaris	May 2008 Aviation Expert
Bill Lucido, Vice-Chairman	Robert H. Boehringer	May 2008 Aviation Expert
John R. "Ted" Feasel	Vernon E. Janzen	May 2011 Elected by Commissioners
Henry Perea	Mel Kilner	May 2009 County of Fresno
Bob Waterston	Bill Kidd	May 2009 County of Fresno
Steve Rapada	Ray Remy	May 2011 City of Reedley
Nathan Magsig	Jeff Witte	May 2011 City of Clovis

Airport Noise

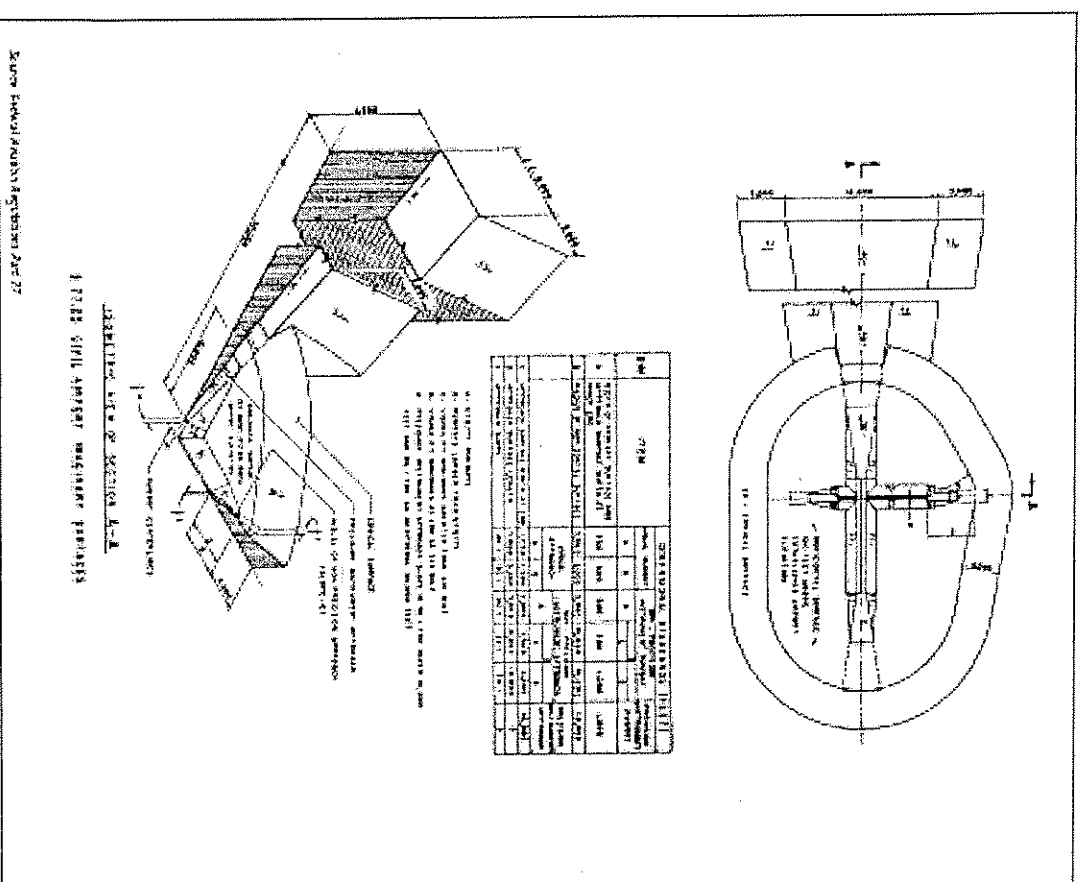
Limits Land Use Near
Airports based on CNEL
Noise Level

Relationship:

- FAA-Part 150
- CalTrans Aeronautics
- California Building Code
- ALUC-Airport Plan



Part 77 Surfaces May Extend Over 10,000 Beyond The Runway Of A Public Use Airport



