

***TRANSPORTATION TECHNICAL
COMMITTEE***

***CONSENT ITEMS
AGENDA ITEMS II. A-K.***



2035 Tulare Street, Suite 201
Fresno, California 93721

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

TRANSPORTATION TECHNICAL COMMITTEE Executive Minutes

Date: Wednesday April 9, 2008
Time: 8:30 a.m.
Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

Members Attending:

Scott Mozier, City of Fresno, Chair
Bruce Webber, City of Reedley/Selma
Gary Joseph, Fresno County Economic
Opportunities Commission
Ken Hamm, City of Fresno
Renee Mathis, City of Clovis
Nicholas Don Paladino, Fresno Cycling
Club
Bernard Jimenez, Fresno County

Jeffrey Webster, Fresno County Rural
Transit
John Donaldson, League of Women
Voters
Bret Giannetta, Building Industry
Association
Dale Stemer, Fresno County
Steve Curti, Caltrans

Others Attending:

Jeff McMullen, City of Fresno
Eric VonBerg, URS/CHSRA
Neil Pothercary, Public
Mary Gonzalez, Fresno County
Dennis Manning, Fresno Area Residents
for Rail Consolidation
Sara Pomare, City of Fresno
Gerogiena Vivian, VRPA Technologies
Tony Boren, Fresno COG
Barbara Steck, Fresno COG

Les Beshears, Fresno COG
Tom Webster, Fresno COG
Todd Sobrado, Fresno COG
Jason Paukovits, Fresno COG
John Downs, FAX/COG
Jeff Long, FAX/COG
Jennifer Dansby, Fresno COG
Marla Day, Fresno COG
Stephanie Maxwell, Fresno COG

The meeting was called to order by Chairperson Scott Mozier, City of Fresno.

I. PRESENTATIONS

A. Public Presentations

This portion of the meeting is reserved for persons wishing to address the TTC on items within its jurisdiction but not on this agenda. **Note: Prior to action by the TTC on any item on this agenda, the public may comment on that item. Unscheduled comments may be limited to 3 minutes.**

There were no public presentations

B. Presentation – City of Fresno – Regional Intelligent Transportation System (ITS)

Scott Mozier, Assistant Public Works Director & Bryan Jones, Traffic Engineering Manager for the City of Fresno Public Works Department gave a Power Point presentation and provided a status report on the City's ITS project and described plans for the future. Information available on our website.

C. Presentation – High Speed Rail – Georgina Vivian, Vice-President, VRPA Technologies

Georgina Vivian, Vice-President, VRPA Technologies, and consultant to the California High-Speed Rail Authority, gave a Power Point presentation on high speed rail. Eric VonBerg (URS)

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

further explained how the High-Speed Rail will operate in California. Information is available on our website.

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 March 5, 2008 | Approve |
| B. National Train Day – May 20, 2008 | Information |
| C. Unmet Transit Needs Update | Information |
| D. Farmland Conservation Model Program Update | Information |
| E. Land Buffer Task Force Update | Information |
| F. Fresno County Environmental Justice Plan | Information |
| G. American Planning Awards (APA) Call for Nominations | Information |
| H. Measure C Carpool/Vanpool Update | Information |
| I. Local Preference Policy | Information |
| J. Monthly Legislative Update | Information |
| K. Formal Amendment No. 13 to the 2007 Federal Transportation Improvement Program | Information |
| L. FCRTA Board of Directors Authorization and Support for One Submitted Application in Response to the Fresno COG's "Call for Projects" – Congestion Mitigation & Air Quality Funding, FCRTA Resolution 2008-02 | Approve |

Item B. - National Train Day and Item C. - Unmet Transit Needs Update were pulled from the consent items for further discussion by the committee.

For a complete summary of these items please see the April 9, 2008 Annotated Agenda.

A motion was made by Jeffrey Webster (FCRTA) and seconded by Bruce Webber (Reedley) to approve the Consent Items as presented with the exception of items B and item C. A vote was called for and the motion carried.

Item B. – National Train Day - John Donaldson (LWV) questioned the date of National Train Day. Clark Thompson (COG) explained that the date as written was a typo and the correct date is May 10, 2008. A motion was made by John Donaldson (LWV) and seconded by Bruce Webber (Reedley) to note the correction to the date and approve as information. A vote was called for and the motion carried.

Item C. – Unmet Transit Needs Update - John Donaldson (LWV) questioned the comments pointing out other things that needed to be addressed about the Unmet Transit Needs and how Measure C's funding is used. Jeff Long (FAX) explained how some of the funds are used in different ways, and that some transit requests are not reasonable to meet. A motion was made by John Donaldson (LWV) and seconded by Bruce Webber (Reedley) to approve as information. A vote was called for and the motion carried.

III. ACTION / DISCUSSION ITEMS

A. Fiscal Year 2008-09 through 2010-11 Towing Service Contract Recommendation for the Freeway Service Patrol

Clark Thompson reported that three proposals were submitted in response to the Request for Proposals for Towing Service for Fresno's Freeway Service Patrol (FSP) for fiscal years 2008-09 through 2010-11:

- Myers Towing Service LLC
- Curtis Contracting Co., Inc. DBA Curtis Towing

- Eagle Towing and Transport, Inc.

Interviews were conducted on April 3, 2008, with a representative from each of the FSP partners (Fresno COG, California Highway Patrol, Caltrans District 6) in attendance. The FSP partners recommend Curtis Towing, with a Cost per Hour per Truck proposal of \$85.00 per hour, for the fiscal years 2008-09 through 2010-11 towing service contract for the Freeway Service Patrol.

A motion was made by Scott Mozier (Fresno City) and seconded by Jeff Webster (FCRTA) to recommend the approval of Curtis Towing for the fiscal years 2008-09 through 2010-11 towing service contract for the Freeway Service Patrol. A vote was called for and the motion carried.

B. Recommended 2009 Federal Transportation Act Cycle 1 Congestion Mitigation Air Quality (CMAQ) Projects

Jason Paukovits (COG) reported that on February 28, 2008, the Fresno COG Policy Board approved the Congestion Mitigation and Air Quality (CMAQ) 2009 Federal Transportation Act Cycle 1 Call for Projects. Over \$11 million was available for the competitive bid portion of the CMAQ program; approximately \$4 million of that total was designated for projects that meet a cost-effectiveness of \$30 per pound or less. The application deadline was March 28, 2008. approximately 45 projects totaling over \$25 million were submitted for consideration. The CMAQ scoring committee met in early April to evaluate the applications. Staff provided handouts, including overviews of the submitted and selected projects at the meeting.

A motion was made by Bruce Webber (Reedley) and seconded by Jeffrey Webster (FCRTA) to recommend approval of the projects recommended by the Scoring Committee. A vote was called for and the motion carried.

C. Request by the Fresno County Board of Supervisors for Fresno COG to Consider Accepting Administrative Responsibilities for the Airport Land Use Commission

Tony Boren (COG) reported that on March 25, 2008 the Fresno County Board of Supervisors unanimously endorsed a request that Fresno COG accept administrative and staffing responsibilities for 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.

At the present time, three Councils of Governments in California, the Association of Monterey Bay Area Governments, the Sacramento Area Council of Governments and the Santa Barbara County Association of Governments, administer Airport Land Use Commission functions. In addition, there are two counties within the state (San Diego and Kern) that address airport land use issues through administrative bodies other than the County land use agency. Mr. Boren reported that he is currently in discussion with the above listed COGs to identify the funding sources that each of them use to staff their respective ALUCs.

State Statute, Public Utilities Code 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.

The formal transfer of administrative responsibilities for the ALUC from Fresno County to the COG would be accomplished by the creation and execution of a Memorandum of Understanding (MOU) detailing the responsibilities and obligations of each party.

A motion was made by Bernard Jimenez (County of Fresno) and seconded by John Donaldson (LWV) to recommend support of the transfer of administrative/staffing responsibilities for the Airport Land Use Commission from the County of Fresno to Fresno COG. A vote was called for and the motion carried.

D. Clovis and Fresno County Rural Transit Agency (FCRTA) Public Transportation, Modernization, Improvement, and Service Enhancement (PTMISEA) Applications, Resolution 2008-11

Les Beshears (COG) reported on this item. The Council of Fresno County Governments allocates Public Transportation, Modernization, Improvement, and Service Enhancement funds to eligible Transit Operators per PUC 8879.55(a)(2) and 8879.55(a)(3). The City of Clovis is applying for \$735,257 for Rolling Stock Procurement. The FCRTA is applying for \$377,542 for rolling stock and \$43,148 for CNG Pump Procurements. The amounts are within the adopted Allocation. Staff has reviewed the application and recommended approval. Fresno Area Express and FCRTA have previously applied for a portion of their allocations.

A motion was made by Renee Mathis (Clovis) and seconded by Bruce Webber (Reedley) to authorize the City of Clovis application for \$735,257 for Rolling Stock Procurement and the FCRTA applications for CNG Pumps for \$43,148 and Rolling Stock Replacement Vans for \$377,542 by recommending approval of Resolution 2008-11. A vote was called for and the motion carried.

E. Joint High-Speed Rail/Rail Consolidation Study

Clark Thompson (COG) reported that the future alignment of high-speed rail through the City of Fresno is along the Union Pacific (UP) corridor in order to provide for a downtown Fresno station location. The future consolidation of the Burlington Northern Santa Fe (BNSF) and UP railroads is also likely to occur along the UP corridor. Both the Rail Consolidation Subprogram described in the Measure C Extension Local Agency Handbook and the draft FY 2008-09 Overall Work Program recognize the potential to evaluate these two projects concurrently. Furthermore, it is important to move forward quickly to determine right-of-way requirements needed to accommodate both projects along the UP corridor, and other factors, as this will affect projects currently submitted and under review by the City of Fresno adjacent to the UP corridor.

COG staff has been exploring with the High-Speed Rail Authority (Authority) the possibility of conducting a joint study to develop the information required by both projects and by developers and the City of Fresno. The study would be conducted by URS (with a local office), which is currently under contract to the Authority, and would be funded jointly by the Authority and the Fresno County Transportation Authority through the Measure C Rail Consolidation Subprogram. The High-Speed Rail Authority would be the contract administrator. There is precedent for a joint study of this nature. For example, the Authority has entered into an agreement with the Orange County Transportation Authority and Caltrans to jointly fund studies of mutual benefit within the LOSSAN corridor in Southern California. A preliminary scope of work for the joint study was enclosed in the agenda packet. A subcommittee of the COG Rail Committee will meet to discuss and finalize the scope of work in time for approval by the Policy Advisory Committee and Policy Board at their April meetings.

A motion was made by John Donaldson (LWV) and seconded by Bruce Webber (Reedley) to recommend approval of a jointly funded high-speed rail / rail consolidation study by URS subject to Policy Board approval of the Scope of Work. The local share of funding from the Fresno County Transportation Authority Rail Consolidation Subprogram shall not exceed \$250,000. A vote was called for and the motion carried.

F. FY 2006 Section 5316 and 5317 Call for Projects

Todd Sobrado (COG) reported that the Fresno COG allocates Job Access Reverse Commute (JARC) 5316 and New Freedom 5317 programs for large urbanized areas and is issuing a call for the FY 2006 and 2007 apportionments. In January the Board adopted the Fresno County Public Transit Coordinated Human Services Transportation Plan, which is a requirement to receive some Federal Transit Administration grant program funds.

Mr. Sobrado (COG) also issued an accelerated call for projects for the 2006 apportionment of the FTA section 5316 JARC Job Access Reverse Commute and section 5317 New Freedom grant program(NF) for large urbanized areas. At a recent Intermodal Planning Group meeting, the Federal Transit Representative informed COG staff that 2006 funding is set to expire in September of this year, therefore staff has accelerated the call for the 2006 apportionments.

Federal Transit Administration changed the way the Job Access Reverse Commute and New Freedom programs are allocated with the funding now going through various MPOs that were not previously involved in the program. The implementation has been complicated and the new requirements are as such that many MPOs, many of whom are first time implementors like us, were caught unaware of the clock ticking on the first year funds. Several of the MPOs around the state that are in this position are letting the first year funds rescind. Staff is attempting to salvage those funds by doing an accelerated call for projects. Staff has been discussing projects in advance with our potential grant recipients for drawing down the 2006 funds.

COG 5316/5317

Apportionments	5316	5317	Applications Due
2006	\$439,768	\$164,804	April 9, 2008
2007	\$505,727	\$182,740	June 2, 2008

SECTION 5316 / 5317 – Job Access Reverse Commute(JARC) / New Freedom (NF) FACT SHEET Federal Fiscal Year 2006/2007

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 must be included in the Metropolitan Transportation Plan prepared and approved by the metropolitan planning organization (MPO), the Transportation Improvement Program (TIP) approved jointly by the MPO and the Governor, and the Statewide Transportation Improvement Program (STIP) developed by a State and jointly approved by the FTA and the Federal Highway Administration (FHWA).

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

G. California Transit Assistance Fund (CTAF)

Les Beshears (COG) reported that Proposition 1B included \$600 million for Transit System Safety, Security and Disaster Response to be available over a ten year period per Senate Bill 88. Fresno COG's share of the first year's apportionment is \$821,939. The program is to be administered similar to the Public Transportation Modernization, Improvement and Service Enhancement Program (PTMISEA) in that the funds are allocated to transit operators per the formula used to allocate State Transit Assistance. Section 99313 and 99314 project applicants submit projects to the MPO, who forwards them to the State Office of Homeland Security (OHS), who then instructs the State Controller to make allocations directly to the applicant.

The State Controller's office first notified staff of this program in January; however, at the time the Department of Homeland Security had not published grant guidelines. Initially Fresno COG was left off the mailing list, fortunately after repeated attempts, contact with the Department was made. The deadline for submittal of these projects is April 11, 2008 however, funds not requested in the year of apportionment will carryover to the following year but may be subject to changes in legislation. Currently, the Department will allow applicants to submit a project based on future allocations, but will not guarantee the amount of year to year allocations.

Eligible activities include:

A) A capital project that provides increased protection against a security or safety threat, including, but not limited to the following:

- Construction or renovation projects that are designed to enhance the security of public transit stations, tunnels, guideways, elevated structures or other transit facilities and equipment.
- Explosive device mitigation and remediation equipment.
- Chemical, biological, radiological and nuclear explosives search, rescue or response equipment.
- Interoperable communications equipment.
- The installation of fencing barriers, gates or related security enhancements that are designed to improve the physical security of transit stations, tunnels, guideways, elevated structures or other transit facilities and equipment.
- Other security related projects approved by OHS.

B) A capital project that increases the capacity of transit operators to prepare for disaster response transportation systems that can move people, goods, emergency personnel and equipment in the aftermath of disaster.

Operators interested in submitting a project should contact Les Beshears for application details. Due to the compressed deadline, Office of Homeland Security is willing to accept the Investment Justification (project summary) as a place holder until the complete application can be transmitted.

A motion was made by Jeff Webster (FCRTA) and seconded by Scott Mozier (City of Fresno) to recommend authorization of the allocation of \$821,939 from the California Transit Assistance Fund (CTAF) for Transit System Safety, Security and Disaster Response (TSSSDRA) to Transit Operators per PUC 8879.55(a)(c) and 8879.55(a)(c). A vote was called for and the motion carried.

H. FY 2007-08 Obligation Plan

Les Beshears (COG) reported on this item. Under Assembly Bill AB 1012, enacted in October 1999, agencies are required to obligate federal funds within three years of receiving their apportionments. To obligate is to acquire the necessary authorization for spending federal funds (e76). Regional agencies are required to submit a plan to Caltrans to obligate any apportionment balances older than two years and to ensure that none of the apportionment balances reach three years of age. To accomplish this, Metropolitan Planning Organizations must submit an Obligation Plan to Caltrans for the determination of obligational authority needs for the remainder of the federal fiscal year. Fresno COG staff has prepared this plan in coordination with our member agencies.