COMPARISON OF THE 1959 AND 1962 LABOR CONTRACTS. APPENDIX C

-
- FIGURE 8
- Legend
- Actual Access Show
 - - - Departure Access
 - ... Departure Adjacent
 - . - Safety Zones
- 2,000' 4,000' 1" = 2,000'

Safety Zones, More Complex at Larger Airports

COMPARISON BETWEEN 1992 AND 2001 SAFETY COMPATIBILITY ZONE STANDARDS: APPENDIX E

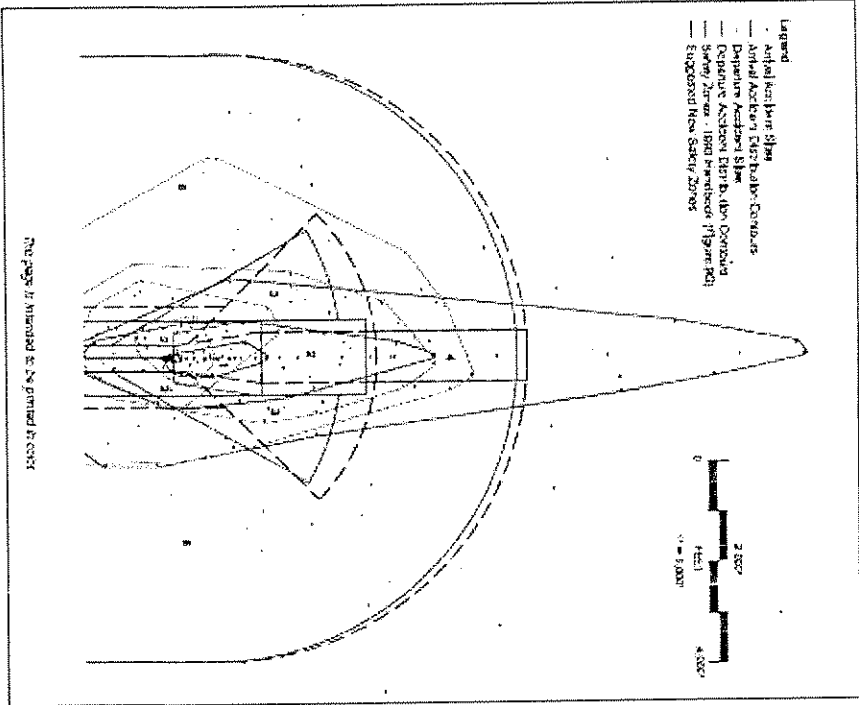


EXHIBIT E-6
Safety Compatibility Zones Comparison
Accidents on Runways of 4,000 to 5,999 Feet

COMPARISON BETWEEN 1992 AND 2001 SAFETY COMPATIBILITY ZONE STANDARDS: APPENDIX E

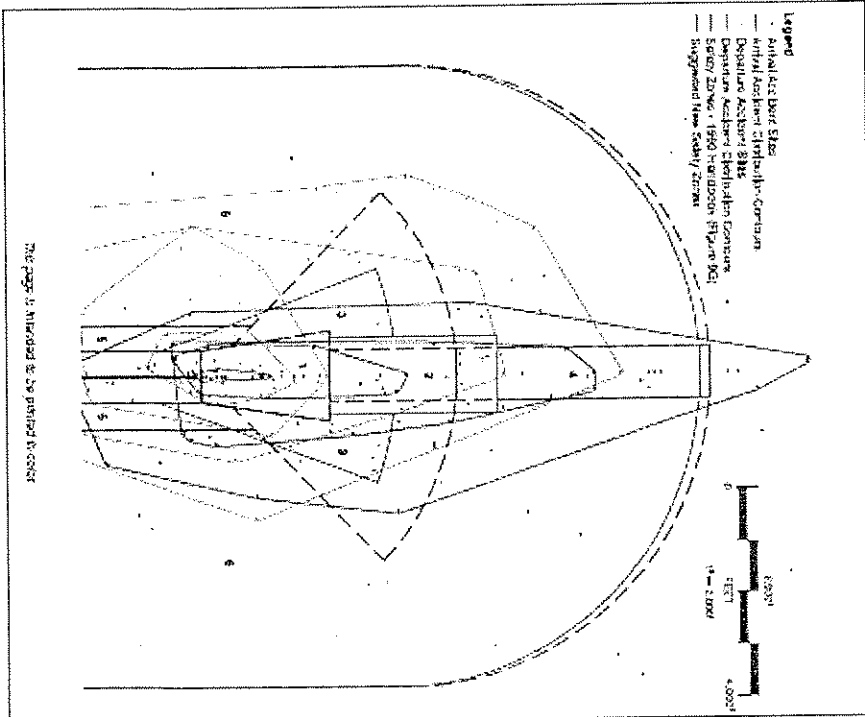


EXHIBIT E-7
Safety Compatibility Zones Comparison
Accidents on Runways of 6,000 Feet or More

Safety Compatibility By Zone: Less Intense Use Near Airports In Areas Where Aircraft are "Slow and Low"

Zone 1: Runway Protection Zone	
Air Factor: Runway Proximity	
- Very high risk - Runway proximity is defined by the extent - For military airports, that extent is defined by ALCII criteria	
Zone 2: Inner Approach/Departure Zone	
Air Factor: Runway Proximity	
- Subsidiary use, 100 feet buffer with residential zones - Subsidiary use, 100 feet buffer with residential zones - Zone extends beyond and is 100 feet buffer, 100 feet buffer - Excludes use, 100 feet buffer, 100 feet buffer — 100 feet buffer	
Zone 3: Inner Runway Zone	
Air Factor: Runway Proximity	
- Zone primarily applicable to general aviation airports - Excludes use, 100 feet buffer with residential zones - Zone extends beyond and is 100 feet buffer, 100 feet buffer - Excludes use, 100 feet buffer, 100 feet buffer — 100 feet buffer	
Zone 4: Outer Approach/Departure Zone	
Air Factor: Runway Proximity	
- Subsidiary use, 100 feet buffer with residential zones - Subsidiary use, 100 feet buffer with residential zones - Zone extends beyond and is 100 feet buffer, 100 feet buffer - Excludes use, 100 feet buffer, 100 feet buffer — 100 feet buffer	
Zone 5: Outer Runway Zone	
Air Factor: Runway Proximity	
- Subsidiary use, 100 feet buffer with residential zones - Subsidiary use, 100 feet buffer with residential zones - Zone extends beyond and is 100 feet buffer, 100 feet buffer - Excludes use, 100 feet buffer, 100 feet buffer — 100 feet buffer	

TABLE 9.1
Basic Safety Compatibility Qualities

Zone 1: Outer Approach/Departure Zone	
Air Factor: Runway Proximity	
- Subsidiary use, 100 feet buffer with residential zones - Subsidiary use, 100 feet buffer with residential zones - Zone extends beyond and is 100 feet buffer, 100 feet buffer - Excludes use, 100 feet buffer, 100 feet buffer — 100 feet buffer	
Zone 2: Inner Approach/Departure Zone	
Air Factor: Runway Proximity	
- Subsidiary use, 100 feet buffer with residential zones - Subsidiary use, 100 feet buffer with residential zones - Zone extends beyond and is 100 feet buffer, 100 feet buffer - Excludes use, 100 feet buffer, 100 feet buffer — 100 feet buffer	
Zone 3: Inner Runway Zone	
Air Factor: Runway Proximity	
- Subsidiary use, 100 feet buffer with residential zones - Subsidiary use, 100 feet buffer with residential zones - Zone extends beyond and is 100 feet buffer, 100 feet buffer - Excludes use, 100 feet buffer, 100 feet buffer — 100 feet buffer	
Zone 4: Outer Approach/Departure Zone	
Air Factor: Runway Proximity	
- Subsidiary use, 100 feet buffer with residential zones - Subsidiary use, 100 feet buffer with residential zones - Zone extends beyond and is 100 feet buffer, 100 feet buffer - Excludes use, 100 feet buffer, 100 feet buffer — 100 feet buffer	
Zone 5: Outer Runway Zone	
Air Factor: Runway Proximity	
- Subsidiary use, 100 feet buffer with residential zones - Subsidiary use, 100 feet buffer with residential zones - Zone extends beyond and is 100 feet buffer, 100 feet buffer - Excludes use, 100 feet buffer, 100 feet buffer — 100 feet buffer	