Fresno COG began the federal fiscal year with a \$23.7 million apportionment balance. \$16.2 million in new apportionment was added to this amount in 2007. To ensure that we do not lose any funds from previous years (funds between 2 and 3 years old) staff must obligate a minimum of \$4.4 million. However, staff can obligate up to \$16.2+ million, the apportionment level for this year.

To ensure that staff reaches the obligational target, staff has developed the Obligation Plan that was included in the meeting package. This plan outlines for Caltrans what projects will be submitted to them during the remainder of the 2007/08 federal fiscal year.

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

I. Tulare County Rail Abandonment

Clark Thompson (COG) reported that at the meeting on Friday, March 28, 2008, the Fresno COG Rail Committee received a presentation from officials in Tulare County regarding the proposed abandonment of the Exeter Branch feeder railroad line in their county. These officials included Paul Saldana, President and CEO of the Tulare County Economic Development Corporation, and Tom Sparks, member of the Tulare County Association of Governments. They wanted to make the Rail Committee aware of the proposed abandonment and its implications for Fresno County and other counties in the San Joaquin Valley and to solicit the assistance of the Fresno COG to oppose the proposed abandonment.

Tulare County is concerned that the proposed abandonment would negatively impact the economic development prospects of communities served by the branchline and the region's air quality, would sever a vital link in transporting goods from farm to market, and would preclude any future potential use of the rail line for passenger rail service. The enclosed staff report and resolution further detail these concerns.

It was noted during the Rail Committee meeting that further abandonment of the Exeter Branch line was likely, perhaps first between Exeter and Dinuba and then between Dinuba and Reedley and into Fresno County. Because there are regional implications, a regional response is warranted. The Committee discussed the importance of the San Joaquin Valley Blueprint Regional Advisory Committee (BRAC), the San Joaquin Valley Regional Policy Council, and the California Partnership for the San Joaquin Valley addressing the abandonment of branchlines from a regional perspective.

The Committee voted to recommend the Fresno COG Policy Board support the Tulare County Association of Governments' opposition to the abandonment of the Exeter Branch feeder railroad line. In this regard, Tom Bailey, Chair of the COG Rail Committee, sent a letter to the Surface Transportation Board (STB) opposing the abandonment.

The deadline for submittal of the letter to the STB was April 8, 2008. COG staff and the Rail Committee will continue to monitor this issue and present information and recommendations to COG Committees and the Policy Board as warranted.

A motion was made by Scott Mozier (City of Fresno) and seconded by John Donaldson (LWV) to recommend the Fresno COG also send a letter of support to the Tulare County Association of Governments' opposition to the abandonment of the Exeter Branch feeder railroad line. A vote was called for and the motion carried.

J. San Joaquin Valley Blueprint – Monthly Update

Barbara Steck (COG) explained that staff is now in the midst of Phase III of the Blueprint planning process which refines the five alternative growth scenarios in order to understand their impacts. While staff plans to conduct additional traffic and air quality analysis, staff has started the third round of public and member agency outreach. As part of that effort, staff scheduled presentations at all city council meetings in conjunction with community workshops, and at the Board of Supervisors. As staff moves forward in the analysis of options, staff needs an involved group of citizens and electorate. Staff is on an extremely tight schedule during this phase as it coordinates the outreach activities with the other seven COGs in the Valley. Staff's next step is to move local preferences on to UC Davis so that they can be considered in the Valleywide regional analysis. Staff will need the help of all of our member agencies and community partners to make this a truly successful endeavor. COG staff has hired Jeffrey Scott Advertising to assist with the marketing efforts over the next several months.

The next Blueprint Roundtable will be a workshop format on Thursday, May 1st from 8:00 a.m. to noon in the Sequoia Conference Room at COG. Fresno COGs website www.fresnocog.org has information on all aspects of the Blueprint.

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

K. Caltrans Monthly Report

Steve Curti (Caltrans) provided an update on Caltrans activities. Caltrans is working with Fresno COG on the environmental work associated with the State Route 99 six lane project from Ashlan Avenue in Fresno to Avenue 7 in Madera. The Fresno portion, Ashlan Ave. to Herndon Ave., will be completed by 2010 and the other portion into Madera is scheduled to be complete in 2012. Caltrans is considering updating the Project Study Report from 2001 for the State Route 65 alignment for the route adoption; in the next fiscal year. Caltrans found that the National Environmental Policy Act designation that was received through FHWA now allows Caltrans to clear the environmental documents for this project themselves, thus eliminating a level of review and expanding project delivery time. Caltrans can now begin to do a Tier 1 environmental impact report on the alignment.

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

IV. OTHER BUSINESS

A. Items from Staff

1. Letters of support were handed out for the Infill Infrastructure Grant Program from Orange Cove, Campus Pointe, and Fancher Creek. The Prop 1C funds have been made available and the applications were due on April 4, 2008.
2. The Committee was reminded that the May Board meeting will be held at 3:30 p.m. on May 29th to allow for the retirement party for Barbara Goodwin to begin at the Downtown Club at 5:30 pm.

3. Governor's California Dream Team Letter of Support for Budget Amendment was handed out. The Mayor of Sanger asked if all the cities could sign a letter of support for the Budget Amendment.

B. Items from Members

No items from staff.

There being no further business, the meeting was adjourned.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Tony Baer", followed by a flourish.

Barbara Goodwin, Executive Director
Council of Fresno County Governments

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BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2008-15

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

RESOLUTION SETTING FORTH
FINDINGS OF APPORTIONMENT
FOR THE LOCAL TRANSPORTATION
FUND

WHEREAS, the Council of Fresno County Governments (Fresno COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and

WHEREAS, Fresno COG is required to annually certify and adopt Findings of Apportionment under adopted Rules and Regulations concerning administration of the Local Transportation Fund.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments hereby certifies and adopts the attached schedule as Findings of Apportionment for fiscal year 2008-09, which is hereby made a part of this resolution.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 29th day of May, 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 29th day of May, 2008.

Signed: _____
Barbara Goodwin, Executive Director

2008/09
COUNCIL OF FRESNO COUNTY GOVERNMENTS
LOCAL TRANSPORTATION FUND
APPORTIONMENT TO MEMBER AGENCIES
Final Estimate

05/01/08

2008/09 Estimate per Fresno County Auditor Controller	\$33,000,000
Less Administration	133,000
Gross Amount Available for Allocation	32,867,000

MEMBER	CENSUS POPULATION 01/01/08	PERCENT	GROSS AMOUNT AVAILABLE	ART. 3 BIC. & PED.FAC. (2%)	SHARE TOWARD ART. 4.5 (5%)	RTP (3%)	NET FOR ARTICLES 4 & 8	ADD TO CTSA's ART. 4.5	NET ART. 4, 4.5 & 8
Clovis	94,278	10.13%	3,326,545	66,559	161,677	92,949	3,005,360	173,475	3,178,835
Coalinga	19,063	2.05%	671,582	13,458	31,647	18,794	607,683		607,683
Firebaugh	6,811	0.73%	240,368	4,808	11,726	6,715	217,119		217,119
Fowler	5,572	0.60%	196,324	3,934	9,275	5,493	177,622		177,622
Fresno City	486,116	52.21%	17,161,571	343,191	842,885	479,267	15,496,228		15,496,228
Huron	7,553	0.81%	266,680	5,332	13,129	7,447	240,772		240,772
Kerman	13,878	1.49%	489,693	9,798	23,815	13,682	442,398		442,398
Kingsburg	11,257	1.21%	397,577	7,947	19,685	11,098	358,847		358,847
Mendota	9,787	1.05%	345,061	6,909	16,517	9,649	311,986		311,986
Orange Cove	10,774	1.16%	380,154	7,606	18,476	10,622	343,450		343,450
Parlier	13,325	1.43%	470,232	9,407	22,919	13,137	424,769		424,769
Reedley	25,584	2.75%	902,488	18,062	43,646	25,223	815,557		815,557
Sanger	25,046	2.69%	884,372	17,682	43,590	24,693	798,407		798,407
San Joaquin	4,521	0.49%	158,549	3,192	6,781	4,457	144,119		144,119
Selma	23,284	2.50%	822,274	16,438	40,641	22,956	742,239		742,239
Fresno Co.	174,249	18.69%	6,153,530	123,017	304,074	171,793	5,554,646		5,554,646
FCRTA								499,312	499,312
FCEOC								937,696	937,696
TOTALS	931,098	100%	32,867,000	657,340	1,610,483	917,975	29,681,202	1,610,483	31,291,685

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2008-16

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

RESOLUTION SETTING FORTH
FINDINGS OF APPORTIONMENT
FOR THE STATE TRANSIT
ASSISTANCE FUND

WHEREAS, the Council of Fresno County Governments (Fresno COG) is the administrator of the State Transit Assistance Fund as provided by Chapter 322 of the California Statutes of 1982, and

WHEREAS, Fresno COG is required to provide the most current estimates of available State Transit Assistance Funds as released by the State of California Business, Transportation and Housing Agency.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments hereby certifies and adopts the attached apportionment methodology as presented in Exhibit A for fiscal year 2008-09 and which Exhibit is hereby made a part of this resolution.

BE IT FURTHER RESOLVED that as revised estimates are received from the State of California, new schedules shall be formulated in accordance with the adopted methodology and submitted to Fresno COG member agencies.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 29th day of May, 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 29th day of May, 2008.

Signed: _____
Barbara Goodwin, Executive Director

2008/09
COUNCIL OF FRESNO COUNTY GOVERNMENTS
STATE TRANSIT ASSISTANCE FUND
APPORTIONMENT TO MEMBER AGENCIES
Final Estimate

05/01/08

PUC 99313 POPULATION 9,047,720
PUC 99314 OPERATOR 1,159,257

2008/09 Fund Estimate Per State Controller

10,206,977

This estimate is subject to change during the fiscal year.

MEMBER	CENSUS POPULATION 01/01/08	PERCENT	GROSS AMOUNT AVAILABLE	NET FOR 99314 OPERATOR	NET FOR 99313 POPULATION
Clovis	94,278	10.13%	925,542	9,418	916,124
Coalinga	19,063	2.05%	185,240		185,240
Firebaugh	6,811	0.73%	66,184		66,184
Fowler	5,572	0.60%	54,145		54,145
Fresno City	486,116	52.21%	5,814,688	1,090,975	4,723,713
Huron	7,553	0.81%	73,396		73,396
Kerman	13,878	1.49%	134,856		134,856
Kingsburg	11,257	1.21%	109,387		109,387
Mendota	9,787	1.05%	95,103		95,103
Orange Cove	10,774	1.16%	104,694		104,694
Parlier	13,325	1.43%	129,482		129,482
Reedley	25,584	2.75%	248,606		248,606
Sanger	25,046	2.69%	243,378		243,378
San Joaquin	4,521	0.49%	43,932		43,932
Selma	23,284	2.50%	226,257		226,257
Fresno Co.	174,249	18.69%	1,693,223		1,693,223
FCRTA			58,864	58,864	
FCEOC					
TOTALS	931,098	100.0%	10,206,977	1,159,257	9,047,720

**CONSOLIDATED TRANSPORTATION
SERVICES AGENCIES
OPERATIONS PROGRAM & BUDGET
FY 2008/09**

FOR THE

**FRESNO URBAN CTSA
FRESNO RURAL CTSA**

Prepared by:

*Fresno County Economic Opportunities Commission
3120 W. Nielsen, Suite 101
Fresno, CA 93706*

Submitted April 20, 2008

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APR 29 2008

BY: _____
FRESNO COG

**CONSOLIDATED
TRANSPORTATION SERVICES AGENCIES**

**OPERATIONS PROGRAM & BUDGET
FY 2008-09**

**Fresno Urban CTSA
Fresno Rural CTSA**

Submitted April 20, 2008

Prepared By:

Fresno County Economic Opportunities Commission

Preparation of this report has been financed in part through a grant from the U.S. Department of Transportation Federal Transit Administration and through other state and local funds made available through the Council of Fresno County Governments.

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SECTION I. INTRODUCTION

The Consolidated Transportation Services Agencies (CTSA) *Operations Program and Budget* (OPB) for the Fresno Metropolitan Area and Rural Fresno County has been developed by the Fresno County Economic Opportunities Commission (FCEOC) in cooperation with the Council of Fresno County Governments (COFCG) and its co-designates; the City of Fresno (Fresno Area Express/FAX) and the Fresno County Rural Transit Agency (FCRTA).

The OPB is intended to serve the following purposes:

1. Provide a program of operations, including an implementation schedule for new and/or modified services and a program budget for CTSA coordinated and consolidated social service transportation services for the program year July 1, 2008 through June 30, 2009.
2. Serve as a resource document for local-elected officials, social service agencies and the general public.
3. Demonstrate the CTSA's compliance with Section 99275.5 of the Public Utilities Code concerning Transportation Development Act (TDA) Local Transportation Funds (LTF) Article 4.5 claim evaluation criteria and required findings, and with the COFCG Assembly Bill *AB 120 Action Plan* adopted February 1982 and as amended in April 1990.
4. Document efforts to improve coordination and consolidation of social service transportation services in order to:
 - a. Demonstrate compliance with Chapter 1120 of the 1979 California Statutes by addressing and substantiating which of the coordination benefits specifically listed in the legislation should be pursued by the co-designated CTSA's in the Fresno Metropolitan Area and Rural Fresno County.
 - b. Create additional opportunities to utilize supplemental grant funding available from federal, state and local assistance programs to support social service transportation services by demonstrating that "coordination criteria" have been addressed.

SECTION II. GOALS, OBJECTIVES, AND POLICIES

The Fresno Urban and Fresno Rural CTSA has adopted the primary CTSA goals, objectives and policies delineated in Chapter 1120 of the 1979 California Statutes and the Assembly Bill 120 Action Plan. These are as follows:

GOAL:

PROVIDE SAFE, RELIABLE TRANSPORTATION FOR AGENCIES BY PROMOTING IMPROVED COORDINATION AND CONSOLIDATION OF AVAILABLE TRANSPORTATION.

OBJECTIVES:

1. Centralize administration to eliminate duplicative administrative requirements.
2. Identify and consolidate all sources of funding to provide more effective and cost-efficient services.
3. Centralize dispatching for more efficient vehicle use.
4. Centralize maintenance for adequate, regular and more cost-effective vehicle maintenance.
5. Implement an exemplary driver-training program for safer vehicle operation and lower insurance costs.
6. Combined purchasing and pricing bids/quotes for more effective cost savings.

POLICIES:

1. Any centralized administration shall utilize, to the maximum extent possible, existing public and private administrative capabilities and expertise.
2. The following policies provide a framework for developing a sound public transportation system throughout Fresno County. They expand upon previously stated overall Regional Transportation Plan (RTP) goals, objectives and policies and are more specifically targeted toward the public and social service transportation system.
 - Continue to pursue expanded federal, state and local funding for both public and social service transportation.
 - Provide transportation to the eligible agencies within defined service areas, focusing on transportation needs of low-income, elderly and disabled persons.
 - Support coordination and consolidation of social service transportation and promotes effective and efficient use of existing resources.
 - Encourage safety, appropriate frequency of bus service, reasonable fares and the provision of adequate service to satisfy transportation

need which is reasonable to meet.