TABLE 9.2
Basic Safety Compatibility Qualities

1574621-600-5 4(2825) 4428-67 (0525-1131) 920514 CHAOTIC

Salary Comparability Zones

[illegible]

² Changing the pattern of social development in 1992.

Maximum Nucleoside/terminal Intensity

Maximum Necessity Intensity

		Sales by Geographic Zone					
		(1)	(2)	(3)	(4)	(5)	(6)
		Buying Protection Zone	Home Marketing Zone	Other Marketing Zone	Approx. Depot Zone	Steam Zone	Transit Pattern Zone
Current Selling							
Average number of people per gross acre							
Participation?	0*	10-25	50-80	80-85	80-100	150	
Open base							
Internal (Development)							
Real Estate	0*	15-40	40-80	60-65	80-100	150	
Agency to F.A.B.							
Unoccupied							
Urban	0*	40-60	80-100	85-120	100-150	160-180*	
Heavily Developed							
Average number of							
Average number of	X 10	X 10	X 10	X 10	X 10	X 10	
People per gross acre							
Cost for Special Bldg.	X 10	X 15	X 20	X 10	X 10	X 10	
Special Bldg. Design							

If A also has the following properties, which should be proved before acceptance of any hypothesis:

3. Logarithm can be performed for a given number of iterations, which are then used to produce the final results and are stored in a large memory and can be used to produce the final results.

for the 5th, but with mid-1980s ton building capacity is $2.0 \times 1.5 = 3.0$ times the average intensity.

Table 20

Safety Compatibility Criteria Guidelines

Land Use Denial and Inequality

Methods for Determining Concentrations of People

APPENDIX

One criterion used in many sustainability plans is the maximum number of people per acre that can be present at a given area at any one time. It is proposed we exceed the maximum density. It is considered desirable with compensatory planning policies. This appendix provides some guidance on how the people-per-acre determination can be made.

The most difficult part about making a people-power assessment is estimating the number of people likely to use a particular facility. There are several methods which can be utilized, depending upon the nature of the proposed use:

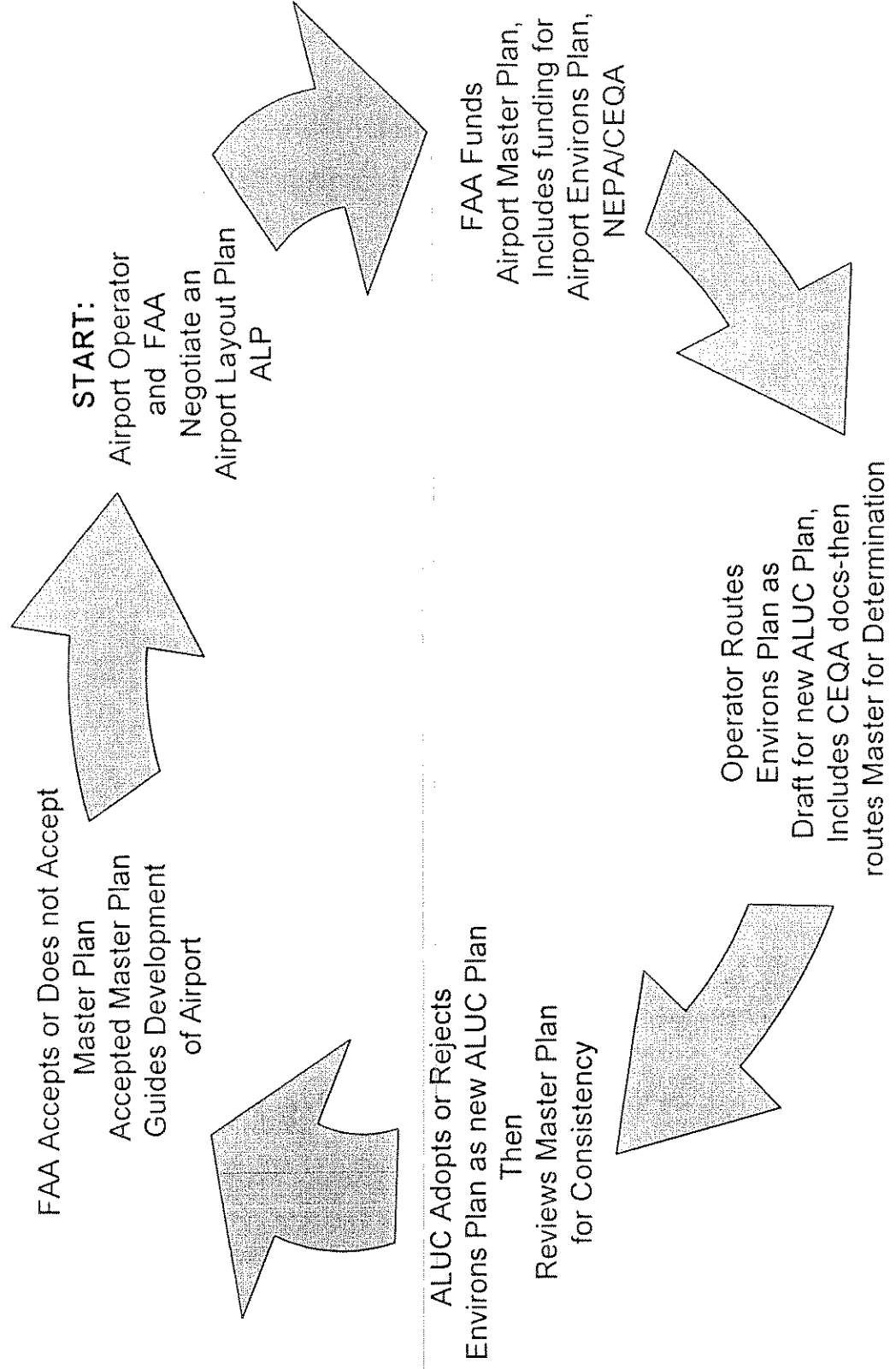
- ▶ **Parking Ordinances**—The number of people present in a given area can be calculated based upon the number of parking spaces provided. Some assumptions regarding the number of people per vehicle method to be developed to calculate the number of people on-site for the site of the project in area. This approach is calculated by dividing the number of people on site for the site of the project in area. This approach is appropriate where the use is expected to be dependent on car access by vehicles. Depending upon the specific assumptions utilized, this methodology typically results in a number in the low end of the likely impact for a given land use.

► **Maximum Occupancy**—The Uniform or California Building Code can be used as a standard for determining the maximum occupancy of certain uses. The chart provided as Exhibit C-1 indicates the required number of square feet per occupant. The number of people on the site can be calculated by dividing the total floor area of a proposed use by the minimum square feet per occupant requirement listed in the code. The maximum occupancy can then be divided by the size of the parcel in acres to determine the people per acre. Surveys of actual occupancy levels conducted by various agencies have indicated that many retail and office uses are generally occupied at no more than 50% of their maximum occupancy, with even at the busiest times of day. Therefore, the number of people calculated for office and retail uses should usually be adjusted (50%) to reflect the actual occupancy levels before making the final population determination. Even with this adjustment, the UBC-based methodology typically produces densities at the high end of the likely range.