- Incorporate a variety of public transportation services and vehicles, as warranted, throughout the County.
 - Encourage the private sector to engage in the provision of public transportation services.
 - Advantages and disadvantages of projects are considered; factors include, economic, environmental and social factors.
3. Existing sources of funding utilized prior to the Social Service Transportation Improvement Act (Assembly Bill 120) shall, to the maximum extent possible, be continued.
 4. Consolidation of services shall, to the maximum extent possible, utilize existing agency operating and maintenance personnel and expertise.
 5. The COFCG shall utilize its regulatory role over Transportation Development Act (TDA) funds by monitoring and evaluating the performance of the CTSA's through the TDA claim process, an annual financial audit, an annual productivity evaluation, a triennial performance audit, and the CTSA's compliance with the AB 120 Action Plan.
 6. The COFCG, as part of its on-going transportation planning process, which includes review by various technical committees, shall review CTSA designates' compliance with the AB 120 Action Plan annually, at a minimum.
 7. The COFCG shall review, through the Executive Order 12372 review process, the transportation services offered by social service agencies and their appropriate comments and findings encouraging their participation with the CTSA's, as part of the final A-95 Clearinghouse commentary.
 8. The COFCG shall encourage members to evaluate their financial commitments to local social service projects (which either in full or in part provide transportation services) and make appropriate recommendations for proper coordination with the CTSA in order to maximize the effective use of local transportation dollars.
 9. Overall TDA/LTF Article 4.5 funds shall not be expended without the minimum match requirement with other available funds to the CTSA.
 10. CTSA's shall be required to maintain, at a minimum, an overall farebox revenue-to-operating cost ratio of Fifty Five percent (55%) for all CTSA transportation services. The required farebox revenue may consist of fares, donations and/or social service agency revenues.
 11. CTSA services shall be evaluated annually by the COFCG's Social Services Transportation Advisory Council (SSTAC) Productivity Evaluation Committee. SSTAC evaluation shall include recommendations regarding changes and improvements in existing CTSA services. The SSTAC shall be responsible for reviewing performance standards to be used in the evaluation process. Performance standards shall take into consideration the special needs that are being responded to by the CTSA and also the goals of AB 120. The SSTAC evaluation process shall take place prior to the annual submission of the OPB

to the COFCG to allow for the inclusion of any SSTAC recommendations in the OPB.

12. All new services initiated by the CTSA will be subject to a one-year evaluation process. Each new service will be required to meet specified performance objectives. Public transit systems operated under contract with the CTSA shall be subject to the performance standards and evaluation process used for transit systems operated directly by FCRTA member agencies and other private contractors. The first three months of operations will be utilized to establish and market the new service. New service will be monitored and evaluated at three-month intervals. Modifications to the service, if appropriate, will be recommended and implemented during this time. If, after nine months, it is the opinion of the SSTAC that the service will not meet performance standards, the SSTAC may recommend that the service be discontinued. If the service is to be terminated, the period between nine and twelve months will be used to provide an orderly phase out.

III.

DESCRIPTION OF RURAL CTSA SERVICES

The FCEOC and FCRTA, as co-designated CTSA's, have jurisdiction in the Rural Fresno County Area. FCEOC is the lead agency responsible for overall program administration, including the following:

- Liaison with social service agencies
- Data collection
- Development and implementation of the Rural OPB
- Execution of service contracts
- Administrative responsibilities

FCRTA, as the claimant of TDA/LTF Article 4.5 funds for Rural CTSA operations, is the prime administrator of those funds. FCRTA provides technical assistance for OPB development and the COFCG monitors and evaluates FCEOC performance.

Agencies and programs, which comprise the Fresno Rural CTSA, are shown on Exhibit B. Further detail on both the Urban and Rural CTSA services is provided in Sections V and VI.

IV.

STATUS OF URBAN AND RURAL OPERATIONAL OBJECTIVES

Since its inception, the Fresno Urban and Rural CTSA has made significant progress in implementing several of its operational objectives, as follows:

A. Centralized Administration

The Fresno Urban and Rural CTSA currently administers transportation services for numerous social service programs and various FCRTA transit systems.

Centralized administration of the Fresno Urban and Rural CTSA has resulted in an ability to amalgamate with other agencies to provide a broader-based and a more comprehensive view of service needs and objectives. This enhanced planning capability has resulted in a more effective utilization of available funds. The Fresno Urban and Rural CTSA has continued to serve as a technical advisor and clearinghouse for small community-based organizations and other governmental member agencies. Staff time devoted to administration has been reduced and other cost savings have been affected as a result of increased technical expertise utilized in service planning and delivery. As the CTSA we continue to coordinate with various service agencies in preparing the FTA 5310 grant.

B. Staff Changes

In an effort to offer opportunities from within our agency, we developed an in-house incentive for supervisory personnel to obtain Classroom Training and Behind-The-Wheel training certificates. Three levels of supervisors were initiated with Transit Systems Supervisor III designated the higher level as classroom trainer, Transit Systems Supervisor II as a Behind-the-Wheel trainer, and Transit Systems Supervisor I as entry level. All three levels are Duty Supervisors and equally over see the day to day operation.

The Duty supervisor concept, as opposed to the contract specific supervisor

has proven beneficial and effective. The management staff is stronger and more knowledgeable in all areas of the operation. Our in-house promotion and opportunities has proven successful and the concept will continue.

During FY 2007/08 A Transit Systems Supervisor Trainee started a 12 month training program as a result of the retirement of a twenty-three year veteran supervisor.

The year 2007/2008 continued to be a challenging year regarding the recruitment of drivers. The statewide shortage of drivers was severely felt in Fresno County but appears to be easing a bit. The CTSA, in an effort to recruit more drivers worked with our Human Resource Office to keep "Open Requisitions" throughout the year, and included a Job Fair. We also started an in-house training program whereby we train interested parties, who want a career in transportation, are trained. This has proven to be successful as we were able to fill all vacant positions. We continue a relationship with a For-Profit Driver Training Agency and Fresno Center for New Americans for a source of potential drivers.

FCEOC continues to offer a competitive benefit package to qualified drivers effective which helps promote work force longevity. Our in house training program and benefit package has allowed for greater driver longevity and retention.

C. Consolidation of Funding

The Fresno Urban and Rural CTSA anticipate various operating revenues from social service agencies in FY2008-09. Since August 1987, the Fresno Urban and Rural CTSA's have been collecting donations from participating seniors. This additional revenue helps achieve the farebox and program matching fund requirements.

The CTSA must rely on all available funding sources to replace existing vehicles that exceed budgeted maintenance costs due to age and high mileage. As necessary, the Fresno Urban and Rural CTSA applies for Federal Transportation Administration (FTA) Section 5310 capital grants to purchase new social service transportation vehicles and other equipment such as two-way radios, wheelchair lifts and computer equipment. Section 5310 grants require a local match of funds.

We have applied for eight (8) vehicles in FY 2007/08 and we are expecting delivery in early 2009.

Beginning in FY1993-94, the San Joaquin Valley Unified Air Pollution Control District initiated a process to apply for DMV Motor Vehicle Registration Fees (AB2766), now referred to as the REMOVE Program, earmarked specifically for clean air purposes. As appropriate, the FCEOC/CTSA will continue to appraise this valuable funding source and strive to play a role in improving air quality.

D. Centralized Dispatch and Route Consolidation

The CTSA continues to use the centralized dispatching system for transportation routes, both Urban and Rural. Kingsburg Transit's operation, however, requires the use of a previously existing dispatching system operated out of the Kingsburg City Hall, which continues to run effectively. The Kingsburg dispatchers remain in contact with the CTSA central dispatch unit for emergency situations. During the 2001/2002-expansion year we were able to offer a full fringe benefit package to the Kingsburg dispatchers and will continue to do so in 2008/2009.

FCEOC's Food Services Program continues to have a measurable positive effect on the routing system of the meal delivery program and other related operations. As a direct result of this centralization effort, the Fresno Urban and Rural CTSA is able to consolidate different types of meal delivery systems, merge a number of existing routes and eliminate others. FCEOC continues to seek timesharing and ridesharing opportunities to maximize its fleet efficiency. This is especially evident in our various supports of social service agencies and our accommodation for special field charter trips. We are able to include most field trip requests while continuing to serve our contracted services.

E. Centralized Maintenance

One of the major goals of the Fresno Urban and Rural CTSA is to establish and offer a preventative maintenance program that provides on-site maintenance for Fresno Urban and Rural CTSA-associated program vehicles. To accomplish this goal, all-preventative maintenance work (defined as tune-ups, oil changes and lubes, complete brake work and other minor repairs) is performed at the CTSA maintenance service facility, located at 3120 W. Nielsen Avenue in Fresno, by trained professional certified mechanics. This preventative repair work is required by California Highway Patrol regulations. All repairs are performed according to existing preventive maintenance schedules approved by the California Highway Patrol (CHP) for all motor carriers. All repairs are subsequently recorded and filed as approved by the California Motor Carrier Division for general record keeping and vehicle history documentation. Additionally the maintenance department is currently utilizing maintenance tracking software, which has greatly enhanced our record keeping, and reporting capabilities.

The Fresno Urban and Rural CTSA, as part of its OPB, commenced operation of a centralized maintenance facility on March 3, 1987. The original facility had two service bays and the necessary equipment to conduct repairs (i.e.; Sun Scope, brake lathe, overhead floor hoist and air compressor with overhead lines). The maintenance facility has five full-time staff comprised of one lead mechanic and three mechanics.

During 2004/2005, construction of a new maintenance facility was approved. The new facility is 5,000 square feet, with eight service bays and new equipment. We received permits from the Fresno City Planning Department on December 2005 to begin construction. The facility

was opened June 18, 2006 and continues to be a productive and efficient operation for us.

The CTSA continues to offer very competitive labor rates for maintenance service to our customers.

F. Drivers Training and Safety

The Fresno Urban and Rural CTSA, as mandated by funding sources and its insurance carriers, has developed a comprehensive program for training and orientation of all CTSA and FCRTA drivers. The program is open to the City of Fresno, Fresno Area Express (FAX), the City of Clovis, the Fresno County Rural Transportation Agency (FCRTA), as well as various other transit agencies working with the CTSA.

On January 1, 1989, the General Public Paratransit Vehicle (GPPV) Driver's Licensing Requirements became effective. General public, demand-response transit drivers were required to obtain a new "certificate" through the CHP by July 1, 1989. The CTSA developed and implemented a program, in coordination with the Fresno Unified School District (FUSD) and the FCRTA, designed to provide forty hours of specified instruction and behind-the-wheel training to equip each driver with the knowledge required to pass the CHP test and receive the GPPV driver's certificate and/or a school bus certificate and consistently implements all pertinent information and requirements.

FCEOC continues to use the expanded mandatory driver inservice meetings held six times per year. This training is to allow for the demands of specialized and more situational training for the diverse clientele FCEOC is now serving.

The Safety Team, which meets six times per year, continues to have a positive impact on our safety record. This Safety team is comprised of two employees in the driver classification and/or mechanic classification, a supervisor and a manager. The goal of this team is to discuss any vehicle or on the job accidents or injuries and identifies safety precautions and measures in an effort to prevent or reduce future incidents. Drivers have the opportunity on a monthly basis to offer safety suggestions. The Safety Committee will review these suggestions and they are reviewed at the mandatory safety meetings.

The FCEOC has implemented a Zero Accident Program for all on the job injuries. This is an incentive based program, which is to instill a safety first attitude for all FCEOC employees. In addition, FCEOC has recently Workers Compensation Carriers and has employed a broker who offers a practical approach regarding monitoring driver operations, including offering safety suggestions. Our carrier visits us regularly to update us on new technology and review safety in operations.

On-going training programs are routinely scheduled to orient new employees and satisfy in-service training requirements for on-board drivers. Certified supervisors, on a regular basis, conduct Cardiopulmonary Respiratory (CPR) and First Aid Programs. Training is tailored to meet special group needs. In addition certified driver instructors receive training, from the CHP, American

Red Cross and our insurance carrier representatives. A safety video library is continually being expanded to ensure that we have the most updated comprehensive and progressive training program for all participating CTSA agencies. During this past year we added the following video Safety Training tapes:

- Decide Smart Arrive Safe
- Railroad Cross Safety Training
- Defensive Driving – 15 Passenger Van
- Driven to Distraction
- How to make Healthy Lifestyle changes

Further, the Fresno Urban and Rural CTSA is active in the refinement of a Caltrans Risk Management Program, developed in cooperation with the California Association for Coordinated Transportation (CalACT). The CTSA's insurance carrier is the Non-Profits United Vehicle Insurance Pool of Oakland, California. They continue to refine the safety program to meet social service transportation program safety training and insurance needs.

The CTSA continues to be enrolled, as required by TDA regulations, in the California Department of Motor Vehicle (DMV) Pull Notice Program. This program allows the employer to request and receive updated driver information on employees DMV records automatically. It enables the CTSA to readily identify a driver who is accumulating a negligent operator's record and whose license has been suspended or revoked.

These training and risk management efforts have contributed to a significant reduction in preventable accidents therefore abating the increase in insurance premiums. The CTSA insurance carrier has worked with us in a continuing support for ideas to keep our training program on a forward track. These conversations have resulted in a more comprehensive plan to reduce accidents with a safety-first attitude for all drivers and staff.

During 2004 the FCEOC began to study the possibility of our insurance carrier expanding its coverage to Worker's Compensation. After much study and deliberation, FCEOC became a charter member. We have received positive results from this endeavor as we are achieving lower Worker's Compensation rates and reduced claims.

G. Combined Purchasing

Since the relocation of the Fresno Urban and Rural CTSA in October 1985 to its facility at 3120 W. Nielsen Avenue in Fresno, combined purchasing has continued to maintain lower overall costs. This allows us to receive discount pricing due to volume purchasing. Vendor deliveries are used to keep on hand inventories at minimum, but efficient levels. In August 1993, the CTSA transitioned to an automated retail card lock system for vehicle fueling for improved cost and management controls. This system continues to work well in 2006. Vehicle purchasing is done in accordance with FCEOC purchasing procedure, which has proven to be effective in the overall cost savings to Transit Systems

The maintenance facility plays an integral role in the effort to maximize potential

savings of combined purchasing which will lower the cost of providing transportation to Fresno Urban and Rural CTSA clients and participating agencies.

SECTION IV. PERFORMANCE EVALUATION

The Productivity Evaluation is conducted annually to assess the progress of transit operators who receive State Transportation Development Act (TDA) funds and to recommend potential productivity improvements. The California Public Utilities Code 99244 requires that "Each transportation planning agency shall annually identify, analyze and recommend potential productivity improvements which could lower the operating cost of those operators who operate at least 50% of their vehicle service miles...within the area under its jurisdiction."

The Consolidated Transportation Service Agencies (CTSA's) for both the metropolitan and rural areas were evaluated in accordance with the "Assembly Bill 120 Action Plan" (February 1982) policy.

State law also requires a Triennial Performance Audit of each transit operator (PVC 99246-99249). During FY 2004/2005 Pacific Municipal Consultants Inc., conducted our TDA Performance Audit. The audit reflected FY's 2000/2001, 2001/2002 and 2002/2003. Final recommendation and progress are reflected in this section of the Operation Program and Budget in sub-heading II. The 2003/2004, 2004/2005, and 2005/2006 years were completed in the Spring of 2007.

The Council of Fresno County Governments (COFCG) undertakes both of these evaluations. The results of these evaluations and performance assessments are described below.

I. PRODUCTIVITY EVALUATION 2006/2007: EVALUATION RECOMMENDATION AND PROGRESS

A. *Comply with the Triennial Performance Audit Recommendations for FY 03/04, 04/05, 05/06.*

Pacific Municipal Consultants Inc., conducted the Triennial Performance Audit for FY 2003/04, 2004/05, 2005/06 and made one recommendation. FCEOC concurs with the recommendation and is currently implementing:

Continue to work closely with Fresno COG and Partner Agencies on the Coordinated Public Transit-Human Services Transportation Plan.

The Fresno COG is currently developing the County's Coordinated Public Transit/Human Services Transportation Plan, a federal requirement of SAFETEA-LU legislation. As the intended purpose of the plan is for the COG to develop a coordinated countywide social service plan that will become a blueprint for spending multiple federal transit grants for coming years, it is important for FCEOC to provide input through its representation on the Fresno COG Social Services Transportation Advisory Committee (SSTAC) and Coordinated Public Transit-Human Services Transportation Advisory Council.

The FCEOC fully participated in developing the Fresno County Coordinated Human Service Transportation Plan under the direction of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for users (SAFETEA-LU).

The Plan takes stock of community needs and therefore gaps in service where documented. Based on the plans implementation and strategies were developed for 1-5 years and beyond. The Plan was adopted by the Fresno Council of Governments in March 2008 and submitted as specified by the Federal Transit Administration (FTA).

B. Pursue contracting of service and continue to consider the potential for and encourage private sector participation in the public transportation planning/service delivery process, and investigate other potential funding sources.

The FCEOC Transit Systems remain committed to contracting with the public sector for transportation service. FCEOC Transit Systems provides driver and back up vehicle as necessary to transport their clients to and from the center.

FCEOC continues to encourage and make aware the services available in other transportation agencies.

FCEOC continues to explore other funding sources. The revenue from the social service contracts is adjusted at the end of every month to balance the budget.

C. Continue to coordinate with other general public paratransit service providers to jointly provide the State-required 40 hours of specified training and behind-the-wheel instruction.

FCEOC Transit Systems continue to train drivers to meet state and federal regulations. FCEOC employs three (3) full time certified Behind the Wheel and one (1) Classroom trainer. Also, FCEOC staff continues to provide CPR/First Aid, and safety training to other agencies. FCEOC continues to seek opportunities with other social service agencies on driver training programs.

In the FCEOC's Federal Transportation Administration Section 5310 Grant Application, a list of coordinated training programs with the Family Health, Inc., the United Cerebral Palsy of Central California and the West Care Agencies, and the Fresno Empowerment Institute is attached. We encourage these agencies to attend the CTSA driver safety meetings that are scheduled six (6) times per year. The meetings cover variety of topics including sensitivity training for elderly and disabled clients, defensive driving, emergency and evacuations procedures, and safety equipment-Fire Extinguishers, Flares and First Aid Kits and loading and unloading. Behind-the-Wheel Training is available as scheduled. Annually, FCEOC participates in the California Association of School Training Officials (CASTO) and the Yosemite Community Education seminar.

The Annual California Association for Coordinated Transportation (CalACT) conduct Consolidated Transportation Service Agency (CTSA) roundtable to share and update CTSA designated location to exchange information and ideas. FCEOC participates in these roundtables.

D. Address responsibilities under the Americans with Disabilities Act of 1990.

The ADA of 1990 remains to FCEOC, to provide services that accommodate the objectives of ADA. FCEOC also continues to attend ADA sponsored Workshops and seminars to remain effective/current in ADA related issues. Following the Federal Transit Administration (FTA) Section 5310, FCEOC continues to provide wheelchair equipped/accessible school buses and vans.

We have ordered the ADA accessible Bus with full wheel-chair tracking and lift seats systems. Not only dose this allows the maximum amount of disabled passengers possible, but it also allows configuration other passenger needs.

E. Address responsibilities under the Clean Air Act Amendments of 1990, the San Joaquin Valley Unified Air Pollution Control District Air Quality Plan, the City of Fresno Transportation Management Plan, and the Council of Fresno County Governments Transportation Control Measures Plan, and the Congestion Management System (CMS).

FCEOC continuously reviews the progress and recommendations from the Air District and the COFCG regarding the feasibility of implementing transportation control measures applicable to public/social service transportation.

In FY 1997-98, FCEOC received funding from the Air District for REMOVE Program (Assembly Bill 2766) for alternatively fueled vehicles to support its transportation program.

FCEOC is reviewing the actual implementation of this contract due to the inherent nature of CNG restraints on vehicle range, fuel tank remodification costs, fuel accessibility, longer refueling time, and the effects of the valley heat on CNG fuel tank capacity. We have recently experienced problems with the CNG vehicle warranty repairs at the local distributors. We are awaiting commitments from the manufacturers in order to proceed further into the CNG fueled arena. FCEOC remains committed to explore alternate fueled vehicles as expressed by our recent training of FCEOC maintenance mechanics in CNG related repairs.

F. Continue to perform community outreach and marketing activities in an effort to increase ridership and improve public awareness and perception of public transit.

FCEOC Transit Systems continues to consolidate and coordinate services by its outreach and marketing efforts. We work with Fresno County Case Workers to increase ridership on the CalWORKS systems to assure efficiency and productivity. When other systems had space available we added Adult Day Health Care Provider clients to existing routes. We participate in community service events to advertise service and use our agency network to maintain lots of potential entities that may have a use for our service

G. Coordinate with the Fresno County Department of Social Services to plan and implement transportation strategies focused on addressing the State mandated Welfare to Work-CalWORKS program.

FCEOC continues to renew its contract with the Fresno County Department of Social Service to transport CalWORKS clients during non-traditional hours from 6:00 pm to 6:00 am seven days a week. FCEOC continues to have a positive impact on the lives of these participants that are transported to work, training sites, and to children to day care centers. Meetings are held regularly with the County to assure eligible clients are receiving these services. An RFP for fiscal year 2007/2008 has been submitted.

II. TRIENNIAL PERFORMANCE AUDIT

Pacific Municipal Consultants, Inc., completed a Triennial Performance Audit for FY 2003/04, 04/05, and 05/06.

Functional areas of the CTSA along with their recommendations for improvement and suggested implementation time frames are listed below. These recommendations are incorporated into the proposed FY2007-2008 CTSA Productivity Evaluation.

Listed below are our responses to their recommendations:

1. *Continue to work closely with Fresno COG and Partner Agencies on the Coordinated Public Transit-Human Services Transportation Plan.*

The Fresno COG is currently developing the County's Coordinated Public Transit/Human Services Transportation Plan, a federal requirement of SAFETEA-LU legislation. As the intended purpose of the plan is for the COG to develop a coordinated countywide social service plan that will become a blueprint for spending multiple federal transit grants for coming years, it is important for FCEOC to provide input through its representation of the Fresno COG Social Services Transportation Advisory Committee (SSTAC) and Coordinated Public Transit-Human Services Transportation Advisory Council.

FCEOC concurs and will comply with the recommendations.

SECTION V. THE FRESNO URBAN CTSA

I. BACKGROUND

The COFCG's "AB120 Action Plan" co-designates FCEOC and the City of Fresno as the CTSA's with jurisdiction in the Fresno Metropolitan Area. The FCEOC, as lead social service agency, is responsible for coordinating and consolidating the transportation services of social service agencies. This includes development of social services transportation data, needs assessment, implementation strategy for consolidated/coordinated operations, contractual relationships, marketing and outreach and overall administration of urban social service transportation operations.

The Fresno Urban CTSA initiated services on April 1, 1983. The Fresno Urban CTSA provides coordinated/consolidated transportation services to the clients of social service

agencies operating social service programs. The FCEOC's CTSA provides service to a myriad of agencies, which are described in greater detail below.

The OPB primarily reflects the services CTSA provides in the Fresno Urban and Rural areas for which TDA/LTF Article 4.5 funds are allocated. Some of the non-LTF Article 4.5 services provided by the CTSA, however, are described later in this section to provide a comprehensive view of the diversity of services offered by the CTSA. As a claimant of TDA/LTF Article 4.5 funds, FCEOC is a fiscal agent for Fresno Urban CTSA operations involving participating social service agencies in the Fresno Metropolitan Area.

II. DESCRIPTION OF EXISTING AND PROPOSED CTSA SERVICES IN THE FRESNO METROPOLITAN AREA (SUPPORTED BY TDA/LTF ARTICLE 4.5 FUNDS)

The agencies listed below currently and are proposed to continue to participate in the Fresno Urban CTSA in FY2007/08.

AGENCY	PROGRAM
1. Local Conservation Corps	(Vehicle Maintenance)
2. FMAAA Senior Transportation	(Elderly Transportation)
3. FCEOC	<i>Senior Meals/Summer Lunch</i> (Congregate Meal Delivery) (Vehicle Maintenance)
	<i>Head Start</i> (Student Transportation) (Congregate Meal Delivery) (Vehicle Maintenance)
4. St. Agnes - ADHC	(Elderly Transportation) (Vehicle Maintenance)
5. Masten Towers	(Elderly Passenger Transp.) (Vehicle Maintenance)
6. Nikkei	(Vehicle Maintenance)
7. West Fresno Health Coalition	Driver (Passenger Transportation)
8. Sanctuary	(Vehicle Maintenance)
9. Senior Citizens Village	(Elderly Transportation) (Vehicle Maintenance)
10. Fresno County Cal WORKSs	(Passenger Transportation)
11. Central Valley Regional Center	(Develop. Disabled Transportation) (Vehicle Maintenance)

- | | |
|---|--|
| 12. Various Chartered trips for Social Service Agencies and Non-Profits | (Vehicle Maintenance)
(General Transportation) |
| 13. United Cerebral Palsy | (Emergency Coordinated
Back- up Transportation) |
| 14. Third Floor Program | (Emergency Coordinated
back up Trans.) |
| 15. West Fresno Health Care Coalition | (General Transportation as
needed) |
| 16. Fresno County Department Of Education | (General Transportation) |

A more detailed description of CTSA's overall services is provided on the following pages, the categories "Timesharing and Ridesharing Services" versus "Consolidated Services."

A. Fresno Urban Timesharing and Ridesharing Services

Timesharing and Ridesharing Services provided by the Fresno Urban CTSA are consolidated into the City Transportation Network consisting of seventeen shared routes providing transportation and meal delivery to eight social service programs. A description of each program is provided in addition to program activity over the past two fiscal years (refer to Exhibit C).

1. FMAAA Senior Transportation Program

This program provides passenger transportation for senior citizens to locations throughout the City of Fresno. Service is provided each weekday.

2. FCEOC Food Services Senior Congregate Meal Program

The Congregate Program provides meal delivery service to various metropolitan area sites for the senior citizens of Fresno. Hot meals are delivered to specified sites each weekday.

3. Head Start Program - Meal Delivery

This program provides meal delivery for students to designated sites throughout Fresno each weekday. Services are provided to seventeen urban Head Start sites during the school year. The service operates approximately 154 days annually during the school year.

4. St. Agnes - Adult Day Health Care (ADHC)

The Urban CTSA provides a fixed route service five days per week for a total of seven routes. Services for this program started December 9, 1996. This program provides transportation for clients of St. Agnes ADHC program.

5. Masten Towers

This program provides passenger transportation services to senior citizens living at the Masten Towers Complex in Downtown Fresno. This service assists these citizens with inner-city mobility and provides transportation service to special outings as needed. One vehicle provides service three days a week and is available for special trips upon request.

6. Central Valley Regional Center

FCEOC has been providing contract services with CVRC to provide weekday round-trip passenger service from the program's developmentally disabled consumer's residence to various training and educational sites throughout Fresno county.

7. Charter Trips for social service agencies and Non-Profits.

Transit Systems provides special transportation services for non-profit groups, such as the Police Activities League, Barios Unidos, Headstart sites, Hinton Center, Fresno County Dept. of Education, City of Fresno, Fresno County Rural Transit Agency etc. upon availability of vehicles and driving personnel.

8. Third Floor

Third Floor provides emergency vehicle back-up services to FCEOC upon request. Coordinated training and dispatch service made available.

9. Fresno County CalWorks

Provides ridesharing for clients during non-traditional hours 6:00 pm 6:00 a.m seven days per week. Clients are transported to job training or day care facilities for their children.

B. Fresno Urban Consolidated Services

The Fresno Urban CTSA provides consolidated transportation services to a variety of social service programs as described below.

1. Local Conservation Corps

The Urban CTSA provides vehicle maintenance for this program, which provides conservation training at designated sites.

2. FCEOC Head Start Program - Transportation

This program provides transportation service each weekday during the school year for students to fifteen Head Start sites.

3. Nikkei Program

The Urban CTSA provides vehicle maintenance and back up services to this program. The Nikkei Program provides passenger transportation service for Asian American seniors throughout Fresno. The Fresno Urban CTSA provides this service under subcontract with Nikkei. This service operates approximately 7.5 hours a day. The Urban CTSA provides back-up services.

4. Sanctuary

The Urban CTSA provides vehicle maintenance for the Sanctuary vehicle. Transportation services are provided to clients of this program, which is designed to provide a safe environment for at-risk youth.

5. Senior Citizens Village

The CTSA initiated service on April 8, 1994 under contract with the Senior

Citizens Village located on South Chestnut Avenue. The CTSA provides demand-responsive transportation services for Senior Citizens Village residents eight hours Friday's using one fifteen passenger van.

SECTION III. PROPOSED FY 2008-09 BUDGET

The Urban CTSA FY 2008-09 combined capital and operating budget is estimated at \$6,129,734. This revenue includes a projected \$937,696 in Article 4.5 TDA funds, TDA 4.5 carryover of \$1,062,105, \$3,685,512 in social service revenue, and a FTA proposed grant of \$444,421.

I. BACKGROUND

FCRTA, as the claimant of TDA/LTF Article 4.5 funds for Rural CTSA operations, is the prime administrator of those funds. FCRTA provides technical assistance for OPB development and the COFCG monitors and evaluates FCEOC performance.

II. DESCRIPTION OF EXISTING AND PROPOSED CTSA SERVICES IN RURAL FRESNO COUNTY AREA (SUPPORTED BY TDA/LTF ARTICLE 4.5 FUNDS)

AGENCY	PROGRAM
1. FMAAA Senior Transportation	(Elderly Transportation) (Vehicle Maintenance)
2. FCEOC	<i>Food Services Senior Meals</i> (Congregate Meal Delivery) (Vehicle Maintenance) <i>Head Start</i> (Student Transportation) (Summer Food Service Program) (Congregate Meal Delivery) (Vehicle Maintenance)
3. Fresno County Rural Transit Agency (Public Agency Contract Services)	Fowler Transit (Shared General Public & Social Service)

		<i>Kingsburg Transit</i> (General Public)
		<i>Orange Cove Transit</i> (General Public Inter-City Service)
		<i>Selma Transit</i> (Saturday Only) (General Public)
		<i>Southeast Corridor Service</i> (Back-Up Service to Inter-City Common Carrier Service for Elderly and Disabled)
4.	Ridesharing Services	<i>Firebaugh Transit</i> (Public Agency Contract Services) (Shared General Public & social service)
		<i>Huron Transit</i> (Shared General Public & social service)
		<i>Mendota Transit</i> (Shared General Public & social service)
		<i>Orange Cove Transit</i> (In-City) (Shared General Public & social service)
		<i>Parlier Transit</i> (Shared General Public & social service)
		<i>San Joaquin Transit</i> (Shared General Public & social service)
		<i>Auberry Transit</i> (Shared General Public & social service)
5.	Del Rey Service Center	(Elderly Transportation& General Public)
6.	Fresno County Office of Education	(Student Transportation)
7.	Central Valley Regional Center	(Disabled Passenger Transportation)
8.	Charter Trips for Social Service agenciesAnd Non-Profits.	General Public transportation (Vehicle Maintenance)

9. **Fresno County Department of Education**

Provides transportation to two programs: Transports students pursuing medical oriented education from rural areas to Sunnyside High School.; and students involved in Court School Education to the South Valley.

A. Fresno County Rural Timesharing Services

The social service programs and public transit contracts listed below comprise the Rural CTSA Timesharing operations. A description of each program is provided in addition to existing FY2007-2008 and projected FY2008-2009 program activity (refer to Exhibit I).

1. Senior Transportation Programs

Approximately five (5) hours of daily transportation service is provided for seniors living in Auberry and the surrounding areas.

Del Rey Service Center operates four (4) hours per day five days per week transporting seniors to the Del Rey Meal Center and Sanger region.

2. FCEOC Food Services Senior Meals and Summer Lunch Program

Congregate senior meal delivery service is provided to nineteen rural communities and anticipates serving fifteen sites for Summer Lunch programs.