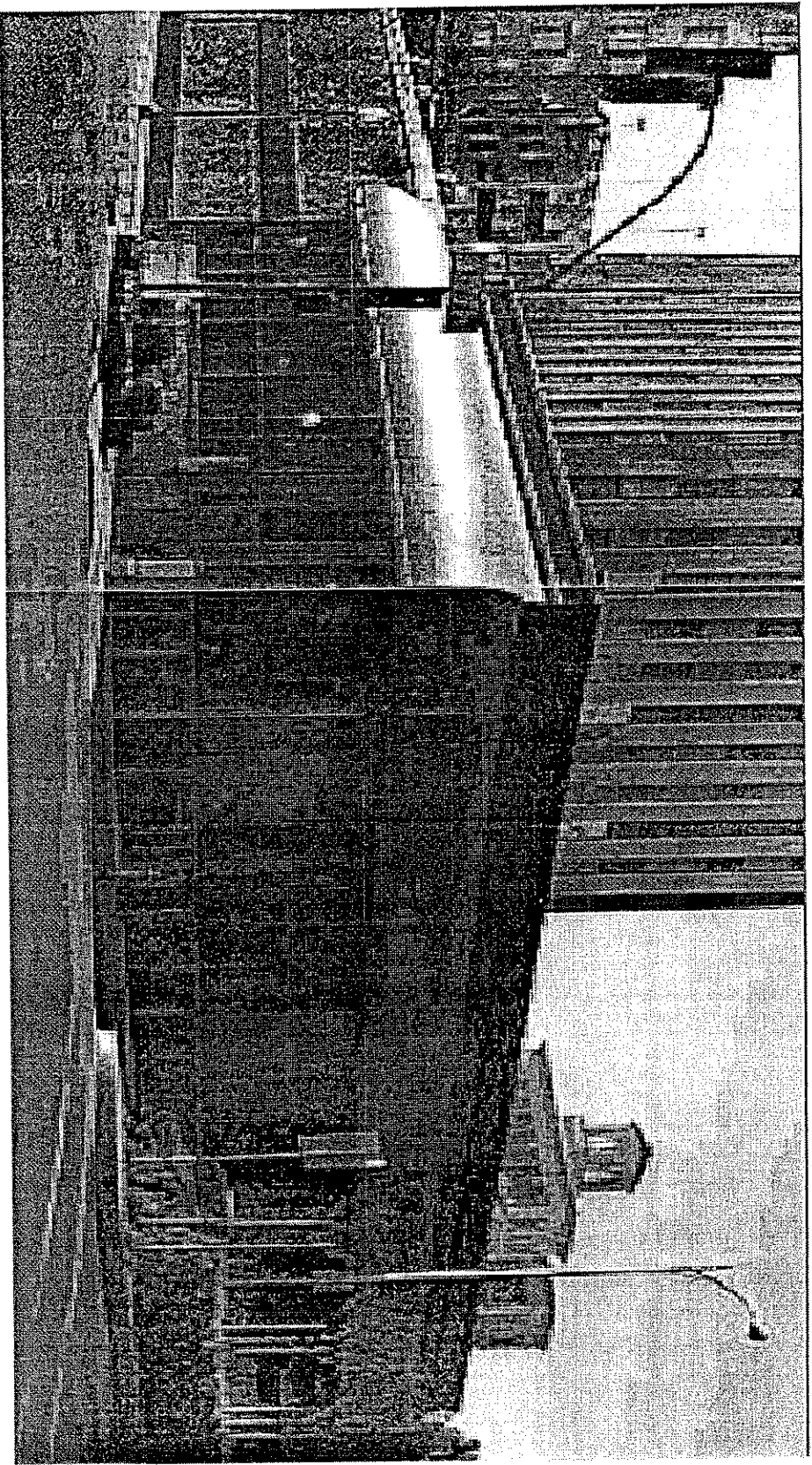
► **Survey of Similar Users.** Certain uses may require an estimate based upon a survey of similar users. This approach is more difficult, but is appropriate for uses which, because of the nature of the use, cannot be reasonably estimated based upon parking or square footage.

Exhibit C-2 shows sample calculations

Basic Airport Master Planning



Fresno County Airport Land Use Commission (ALUC)



Processes and Relationships