3. FCEOC Head Start Program - Meal Delivery

This program provides meal delivery for students to fifteen (15) designated sites throughout Fresno County each weekday. Services are provided during the school year. Meal delivery is also provided to other rural Head start sites on a requested basis.

B. Fresno Rural Ridesharing Services

1. Central Valley Regional Center (CVRC)

FCEOC has been providing contract services with CVRC to provide Weekday round-trip passenger service from the program's Developmentally Disabled consumer's residence to various training and Educational sites Throughout Fresno County.

2. Special Functions

Transit Systems provides transportation for special functions for various non-profit agencies within Fresno County such as miscellaneous Head start field trips, and the summer job training seminars for the Workforce Development Board.

C. Fresno County Rural Consolidated Services

The Rural CTSA augments senior travel on the following routes.

1. Auberry Transit

FCRTA contracts with FCEOC to provide service as Auberry Transit. Service was provided by an ADA-accessible, alternatively fueled van, a recent change of vehicles was to which is fueled by unleaded gas. The FCEOC operates this system for (6) hours per day as a general public and senior transportation route.

2. Del Rey Transit

The Rural CTSA began operations of the Del Rey community service in September 1984. The service provides intra-community service and inter-city community service to Sanger on a demand-response basis four hours per weekday. The service is primarily oriented to serve senior citizens.

3. Firebaugh Transit

The FCRTA contracted with FCEOC/CTSA to provide lift-equipped, intra-city public transit services. Intra-city service hours increased one hour to match activities and programs at the Senior Center (7:00 A.M. to 5:30 P.M.)

4. FCEOC Head Start Program - Transportation

The Rural CTSA provides transportation services to twelve Head Start sites in Rural Fresno County. The service operates a total of approximately five days per site, 168 days per year; hours fluctuate due to various field trip outings.

5. Huron Transit

The transit is provided under contract with FCEOC/CTSA. Lift-equipped services are available (5 days a week Monday - Friday) from 6:00 A.M. to 5:00 P.M.

6. Mendota Transit

Mendota Transit provides demand-responsive, lift-equipped in-city services in its Sphere of Influence from 7:00 a.m to 5:30 p.m. Mendota Transit is operated by the FCEOC/CTSA in cooperation with FCRTA.

Recent residential and commercial development has resulted in increased demand for transit service. Marketing programs have been implemented in an attempt to attract a patronage representative of a community the size of

7. Orange Cove Transit

Orange Cove Transit has operated a lift-equipped van within its Sphere of Influence for ten hours each weekday on a demand-response basis. Orange Cove Transit is operated by the FCEOC/CTSA in cooperation with FCRTA.

8. Parlier Transit

Parlier Transit operates lift-equipped, demand-response service within its Sphere of Influence from 7:00 am to 4:00 pm. (5 six days per week Monday thru Friday). Parlier Transit is operated by the FCEOC/CTSA in cooperation with FCRTA.

9. Fresno County Office of Education

This contract, awarded February 1998, transports students from the Fowler/Selma/Laton south valley areas for specialized training classes for the Fresno County Office of Education Tielman Center. Additionally a separate service transports students from the south valley area to Sunnyside High for a Doctors Academy program.

D. General Public Transit Service (FCRTA Contracts)

1. Auberry Inter-City

Driver circulates to pickup passengers with prior reservations between 8:00 a.m to 10:00 a.m. The driver transports to Fresno-Clovis Metro. Area and drops between 10:00 a.m to 11:30 a.m. The driver resumes Picking up passengers in Fresno-Clovis Metro Area between 1:00 p.m to 3:00 p.m and transport passengers back home between 3:00 p.m to 5:00 p.m. This service operates one day per week on Tuesdays.

2. Biola Transit

Biola Transit began operations in October 2006, as an 8 hour t5 day per week service. Due to lack of ridership it began in 2-07 as a 1 day per week service, for general public and seniors.

3. Fowler Transit

Fowler Transit began operations in July 2006, as a 10 hour 5 day per week service, provides demand-responsive, lift-equipped in-city service in its Sphere of Influence from 7:00 a.m to 5:30 p.m. Fowler transit is operated by the FCEOC/CTSA in cooperation with FCRTA. It expanded to 2 vehicles, 8 hours per day, 5 day per week service in July 2007.

4. Huron Inter-City Transit

Inter-City, lift-equipped services to Fresno are available via Coalinga Transit six days per week. Ridership is generally high due to day care, senior, disabled and general public activity.

5. Kingsburg Transit

Kingsburg Transit provides 55 hours of weekly intra-city service with one lift-equipped vehicle.

6. Orange Cove Inter-City Transit

Inter-city, lift-accessible fixed-route service is also offered twice daily, linking Orange Cove to Fresno via Reedley, Parlier and Sanger to Fresno. This service provides transportation 5 days per week 6:00 am-6:00 pm.

7. San Joaquin Transit

San Joaquin Transit has consolidated with Westside Transit to provide lift-equipped demand-responsive service in its Sphere of Influence and the unincorporated communities of Cantua Creek, El Porvenir, Halfway, Three Rocks and Tranquillity weekdays for ten hours daily.

8. Selma Transit

Intra-City and Inter-City Operations

Selma Transit operates three lift-equipped vehicles on a demand-response basis during a ten-hour period each weekday. Saturday service also is available through an FCEOC/FCRTA contract. Limited "on-call" service to the Selma Airport is available on request.

City dispatch personnel have controlled ridership demand through trip grouping and coordination of vehicles.

9. Southeast Corridor Service

An inter-city service responsibility for the patrons desiring elderly and disabled service from Kingsburg, Selma and Fowler to Fresno is provided through a contractual service agreement between the FCRTA and the Rural CTSA. A lift-equipped vehicle is provided by the FCRTA.

10. Westside Corridor

An inter-city service responsibility for the patrons desiring elderly and disabled service from Firebaugh, Mendota, Kerman and San Joaquin Transit to Fresno is provided through a contractual service

III. PROPOSED FY 2007-08 CTSA SERVICES IN RURAL FRESNO COUNTY AREA.

A. Service Priorities

The Rural CTSA established the following as priorities for new services.

1. Support specialized inter-city transportation for the elderly and disabled.
2. Support specialized service to unincorporated areas.
3. Work with FCRTA to support social service transportation coordination with public and private agencies.

A major objective of the rural program is to eliminate duplication of service, which occurs where services are not responsive to client needs. Coordination of inter-city service scheduling and dispatch would have the greatest priority.

Support of services in the unincorporated areas would be predicated on the ability of such service to meet reasonable performance goals and objectives.

In order to promote greater equity in the funding of CTSA services, it is recommended that TDA/LTF Article 4.5 support of specialized services for the elderly and disabled be allocated, to the extent possible, to various cities based on the proportion which would be justified given the population of the city and the surrounding areas. These funds would be used to support both intra-city and inter-city services. If additional funds were required to support specialized services to a given city, TDA/LTF Article 8c funding should be utilized. The TDA/LTF Article 4.5 funds allocated to the Rural CTSA (based on the unincorporated population in Fresno County) should be used to support specialized services in unincorporated areas and inter-city services in unincorporated areas and inter-city disabled accessible "back-up" services. Any remaining funds should be used to augment specialized services provided by the FCRTA sub-systems. These expanded services would be required to meet reasonable performance goals.

In those cities where public transit exists primarily to meet elderly and disabled needs, it is recommended that services be provided in a manner that emphasizes "specialized services" rather than "general public." Funding should be shifted from TDA/LTF Article 4 to a combination of Article 4, 4.5 and 8c. This would enhance the contracting of services with a provider who is responsive in addressing elderly and disabled transportation needs.

IV. PROPOSED FY 2008-09 BUDGET

The total FY 2008-09 Rural CTSA capital and operating budget is estimated at \$2,442,747. This includes operating revenue projected at \$1,778,580. in social service funding and \$499,312. in TDA 4.5 funds, and \$164,855. in TDA 4.5 carryover funds.

SECTION VII. FY2008-09 URBAN AND RURAL CTSA SERVICE IMPROVEMENT PROGRAM

I. SERVICE IMPROVEMENT PROGRAM OBJECTIVES

The following reflects program development objectives to be used as guidelines in the implementation of Fresno Urban and Rural FY 2008-09 OPB.

A. General Administration

1. Utilize to the maximum extent possible LTF funds to help subsidize qualified social service agencies with their transportation needs.
2. Continue to seek more efficient and cost effective measures as a means of maximizing resources in an effort to meet the transportation need of social service agencies.
3. Seek additional transportation contracts, to the extent possible, that do not require additional TDA/LTF Article 4.5 funding in an effort to lower overhead and stretch the LTF funds.
4. Consolidate transportation service where feasible.
5. Encourage and support supervisory staff to obtain higher training certificates
6. Continue to explore funding to purchase routing/scheduling software
7. Continue to foster cooperative working relationships between the Fresno Urban and Rural CTSA co-designates in an effort to assure effective coordination between public transit and social service transportation providing focusing on the following areas:
 - a. Seek additional areas for coordination/consolidation of transportation routes and subsystem to eliminate duplication and assure a seamless and effective system.
 - b. Compatibility of administrative system, such as management information system (MIS) and accounting system, in order to eliminate duplicated efforts and assures smooth transition to coordinate services where public transit operators provide social services.
 - c. Shared cost-saving measures, such as coordinated management, purchasing of fuel, maintenance and supplies, and insurance, coordinate driver training programs and coordinated central dispatching.
8. Continue to be active in the Social Service Transportation Advisory Committee (SSTAC) and Transportation Technical Committee (TTC).

SECTION VII. FY2008-09 URBAN AND RURAL CTSA SERVICE IMPROVEMENT PROGRAM

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 - a. Seek additional areas for coordination/consolidation of transportation routes and subsystem to eliminate duplication and assure a seamless and effective system.
 - b. Compatibility of administrative system, such as management information system (MIS) and accounting system, in order to eliminate duplicated efforts and assures smooth transition to coordinate services where public transit operators provide social services.
 - c. Shared cost-saving measures, such as coordinated management, purchasing of fuel, maintenance and supplies, and insurance, coordinate driver training programs and coordinated central dispatching.
8. Continue to be active in the Social Service Transportation Advisory Committee (SSTAC) and Transportation Technical Committee (TTC).

B. Personnel Management and Training

1. Examine staffing requirements necessary to manage growth and encourage Supervisor staff to obtain higher training certificates.
2. Review personnel management practices and provide training to program supervisors on personnel management, performance evaluation and disciplinary practices.
3. Continued compliance with Department of Transportation Drug and Alcohol Testing Program.
4. Provide maximum training opportunities for staff development.
5. Continued compliance with Assembly Bill 1611, mandating fingerprinting for all drivers of developmentally disabled persons.
6. Hold six (6) mandatory in-service/training sessions for all drivers

C. Operations

1. Continue to ensure optimal scheduling of dispatchers and drivers.
2. Monitor farebox collection procedures and ensure that strict procedures are adhered.
3. Continue to require drivers to provide complete and accurate driver logs on a daily basis to facilitate input into the management information system and ensure its effectiveness. Develop procedures to insure timely input analysis, and feedback to supervisors, drivers, and funding sources to enhance accountability.
4. Evaluate accident-reporting procedures to ensure timeliness and accuracy. Post accident evaluation rate as 'at fault,' 'not at fault,' 'preventable,' and 'not preventable' as per TDA Performance Evaluation Guidelines.
5. Assure all pre-trip inspections are submitted in a timely fashion.

D. Service Planning/Program Development

1. Working through the Fresno Urban and Rural CTSA's seek to establish service needs and set priorities for service provision.
2. Work to ensure program continuity and accumulate sufficient operations data to evaluate service.
3. Work with participating social service agencies and FCRTA to continue to record complaint-handling and incident procedures.

4. Work with all interested qualified social service agencies to explore the potential of consolidating their existing routes with public transit and Fresno Urban and Rural CTSA services.
5. Based on evaluation efforts, prepare and submit an updated OPB and associated TDA/LTF Article 4.5 claims.

E. Maintenance

1. Continue to bid out high volume, expensive parts to the local vendors. Assure that we are utilizing our warranty repairs through the vehicle dealers, and continue seeking the best quality and for cost sublet repair stations.
2. Document vehicle down time due to inspections or repair and the frequency and cause of mechanical failures.
3. Evaluate mechanics schedules and adjust operating hours to more efficiently provide preventative maintenance and minimize out-of-service vehicles.
4. Seek resources to improve the maintenance facility capacity and personnel performance.
5. Maintain an updated "Fleet Plan" consistent with proposed service programs and to serve as a key basis for determining short-range and long-range vehicle replacement and expansion requirements.
6. Develop a graph to show maintenance cost per vehicle.

F. Marketing

1. Continue to expand marketing program efforts through regular outreach with social service agencies throughout Fresno County. Utilize the newly prepared FCEOC Transit Systems CTSA operation brochure at workshop and conference events.
2. Keep informed of air quality and congestion management requirements and assesses the potential of FCEOC's transit services to serve as a critically needed mitigation measure.

G. Funding

1. Seek to maximize operating and capital revenue through all potential federal, state and local funding sources.

EXHIBIT A
URBAN CTSa SERVICES
2008/2009

AGENCY	TRANSPORTATION				MEAL DELIVERY	MAINTENANCE VEHICLES
	GENERAL	ELDERLY	DISABLED	STUDENT		
CENTRAL VALLEY REGIONAL CENTER			X			X
Fresno County CalWORKS	X					X
LOCAL CONSERVATION CORPS				X*		X
FMAAA SENIOR TRANSPORTATION		X	X			X
Food Services Senior Meals (FMAAA & CITY OF FRESNO)				X	X	X
HEAD START					X	X
Special Functions						
ST. AGNES ADULT DAY HEALTH CARE		X	X			X
MASTEN TOWERS		X	X			X
NIKKEI SENIOR CENTER		X**				X
SANCTUARY				X*		X
SENIOR CITIZENS VILLAGE		X				X
SPECIAL EVENTS-NON PROFIT CHARTER TIMESHARES	X	X	X			X

* Provide own Driver.

** Urban CTSa provides back-up.

EXHIBIT B
RURAL CTSa SERVICES
2008/2009

AGENCY	TRANSPORTATION				MEAL DELIVERY		MAINTENANCE		
	GENERAL	ELDERLY	DISABLED	STUDENT	INTERCITY	SHARED PUBLIC & SOCIAL SVC		CONGRE- GATE	HOME- BOUND
CENTRAL VALLEY REGIONAL CENTER			X						X
FRESNO COUNTY EOC				X			X		X
Head Start							X		X
FMAAA Senior Meals							X		X
Rural Meal Delivery Contracted									
FRESNO COUNTY DEPT. OF EDUCATION:									
COURT SCHOOLS				X					X
SUNNYSIDE HIGH MEDICAL SCHOOL PROGRAM				X					X
Special Events-Non-Profit Charter Timeshares	X	X	X	X					X
Services below are not in Rural OPB Rural Budget:									
FRESNO COUNTY RURAL									
TRANSIT AGENCY SUB-CONTRACTED									
Auberry Translt-	X	X				X			
Auberry Translt-Inter-City Translt	X	X			X				
Biola Translt	X	X				X			
Del Rey Translt	X	X			X		X		
Firebaugh Translt	X	X					X		
Fowler Translt	X	X			X				
Huron Inter-City Translt	X	X				X			
Huron Translt	X		X						
Juvenile Justice Shuttle	X						X		
Kingsburg Translt	X	X					X		
Mendota Translt	X	X					X		
Orange Cove Translt	X				X				
Orange Cove Inter-City Translt	X	X					X		
Pattler Translt	X	X	X				X		
San Joaquin Translt	X								
Safina Translt (Saturday Service)	X				X				
Southeast Corridor Service	X				X				
Westside Corridor Translt	X								

** Provide own transportation and Driver

**EXHIBIT C
FRESNO URBAN CTSA SERVICES**

SERVICE DESCRIPTION	TYPE	FY 2007-08 (ESTIMATED)				FY 2008-09 (PROJECTED)			
		PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES	PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES		
PASSENGER TRANSPORTATION									
Senior Programs FMAAA - All routes Master Tower Nikkei Senior Citizens Village	Rideshare Timeshare Timeshare Rideshare	9,500 1,200 2,950 650	2,900 1,100 1,470 230	44,000 10,700 21,000 2,100	9,595 1,212 2,980 657	2,929 1,111 1,485 232	44,440 10,807 21,210 2,121		
Subtotal		14,300	5,700	77,800	14,443	5,757	78,578		
Student (School Bus) Programs Head Start	Consolidate	135,000	9,000	110,000	136,350	9,090	111,100		
Subtotal		135,000	9,000	110,000	137,700	9,180	112,200		
Disabled Programs St. Agnes ADHC Central Valley Regional Center	Timeshare Timeshare	18,100 142,000	7,022 51,000	106,650 950,000	18,281 143,420	7,092 51,510	107,717 959,500		
Subtotal		160,100	58,022	1,056,650	161,701	58,602	1,067,217		
Low Income/Social Service Programs: Fresno County Calworks Night Transportation Special Functions	Timeshare Timeshare	8,930 2,700	4,683 200	108,228 2,100	9,019 2,727	4,730 202	109,310 2,121		
Passenger Total		321,030	77,605	1,354,778	325,590	78,471	1,369,426		
SERVICE DESCRIPTION		TYPE	PASSENGER MEALS	VEHICLE HOURS	VEHICLE MILES	PASSENGER MEALS	VEHICLE HOURS	VEHICLE MILES	
MEAL DELIVERY TRANSPORTATION		CONGREGATE Timeshare	493,000	4,150	64,000	497,930	4,192	64,640	
ALL FCEOC Meal Delivery									
Delivery Total			493,000	4,150	64,000	497,930	4,192	64,640	
FRESNO URBAN CTSA TOTAL			814,030	81,755	1,418,778	823,520	82,663	1,434,066	

EXHIBIT D

FRESNO URBAN CTSA PERFORMANCE INDICATORS
(Estimated and Projected)

FY 2007-08	TOTAL				COST PER			TRIPS/MEALS PER		
	SERVICE DESCRIPTION	TRIPS	HOURS	MILES	COSTS *	TRIP	HOUR	MILE	HOUR	MILE
	Passenger Transportation	321,030	77,605	1,354,778	\$4,005,064	\$12.48	\$51.61	\$2.96	4.1	0.2
	Delivery Transportation	493,000	4,150	64,000	\$140,704	\$0.29	\$33.90	\$2.20	118.8	7.7
	Totals///Average	814,030	81,755	1,418,778	\$4,145,768	\$5.09	\$50.71	\$2.92	10.0	0.6

FY 2008-09	TOTAL				COST PER			TRIPS/MEALS PER		
	SERVICE DESCRIPTION	TRIPS	HOURS	MILES	COSTS	TRIP	HOUR	MILE	HOUR	MILE
	Passenger Transportation	321,030	77,605	1,354,778	\$4,008,046	\$12.48	\$51.65	\$2.96	4.1	0.2
	Delivery Transportation	497,930	4,192	64,640	\$144,925	\$0.29	\$34.57	\$2.24	118.8	7.7
	Totals///Average	818,960	81,797	1,419,418	\$4,152,971	\$5.07	\$50.77	\$2.93	10.0	0.6

* Vehicle Lease , Depreciation, and Capital costs excluded from operating costs basis.

EXHIBIT E

FRESNO URBAN CTSA REVENUE
(Estimated)
FY 2007-08

BUDGET

1. CAPITAL REVENUE	
A. FTA Section 5310 (05/06 cycle)	\$444,421
B. FTA 5310 Match-TDA 07/08	\$60,000
C. Transit Building Renovation - TDA 07/08	\$282,302
D. Transit Building Renovation - TDA carryover	\$67,698
E. City of Fresno Water Main Extension- TDA carryover	\$175,000
F. Vehicle Replacement - Meal Delivery TDA carryover	\$100,000
TOTAL CAPITAL REVENUE	\$1,129,421
2. OPERATING REVENUE	
A. Contract Service Revenue	
1. Central Valley Regional Center	\$2,536,132
2. FMAAA Senior Transportation	52,620
3. Masten Towers	36,133
4. Seniors Citizens Village	6,679
5. Nikkei	0
6. FCEOC - Head Start Transportation	482,475
7. St. Agnes - ADHC	132,312
8. FCEOC-Food Services -All Meal Delivery	121,490
9. Special Trips	25,000
10. Fresno County CALWORKS Transportation	289,000
TOTAL Operational SERVICE REVENUE	\$3,681,841
B. TDA / LTF 4.5 (07/08)	\$512,978
TOTAL OPERATING REVENUE	\$4,194,819
TOTAL REVENUE	\$5,324,240

EXHIBIT F

FRESNO URBAN CTSA EXPENDITURES
 (Estimated)
 FY 2007-08

CATEGORIES	URBAN LTF	SOC SVC FUNDS	FTA 5310	Total Budget
1. CAPITAL				
A. Vehicles - FTA Grant Cycle (05/06)	\$60,000	\$0	\$444,421	\$504,421
B. Facility Renovation-TDA 07/08	\$282,302	\$0	\$0	\$282,302
C. Transit Building Renovation-TDA carryover	\$67,698			\$67,698
D. City of Fresno Water Main extension-TDA carryover	\$175,000			\$175,000
E. Vehilce Replacement-Meal Delivery TDA carryover	\$100,000			\$100,000
TOTAL CAPITAL EXPENSES	\$685,000	\$0	\$444,421	\$1,129,421
2. DIRECT OPERATING				
A. Service Contracts	\$9,600			\$9,600
B. Direct Operating Costs				
(1) Fuel	\$80,864	\$373,277		\$454,141
(2) Maintenance/Registration	\$41,095	\$294,143		\$335,238
(3) Depreciation/Interest/Vehicles	\$6,013	\$43,038		\$49,051
(4) Insurance	\$31,296	\$224,009		\$255,305
(5) Uniform Costs	\$541	\$3,872		\$4,413
(6) Radio Service	\$1,584	\$11,339		\$12,923
TOTAL DIRECT OPER EXPENSES	\$170,993	\$949,678	\$0	\$1,120,671
3. TRANSIT PERSONNEL				
A. Drivers/Driver Aides	\$145,896	\$1,044,275		\$1,190,171
B. Supervision/Dispatch/Admin.	\$40,849	\$292,380		\$333,229
C. Fringe Benefits	\$100,052	\$716,142		\$816,194
TOTAL PERSONNEL EXPENSES	\$286,797	\$2,052,797	\$0	\$2,339,594
4. ADMINISTRATION				
A. FCEOC Administration	\$24,675	\$176,619		\$201,294
B. Telephone/Utilities	\$3,110	\$22,259		\$25,369
C. Supplies	\$1,353	\$9,685		\$11,038
D. Miscellaneous	\$7,860	\$56,256		\$64,116
E. Audit	\$728	\$5,209		\$5,937
F. Contingency	\$17,463	\$409,337		\$426,800
TOTAL ADMIN EXPENSES	\$55,189	\$679,365	\$0	\$734,554
TOTAL OPERATING EXPENSES	\$512,978	\$3,681,841	\$0	\$4,194,819
TOTAL EXPENDITURES	\$1,197,978	\$3,681,841	\$444,421	\$5,324,240

EXHIBIT G

**FRESNO URBAN CTSA REVENUE
(Projected)
FY 2008-09**

	BUDGET
1. CAPITAL REVENUE	
A. FTA Section 5310	\$444,421
B. FTA 5310 Match-TDA 08/09	65,000
C. FTA 5316 Match- TDA 08/09	25,200
D. Transit Building Renovation - TDA 08/09	75,000
E. Vehicle Replacement - TDA 08/09	225,000
F. Maintenance Ventilation System/ Equipment- TDA 08/09	35,000
G. Parking Lot Expansion- TDA carryover	117,700
H. Capital Reserve-TDA Carryover	944,405
TOTAL CAPITAL REVENUE	\$1,931,726
2. OPERATING REVENUE	
A. Contract Service Revenue	
1. Central Valley Regional Center	\$2,536,132
2. FMAAA Senior Transportation	52,620
3. Masten Towers	36,133
4. Seniors Citizens Village	6,679
5. FCEOC - Head Start Transportation	482,475
6. St. Agnes - ADHC	144,373
7. FCEOC-Food Services -All Meal Delivery	80,000
8. Special Trips	25,000
9. Fresno County CALWORKS Transportation	322,100
TOTAL Operational SERVICE REVENUE	3,685,512
B. TDA / LTF 4.5 (08/09)	512,496
TOTAL OPERATING REVENUE	4,198,008
TOTAL REVENUE	6,129,734

EXHIBIT H
FRESNO URBAN CTSA EXPENDITURES
(Projected)
FY 2008-09

	URBAN	SOC SVC	FTA	Total
CATEGORIES	LTF	FUNDS	5310	Budget
1. CAPITAL				
A. FTA Section 5310		\$0	\$444,421	\$444,421
B. FTA 5310 Match-TDA 08/09	65,000	0	0	65,000
C. FTA 5316 Match- TDA 08/09	25,200			25,200
D. Transit Building Renovation - TDA 08/09	75,000			75,000
F. Vehicle Replacement - TDA 08/09	225,000			225,000
E. Maintenance Ventilation System/Equipment TDA 08/09	35,000			35,000
G. Parking Lot Expansion- TDA carryover	117,700			117,700
H. TDA Carryover - Capital Reserve	944,405			944,405
TOTAL CAPITAL EXPENSES	\$1,487,305	\$0	\$444,421	\$1,931,726
2. DIRECT OPERATING				
A. Service Contracts				
B. Direct Operating Costs				
(1) Fuel	\$80,864	\$537,595		\$618,459
(2) Maintenance/Registration	\$21,083	\$324,929		\$346,012
(3) Depreciation/Interest/Vehicles	\$3,001	\$46,257		\$49,258
(4) Insurance	\$14,280	\$220,083		\$234,363
(5) Uniform Costs	\$317	\$4,891		\$5,208
(6) Radio Service	\$992	\$15,283		\$16,275
(7) Contingency- Fuel/Misc.	\$227,384	\$0		\$227,384
TOTAL DIRECT OPER EXPENSES	\$347,921	\$1,149,038	\$0	\$1,496,959
3. TRANSIT PERSONNEL				
A. Drivers/Driver Aides	\$76,648	\$1,181,327		\$1,257,975
B. Supervision/Dispatch/Admin.	\$21,814	\$336,207		\$358,021
C. Fringe Benefits	\$46,130	\$710,975		\$757,105
TOTAL PERSONNEL EXPENSES	\$144,593	\$2,228,508	\$0	\$2,373,101
4. ADMINISTRATION				
A. FCEOC Administration	\$13,850	\$213,466		\$227,316
B. Telephone/Utilities	\$1,492	\$23,001		\$24,493
C. Supplies	\$861	\$13,263		\$14,124
D. Miscellaneous	\$3,429	\$52,854		\$56,283
E. Audit	\$349	\$5,384		\$5,733
TOTAL ADMIN EXPENSES	\$19,982	\$307,966	\$0	\$327,948
TOTAL OPERATING EXPENSES	\$512,496	\$3,685,512	\$0	\$4,198,008
TOTAL EXPENDITURES	\$1,999,801	\$3,685,512	\$444,421	\$6,129,734

**EXHIBIT 1
FRESNO RURAL CTSA SERVICES**

SERVICE DESCRIPTION	TYPE	FY 2007-08 (ESTIMATE)			FY 2008-09 (PROJECTED)		
		PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES	PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES
PASSENGER TRANSPORTATION:							
Student (School Bus) Programs							
Head Start	Consolidate	106,766	7,100	85,000	106,766	7,100	85,000
Other Programs							
Central Valley Regional Center	Timeshare	69,784	26,000	475,000	69,784	26,000	475,000
Fresno County Office of Education - Court School	Consolidate	8,110	3,100	27,000	8,110	3,100	27,000
Fresno County Office of Education - Medical School	Consolidate	7,308	1,200	26,000	7,308	1,200	26,000
Special Trips	Consolidate	900	250	4,000	900	250	4,000
Subtotal		86,102	30,550	532,000	86,102	30,550	532,000
FCRTA (Public Transportation)							
Kingsburg Transit		17,680	3,261	27,776	17,680	3,261	27,776
Selma Transit (Saturdays)		3,210	392	4,303	3,210	392	4,303
Southeast Corridor Service		10,140	2,091	39,638	10,140	2,091	39,638
Westside Corridor		9,580	2,244	49,526	9,580	2,244	49,526
Huron Inter-City		7,048	1,230	27,790	7,048	1,230	27,790
Orange-Cove Inter-City-In-City		32,348	4,960	62,180	32,348	4,960	62,180
Subtotal		80,006	14,178	211,213	80,006	14,178	211,213
FCRTA (Shared Public & Social Svc)							
Auberry Transit (Incls. Inter-City)	Rideshare	4,082	1,920	30,934	4,082	1,920	30,934
Firebaugh Transit		23,838	2,442	30,948	23,838	2,442	30,948
Fowler Transit		13,986	2,452	21,602	13,986	2,452	21,602
Huron Transit		62,382	2,752	11,504	62,382	2,752	11,504
Juvenile Justice		992	1,108	26,782	992	1,108	26,782
Mendoza Transit		19,980	2,460	38,954	19,980	2,460	38,954
Mendoza Transit		6,542	1,984	31,022	6,542	1,984	31,022
Del Rey Transit		9,830	1,994	18,658	9,830	1,994	18,658
Parlier Transit		3,328	1,984	33,478	3,328	1,984	33,478
San Joaquin Transit		144,960	19,096	243,882	144,960	19,096	243,882
Subtotal		417,834	70,924	1,072,095	417,834	70,924	1,072,095
Passenger total							
MEAL DELIVERY TRANSPORTATION:							
Congregate	Timeshare	387,026	5,274	157,848	390,896	5,300	165,000
FCEOC Meal Delivery -All							
Delivery Total		387,026	5,274	157,848	390,896	5,300	165,000
FRESNO RURAL CTSA TOTAL		804,860	76,198	1,229,943	808,730	76,224	1,237,095

EXHIBIT J

FRESNO RURAL CTSA PERFORMANCE INDICATORS
(Estimated and Projected)

FY 2007-08	TOTAL				COST PER			TRIPS PER	
	SERVICE DESCRIPTION	TRIPS	HOURS	MILES	COSTS	TRIP	HOURL	MILE	
	Passenger Transportation	192,868	37,650	617,000	\$2,128,991	\$11.04	\$56.55	\$3.45	5.1 0.3
	Delivery Transportation	387,026	5,274	157,848	\$268,401	\$0.69	\$50.89	\$1.70	73.4 2.5
	Total/Average	579,894	42,924	774,848	2,397,392	\$4.13	\$55.85	\$3.09	13.5 0.7

FY 2008-09	TOTAL				COST PER			TRIPS PER	
	SERVICE DESCRIPTION	TRIPS	HOURS	MILES	COSTS	TRIP	HOURL	MILE	
	Passenger Transportation	192,868	37,650	617,000	\$2,140,552	\$11.10	\$56.85	\$3.47	5.1 0.3
	Delivery Transportation	390,896	5,300	165,000	\$276,453	\$0.71	\$52.16	\$1.68	73.8 2.4
	Total/Average	583,764	42,950	782,000	2,417,005	\$4.14	\$56.27	\$3.09	13.6 0.7

Depreciation, Capital Costs and FCRTA Transit Numbers not included in above indicators.

EXHIBIT K

**RURAL CTSA REVENUE
Estimated
FY 2007-08**

	Budget
1. CAPITAL REVENUE	
TDA / LTF 4.5	
Social Service Revenue -	
<i>TOTAL CAPITAL REVENUE</i>	\$0
2. OPERATING REVENUE	
A. Contract Service Revenue:	
1. Central Valley Regional Center	\$1,249,140
2. FCEOC Headstart - Transportation	\$356,594
3. FCEOC Meal Delivery- All	\$84,372
4. Fresno County Office of Education- Court School	\$46,800
5. Fresno County Office of Education- Medical School-Sunnyside	\$45,360
6. Special Trips	\$25,012
<i>TOTAL SERVICE REVENUE</i>	\$1,807,278
B. TDA / LTF 4.5	\$451,208
TDA carryover @ 6-30-07	\$164,855
<i>TOTAL OPERATING REVENUE</i>	\$2,423,341
TOTAL REVENUE	\$2,423,341

EXHIBIT L

FRESNO RURAL CTSA EXPENDITURES
(Estimated)
FY 2007-08

CATEGORIES	RURAL LTF	SOC SVC FUNDS	FTA SEC 16	Total Budget
1. CAPITAL				
A. Vehicles		\$0	\$0	\$0
TOTAL CAPITAL EXPENSES	\$0	\$0	\$0	\$0
2. DIRECT OPERATING				
A. (1) Service Contracts-FCRTA Augmentation	\$34,308	\$130,792		\$165,100
(2) Senior Transit Passes -FCRTA Rural Systems	\$15,000			\$15,000
B. Direct Operating Costs				
(1) Fuel	\$47,880	\$222,979		\$270,859
(2) Maintenance/Registration	\$40,846	\$155,716		\$196,562
(3) Depreciation/Interest/Vehicles	\$5,392	\$20,557		\$25,949
(4) Insurance	\$31,107	\$118,588		\$149,695
(5) Uniform Costs	\$538	\$2,049		\$2,587
(6) Radio Service	\$1,575	\$6,002		\$7,577
TOTAL DIRECT OPER. EXPENSES	\$176,644	\$656,685	\$0	\$833,329
3. TRANSIT PERSONNEL				
A. Drivers	\$120,877	\$460,820		\$581,697
B. Supervision/Dispatch	\$27,523	\$104,926		\$132,449
C. Fringe Benefits	\$79,421	\$302,776		\$382,197
TOTAL PERSONNEL EXPENSES	\$227,820	\$868,523	\$0	\$1,096,343
4. ADMINISTRATION				
A. FCEOC Administration	\$16,333	\$62,269		\$78,602
B. Telephone/Utilities	\$2,579	\$9,833		\$12,412
C. Supplies	\$1,122	\$4,278		\$5,400
D. Miscellaneous	\$5,543	\$21,130		\$26,673
E. Audit	\$604	\$2,301		\$2,905
F. FCRTA Administration	\$2,078	\$7,922		\$10,000
G. Contingency	\$183,340	\$174,337		\$220,071
TOTAL ADMIN EXPENSES	\$211,599	\$282,070	\$0	\$356,063
TOTAL OPERATING EXPENSES	\$616,063	\$1,807,278	\$0	\$2,423,341
TOTAL EXPENDITURES	\$616,063	\$1,807,278	\$0	\$2,423,341

EXHIBIT M

**RURAL CTSA REVENUE
(Projected)
FY 2007-08**

	Budget
1. CAPITAL REVENUE	
TDA / LTF 4.5	
Social Service Revenue -	
<i>TOTAL CAPITAL REVENUE</i>	\$0
2. OPERATING REVENUE	
A. Contract Service Revenue:	
1. Central Valley Regional Center	\$1,249,140
2. FCEOC Headstart - Transportation	\$356,594
3. FCEOC Meal Delivery- All	\$55,686
4. Fresno County Office of Education- Court School	\$46,800
5. Fresno County Office of Education- Medical School-Sunnyside	\$45,360
6. Special Trips	\$25,000
<i>TOTAL SERVICE REVENUE</i>	\$1,778,580
B. TDA / LTF 4.5	\$499,312
TDA carryover @ June 30, 2007	\$164,855
<i>TOTAL OPERATING REVENUE</i>	\$2,442,747
TOTAL REVENUE	\$2,442,747

EXHIBIT N

FRESNO RURAL CTSA EXPENDITURES
(Projected)
FY 2008-09

CATEGORIES	RURAL LTF	SOC SVC FUNDS	FTA SEC 16	Total Budget
1. CAPITAL				
A. Vehicles		\$0	\$0	\$0
TOTAL CAPITAL EXPENSES	\$0	\$0	\$0	\$0
2. DIRECT OPERATING				
A. Service Contracts-FCRTA Augmentation	\$44,862	\$120,138		\$165,000
B. Direct Operating Costs				
(1) Fuel	\$90,144	\$241,397		\$331,541
(2) Maintenance/Registration	\$53,801	\$144,074		\$197,875
(3) Depreciation/Interest/Vehicles	\$6,999	\$18,743		\$25,742
(4) Insurance	\$34,160	\$91,477		\$125,637
(5) Uniform Costs	\$759	\$2,033		\$2,792
(6) Radio Service	\$2,372	\$6,353		\$8,725
(7) Contingency - Fuel Inflation/misc.	\$64,128	\$171,727		\$235,855
TOTAL DIRECT OPER. EXPENSES	\$297,225	\$795,942	\$0	\$1,093,167
3. TRANSIT PERSONNEL				
A. Drivers	\$176,082	\$471,534		\$647,616
B. Supervision/Dispatch	\$44,165	\$118,271		\$162,436
C. Fringe Benefits	\$103,957	\$278,387		\$382,344
TOTAL PERSONNEL EXPENSES	\$324,204	\$868,192	\$0	\$1,192,396
4. ADMINISTRATION				
A. FCEOC Administration	\$25,986	\$69,587		\$95,573
B. Telephone/Utilities	\$3,416	\$9,146		\$12,562
C. Supplies	\$1,969	\$5,274		\$7,243
D. Miscellaneous	\$7,848	\$21,018		\$28,866
E. Audit	\$799	\$2,141		\$2,940
F. FCRTA Administration	\$2,719	\$7,281		\$10,000
TOTAL ADMIN EXPENSES	\$42,737	\$114,447	\$0	\$157,184
TOTAL OPERATING EXPENSES	\$664,167	\$1,778,580	\$0	\$2,442,747
TOTAL EXPENDITURES	\$664,167	\$1,778,580	\$0	\$2,442,747

**CONSOLIDATED TRANSPORTATION SERVICE AGENCY
OPERATIONS PROGRAM AND BUDGET
FOR FISCAL YEAR 2008-2009
CLOVIS URBAN AREA**

Draft Date: May 2008

**SUBMITTED TO
THE COUNCIL OF FRESNO COUNTY GOVERNMENTS**

**PREPARED BY
CITY OF CLOVIS
THE CLOVIS CONSOLIDATED TRANSPORTATION SERVICE AGENCY**

**1033 Fifth Street
Clovis, CA 93612
Phone: 324-2760**

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OPERATIONS AND PROGRAM BUDGET OF THE CLOVIS URBAN CONSOLIDATED TRANSPORTATION SERVICE AGENCY

INTRODUCTION

The City of Clovis operates two types of public transit service. Clovis Stageline provides general public, fixed-route service within the City limits and to California State University, Fresno. Clovis Roundup operates specialized demand-responsive service for elderly and disabled residents with scheduled trips within Clovis/ Fresno metropolitan area. The City of Clovis has designated Roundup services as the Consolidated Transportation Service Agency (CTSA) for the Clovis Transit service area.

INTRODUCTION

The Consolidated Transportation Service Agency (CTSA) Operations Program and Budget (OPB) for the Clovis Urban Area has been developed in cooperation with the Council of Fresno County Governments (COFCG). The OPB is intended to:

1. Provide a program of operations, including an implementation schedule for new or modified services, and a program budget for CTSA coordinated and consolidated social service transportation services for the program year, July 1, 2008 through June 30, 2009.
2. Serve as a resource document for local elected officials, social service agencies, and citizens.
3. Demonstrate the CTSA's compliance with Section 99275.5 of the Public Utilities Code concerning Article 4.5 claim evaluation criteria and required findings, and with the COFCG Assembly Bill 120 Action Plan (adopted February 1982).
4. Document efforts to improve coordination and consolidation of social service transportation services in order to:
 - a. Demonstrate compliance with Chapter 1120 of the 1979 California Statutes by addressing and substantiating which of the coordination benefits specifically listing in the legislation should be pursued by the CTSA.
 - b. Create additional opportunities to utilize supplemental grant funding available from federal and state assistance programs to support social service transportation services by demonstrating that "coordination criteria" have been met.

Operational concerns for FY09 include:

- Continued coordination for elderly and disabled riders between the fixed route and demand responsive services;
- Close monitoring of time performance on fixed route service;
- Additional demand for service to newly expanded service areas to the northwest and northeast, especially the Harlan Ranch area and southeast urban area;
- Evening and weekend service; including the taxi voucher program service;
- Review of consultant's recommendations for changes to fixed-route service, schedule and locations; and complementary paratransit service;
- Sufficient vehicles and staff for service at the end of the school day, especially school runs to Buchanan and Reagan education complexes;
- Coordination with the City of Fresno to transition passengers between paratransit services to/from Clovis for Fresno residents;
- Focus marketing on routes with low productivity by targeting population served by the routes. Some of the challenges include staff development, state-of-the-art equipment management such as computerized dispatching and monitoring, and fiscal systems which assist in the decision making process.
- Coordination with Fresno Area Express and Fresno County Rural Transit for a county-wide farebox system, and coordinated scheduling pending approval of JARC and New Freedom grants.

GOALS, OBJECTIVES, AND POLICIES FOR CONSOLIDATED TRANSPORTATION SERVICE AGENCIES (STATE AND REGIONAL MANDATES)

In 1985 the Clovis City Council adopted the following goals, objectives and standards for Clovis Transit as part of the transit planning process. Annually the Council reviews and amends these standards as needed.

Chapter 1120 of the 1979 California Statutes and the Assembly Bill 120 Action Plan declare goals, objectives and policies which apply "generally" to CTSA services. These are as follows:

GOAL

Improve transportation service required by social service fund recipients by promoting the improved coordination and consolidation of transportation services.

Objectives Which May Apply

1. Centralized administration for the elimination of duplicated administrative requirements.
2. Identification and consolidation of all sources of funding for the provision of more effective and cost efficient services.
3. Centralized dispatching for more efficient vehicle use.
4. Centralized maintenance for adequate, regular and more cost effective vehicle maintenance.
5. Adequate driver training programs for safer vehicle operation and lower insurance costs.
6. Combined purchasing for more effective cost savings.

Policies

1. Any centralized administration shall utilize, to the maximum extent possible, existing public and private administrative capabilities and expertise to achieve the system goals.
2. Existing sources of funding utilized prior to the Social Service Transportation Improvement Act (Assembly Bill 120) shall, to the maximum extent possible, be continued.
3. The consolidation of services shall, to the maximum extent possible, utilize existing agency operating and maintenance personnel and expertise.
4. The COFCG shall utilize its regulatory roll over Transportation Development Act (TDA) moneys by monitoring and evaluating the performance of the CTSA's through the TDA claim process, an annual financial audit, and annual productivity evaluation, a triennial performance audit, and the CTSA's compliance with the Action Plan.
5. The COFCG, as part of its on going transportation planning process, which includes review by various technical committees, shall review CTSA designates compliance with the Action Plan at least annually.
6. The COFCG shall review, through the Executive Order 12372 review process, the transportation services offered by social service agencies and their consistency with the Action Plan, and make appropriate comments and findings encouraging their participation with the CTSA, as part of the final Clearinghouse commentary.
7. The COFCG shall encourage members to evaluate their financial commitments to local social service projects (which either in full or part provide transportation services) and make appropriate recommendations for proper coordination with the CTSA in order to maximize the effective use of local transportation dollars.
8. Transportation Development Act/Local Transportation Fund (TDA/LTF) Article 4.5 moneys shall not be expended without a minimum dollar for dollar match with other available funds to the CTSA.

9. The CTSA shall be required to maintain, at a minimum, an overall farebox revenue to operating cost ratio of 10% for all CTSA transportation services. The 10% farebox recovery may also be provided for by CTSA contractual arrangements or donations. The funding formula would then be 45% TDA/LTF Article 4.5 moneys and 55% local match.

GOALS, OBJECTIVES, AND STANDARDS FOR THE CLOVIS CONSOLIDATED TRANSPORTATION SERVICE AGENCY (LOCAL MANDATES)

In 1985 the Clovis City Council adopted the following goals, objectives and standards for Clovis Transit as part of the transit planning process. Annually the Council reviews and amends these standards as needed.

GOAL 1. SERVICE LEVELS: CLOVIS TRANSIT WILL PROVIDE PUBLIC TRANSPORTATION SERVICE TO A MAXIMUM NUMBER OF PEOPLE IN THE CLOVIS AREA.

Objective A.: To provide a transit system that meets the public transportation needs of the service area.

Standard 1: Clovis Transit's demand responsive service (Roundup) will operate seven (7) days a week excluding City observed holidays. Operational hours for demand responsive service in Clovis is 6:15 A.M. to 6:15 P.M. Monday through Friday. Saturday & Sunday hours are 7:00am to 3:30pm.

Standard 2: Clovis Transit's CTSA Roundup services shall implement "real time dispatching" for demand responsive service to improve overall operations and increase ridership.

Objective B: To provide CTSA Roundup transit services that adequately serves the elderly and disabled residents.

Standard 1: Clovis Transit should maintain base fare levels for elderly and disabled riders, those qualifying for ADA/curb-to-curb or door-to-door service pay twice the base fare for service.

Standard 2: As per The Americans with Disabilities Act of 1990 (ADA) all new vehicles purchased must have ADA lifts. All vehicles meet those regulations as of March 16, 1997.

Objective C: To secure a stable and sufficient local funding mechanism.

Standard 1: Clovis Transit should identify and coordinate funding mechanisms that will address all transportation funding needs in the Clovis Area.

Standard 2: Clovis Transit should identify short and long range needs and maximize revenue resources, utilizing all funding mechanisms including federal grants, State enabling legislation, and farebox revenue.

GOAL 2. SERVICE QUALITY: CLOVIS TRANSIT WILL PROVIDE A QUALITY SERVICE.

Objective A: To provide reliable public transit service.

Standard 1: Clovis Transit's CTSA Roundup Services should operate its demand response service within five (5) minutes before the scheduled pick up time and no more than fifteen (15) minutes after the scheduled pick up time. Drivers shall not wait for patrons for more than five (5) minutes after arrival at the designated pick up time. Passengers going to Fresno must be ready an hour before the pick-up time and may wait 45 minutes to one hour for a ride back to Clovis.

Objective B: To provide clean, attractive and comfortable vehicles and facilities.

Standard 1: All CTSA Roundup vehicles returning to the yard after revenue service should be swept and dusted before being assigned for service the following day.

Standard 2: The exteriors of Clovis Transit vehicles should be cleaned at least once-a-week.

Standard 3: In winter, the heaters on Clovis Transit vehicles should work 100% of the time.

Standard 4: In summer, at least 95% of all vehicles on the street should have operable air-conditioners.

Objective C: To provide a safe system.

Standard 1: Clovis Transit vehicles should operate in excess of 150,000 miles between preventable accidents, and bus operators should be formally recognized for their safe driving.

Standard 2: Buses should be checked daily for proper operation and condition of lights, mirrors, radios, and fluids; detailed mechanical inspections should be done every 3,000 miles/45 days. Operations, maintenance, and other employees will be provided safety training at the beginning of their employment and such training will be updated on a regularly scheduled basis.

Objective D: To record and respond to all public comments.

Standard 1: Clovis Transit should continue to track and evaluate all compliments, complaints, and inquiries from the public.

GOAL 3: SERVICE PRODUCTIVITY: CLOVIS TRANSIT WILL OPERATE AN EFFICIENT AND EFFECTIVE BUS SYSTEM.

Objective A: To establish and maintain system-wide productivity indicators.

Standard 1: Clovis Transit should achieve a 10% farebox recovery ratio for demand responsive (CTSA Roundup Service) and 20% for fixed route (Stageline Services).

Standard 2: Clovis Transit should record and report, at least monthly with quarterly reports forwarded to Clovis City Council, the following performance indicators.

Total Monthly Ridership
Total Monthly Revenue
Total Monthly Expense
Total Revenue Hours
Passengers Per Revenue Mile
Total Revenue Miles
Total Non-Revenue Miles
Average Weekday Ridership
Farebox Ratio
Total Road Calls
Total Operating Expense Per Passenger
Total Operating Expense Per Revenue Hour
Total Operating Expense Per Revenue Mile
Total Revenue Per Revenue Hour
Total Revenue Per Revenue Mile
Passengers Per Revenue Hour
Equivalent Full Time Employees

GOAL 4 SYSTEM IMAGE: CLOVIS TRANSIT WILL STRIVE TO PROMOTE ITS SERVICE AND IMPROVE ITS IMAGE.

Objective A: To develop and implement a fixed-route Request for Proposal requirement in which the Contractors will assist in the update of the Clovis Transit Marketing Program.

Standard 1: Clovis Transit will continue to review and update its marketing program.

Standard 2: Clovis Transit should stress the positive impact of Clovis Transit in the community through press releases, speeches, and involvement in community activities on the average of at least once-a-month.

Standard 3: Through effective marketing and implementation of route changes, Clovis Transit should increase overall system ridership.

Objective B: To provide complete and accurate public transit information.

Standard 1: Current bus schedules and system information should be available to the public at all major public facilities.

Standard 2: Telephone service information should be available to the public at all times during hours of operation.

Objective C: To provide for community involvement in transit system affairs.

Standard 1: Clovis Transit should become involved in and work with citizens groups, the Chamber of Commerce, the Downtown Association and other area merchant associations, to communicate the services and benefits of Clovis Transit.

Standard 2: Clovis Transit should develop a public relations program with area schools to educate children about the bus system

OVERVIEW

The "Assembly Bill 120 Action Plan for Fresno County" (February 1982) developed by the COFCG designated the City of Clovis as the CTSA for the Clovis Urbanized Area. The Clovis CTSA is coordinated by the Transit Supervisor and General Services Manager.

Clovis Roundup provides demand-responsive, curb-to-curb and door-to-door transportation service for the elderly and disabled residents within the City's existing Sphere of Influence. Service is available Monday through Friday and limited weekend service within the Clovis area, and Monday through Friday to Fresno.

The program was originally funded with an Older Americans Act Grant but now is funded by City and TDA/Local Transportation Funds. The most significant social service provider in Clovis is the Clovis Senior Service Center. Most social services in the area are provided by or through the Senior Center. Clovis Transit also works closely with Central Valley Regional Center, Clovis Unified School District and various County departments. In FY 88, the Clovis City Council designated its Roundup service solely as a Consolidated Transportation Service Agency (CTSA) function. Due to increasing operational costs, (specifically greatly increased maintenance costs, fuel costs, and salary increases) local Measure "C" dollars are used to provide the necessary match of TDA/LTF Article 4.5 funds.

Roundup service operates within Clovis Monday through Friday, 6:15 A.M. to 6:15 P.M. and weekends from 8:00 A.M. to 3:00 P.M. Service to Fresno is available Monday through Friday, 7:00 A.M. to 4:00 P.M. Reservations can be made up to fourteen (14) days in advance and next day reservations with ADA riders having priority service.

Effective January 2002 the Clovis City Council approved a fare increase for the Roundup services: \$1.00, within the Clovis area per one-way trip. The zonal fares for curb-to-curb service

within Fresno range from \$1.75 to \$2.50 depending upon the destination within the zones and for door-to-door service for an additional \$1.00 per trip. In November 2007, Stageline fare were revised to become the following per one-way trip: General Public (age 6-64) \$1.00; Disabled riders \$.50; Senior Citizens age 65 and over Free; Children under age 6 with a fare paying adult Free. The system utilizes twenty-two vehicles with two backup vehicles all of which are wheelchair lift-equipped and met ADA standards. Clovis Transit also operates two Ford Freestar vans to transport ambulatory passengers during peak times and has Dodge vans as back up.

Marketing efforts in FY 07-08 included radio advertising, print advertising and community events. Stageline implemented weekend service and free rides for seniors over age 65 which was advertised in a radio and marketing blitz in November and December, 2007. Clovis Transit information is listed in the City of Fresno FAX guide. The Metro Pass, which is valid on both Stageline and FAX buses at a cost of \$40.00 per month, has been a successful program and is continuing. A county-wide registering farebox system is also being evaluated in coordination with Fresno Area Express and Fresno County Rural Transit.

A taxi voucher program was initiated in 2002 to allow cross over riders to stay late or ride very early into the transit areas. The taxi voucher rules were revised in 2003 to provide service for essential trips only such as school, work, and medical appointments. All taxi voucher trips must be approved in advance.

As part of the Measure C implementation schedule, a additional taxi voucher program is to be placed into service in FY 08-09 countywide. This new program will provide seniors age 70 and over with a specific quantity of taxi vouchers per month that can be used for senior transportation.

In 2004 and 2005 two Ford minivans were added to the fleet. They are operated specifically by van drivers and help serve those passengers who do not need the wheelchair lift.

With the passage of Measure C, Clovis Transit some services expansions occurred during FY 07-08 including:

- Additional Stageline fixed-route bus on Route 50 to increase frequency from 1-hour to 30-minutes.
- Implementation of weekend Stageline fixed-route service.
- Expanded weekend Roundup service to coincide with weekend Stageline service.
- A weekend dispatcher/clerical for Roundup and Stageline
- Additional clerical staff
- Review and recommendations for the entire fixed-route system by a consultant.

DESCRIPTION OF EXISTING PARATRANSIT SERVICES

A. CITY OF CLOVIS - ROUNDUP

1. Background

Roundup, is a demand-responsive service providing both curb-to-curb and door-to-door service. Service is available to qualified riders requesting transportation within the service area and provides essential service to many ambulatory and non-ambulatory passengers. Service is currently provided by radio dispatched, lift-equipped mini-buses as well as two mini-vans for ambulatory passengers.

2. Service Area

Roundup, operated by the City of Clovis, provides both curb-to-curb and door-to-door service on a demand-responsive basis to elderly and disabled residents within its existing boundaries, primarily along Shepherd Avenue to the north, Dakota Avenue to the south, De Wolf Avenue to the east and west to the City limits. Zonal service is also operated within the City of Fresno as far north as Shepherd Avenue, south to Kings Canyon, west to West Avenue and south to Downtown Fresno.

3. Days and Hours of Operation

Currently, Roundup operates within Clovis' Sphere of Influence Monday through Friday from 6:15 A.M. to 6:15 P.M. and Saturday & Sunday service from 7:30 A.M. to 3:30 P.M. as demand requires. ~~Service to Fresno operates Monday through Friday 7:00 A.M. to 4:00 P.M. Taxi voucher service is available on a case by case basis for rides needed to Fresno outside of Roundup's hours of operation.~~

4. Response Time

Service is provided on both an advance-reservation basis and a real-time, space-available basis. Passengers may make reservations up to fourteen (14) days in advance or the required 24 hours/one working day in advance and could displace non ADA riders. Service is offered on a first-called/first-served basis. Roundup policy requires the passenger to be ready at least one (1) hour before a scheduled Fresno appointment and 45 minutes for a Clovis appointment with pick-up within 5 minutes of designated time and no longer than 15 minutes after designated time for pick-up.

5. Eligibility

Service is available to those persons who have been ADA certified and/or are over 55 years in age. To become certified, the applicant must complete an ADA application and return it to the administrative offices located at 155 N. Sunnyside Ave. Applications are reviewed by an outside

rehabilitation center and the dispatcher maintains a file of ADA certified ridership. Clovis Transit utilizes the same vendor for the application approval process which standardized the ADA process for riders utilizing either Clovis Transit or Fresno Area Express.

6. Fares

CURB-TO-CURB

Curb-to-curb services is provided for elderly or disabled passengers with no driver assistance. An \$18.00-20 ride convenience pass transferable to Stageline is also offered. An attendant may ride free with a certified ADA passenger. One-way **curb-to-curb** fares are as follows:

- \$1.00 within Clovis
- \$1.75 for travel to Fresno north to Shepherd, south to McKinley, and west to Palm.
- \$2.50 for travel to Fresno north to Shepherd, south of McKinley to Kings Canyon and downtown Fresno, and west of Palm Avenue to West Avenue.

DOOR-TO-DOOR

Door-to-door service is provided for elderly or disabled passengers with driver assistance as needed. Such assistance includes opening and locking of exterior doors, pushing wheelchairs from the door to the bus, assisting on and off the bus, carrying parcels to and from the bus, etc. Such assistance does not include providing assistance inside the passenger's residence. The fare for one-way, **door-to-door** service for passengers requiring special assistance are an additional \$1.00 per trip.

7. Restriction on Trip Purpose and Capacity Constraints.

Roundup does not restrict trips based on trip purpose. Dispatchers schedule as many trips as can be accommodated beyond pre-scheduled subscription trips (less than 50%) on a space-available basis.

Roundup policies do not restrict the number of trips provided to an individual nor is a waiting list maintained. Roundup's operational practices do not allow for substantial numbers of untimely pick-ups, trip denials, missed trips, or excessively long trips that would limit availability of service.

8. Automated Dispatching

Clovis Transit has purchased and installed a dispatching computer program with GIS mapping systems and automates all dispatching, routing and scheduling functions as well as create reports regarding ridership, fares, and operating costs.

9. Vehicle Profile

Roundup operates with eleven (11) lift-equipped mid-size buses and two mini-vans for ambulatory passengers.

Vehicle Profile -- Roundup Fleet

Year	Model	Number	Lift Equipped
1998	Goshen	2	Yes
2001	El Dorado Cutaway	5	Yes
2003	Goshen Cutaway	3	Yes
2004	Ford Freestar	1	No
2005	Ford Freestar	1	No
2007	Glaval Cutaway	1	Yes
Total		13	

10. Ridership

Year	Inter-city Trips to Fresno	Trips within Clovis	Total
FY04-05	16,320	25,567	41,887
FY05-06	16,988	28,543	45,531
FY06-07	17,539	30,055	47,594
FY07-08 Projected	20,395	34,417	54,812
FY08-09 Est.	21,415	36,138	57,553

CLOVIS ROUNDUP

Annual Productivity Trends FY 2005 - 2009

Indicator	Fiscal Year					Percent Change			
	2004-2005	2005-2006	2006-2007	Est. 2007-2008	Proj. 2008-2009	05-06	06-07	07-08	08-09
Total Passengers	41,887	45,531	47,594	54,810	57,550	8.7%	4.5%	15.2%	5%
Vehicle Hours	21,241	19,784	22,055	25,305	26,570	-6.9%	11.5%	14.7%	5%
Vehicle Miles	251,407	268,930	286,937	328,936	345,383	7.0%	6.7%	14.6%	5%
Operating Costs	\$995,522	\$1,181,610	\$1,375,107	\$1,375,998	\$1,444,789	18.7%	16.4%	.1%	5%
Fares*	\$99,552	\$118,161	\$137,510	\$137,599	\$144,478	18.7%	16.4%	.1%	5%
Employees	8.5	9.5	10	11	11.5	11.8%	1.1%	10%	4.5%
Passengers/Hour	1.97	2.30	2.16	2.16	2.16	16.7%	-6.1%	0.0%	0.0%
Passengers/Mile	.17	.17	.17	.16	.16	0.0%	0.0%	-5.9%	0.0%
Cost/Vehicle Hour	\$46.87	\$59.73	\$62.35	\$54.38	\$54.38	27.4%	4.4%	-12.8%	0.0%
Cost/Vehicle Mile	\$3.96	\$4.39	\$4.79	\$4.18	\$4.18	10.8%	9.1%	-12.8%	0.0%
Veh. Hours/Employee	2,499	2,082	2,206	2,300	2,310	-16.7%	6.0%	4.3%	0.0%
Op Subsidy/Passenger	\$22.29	\$24.52	\$27.37	\$23.68	\$23.68	10.0%	11.6%	-13.5%	0.0%
Farebox Ratio	10%	10%	10%	10%	10%	0.0%	0.0%	0.0%	0.0%
Fbox ratio w/out Meas C	6.2%	5.5%	5.3%	5.6%	5.6%	-11.3%	-3.6%	5.7%	0.0%

- FY04 fares include \$35,988 in Measure C funds
- FY05 fares include \$37,667 in Measure C funds
- FY06 fares include \$52,962 in Measure C funds
- FY07 fares include \$65,878 in Measure C funds
- FY08 fares include \$60,046 est. in Measure C funds

ROUND-UP TRANSIT ESTIMATE BUDGET FISCAL YEAR 07-08
C.T.S.A.

	FARES/ ADVERTISING/ MISC.	ARTICLE 4 FUNDS	STA FUNDS	SOC. SVCS./ MEASURE C FUNDS	T.D.A. ARTICLE 4.5 FUNDS	TOTAL EXPENDITURES
OPERATING EXPENSES- PERSONNEL						
Personnel (Salaries and Overtime)		\$351,287			\$150,000	\$501,287
Extra Help	\$81,000	\$146,000				\$227,000
Benefit Package		\$300,364				\$300,364
OPERATING EXPENSES-						
SERVICES, MATL'S & SUPPLIES						
Vehicle Charges		\$229,671		\$113,929		\$343,600
Communication				\$8,000		\$8,000
Marketing and Promotion				\$12,000		\$12,000
General Services/Admin Charges				\$129,800		\$129,800
Training, Dues and Subscriptions				\$3,350		\$3,350
Travel and Meeting Expenses				\$2,500		\$2,500
Software Maintenance/Service				\$3,500		\$3,500
Insurance				\$12,121		\$12,121
Other				\$14,800		\$14,800
CAPITAL EXPENSES						
Vehicles			\$300,000			\$300,000
TOTALS	\$81,000	\$1,027,322	\$300,000	\$300,000	\$150,000	\$1,858,322

ROUND-UP TRANSIT PROJECTED BUDGET FISCAL YEAR 08-09
C.T.S.A.

	FARES/ MISC.	ARTICLE 4 FUNDS	STA FUNDS	SOC. SVCS./ MEASURE C FUNDS	T.D.A. ARTICLE 4.5 FUNDS	TOTAL EXPENDITURES
OPERATING EXPENSES- PERSONNEL						
Personnel (Salaries)		\$415,986			\$150,000	\$565,986
Extra Help	\$77,000	\$264,000				\$341,000
Benefit Package		\$351,044				\$351,044
OPERATING EXPENSES-						
SERVICES, MATL'S & SUPPLIES						
Vehicle Charges		\$376,600				\$376,600
Communication		\$8,000				\$8,000
Marketing and Promotion		\$12,000				\$12,000
General Services/Admin Charges		\$39,870		\$89,930		\$129,800
Training, Dues and Subscriptions				\$4,350		\$4,350
Travel and Meeting Expenses				\$2,550		\$2,550
Software Maintenance/Service				\$4,000		\$4,000
Insurance				\$13,370		\$13,370
Other				\$10,800		\$10,800
CAPITAL EXPENSES						
Vehicles			\$300,000			\$300,000
Farebox System				\$175,000		\$175,000
TOTALS	\$77,000	\$1,467,500	\$300,000	\$300,000	\$150,000	\$2,294,500

FOLLOW-UP ACTIONS ON THE TRIENNIAL PERFORMANCE AUDIT FISCAL YEARS 2004-2006

The latest Triennial Performance Audit of the City of Clovis Transit System was completed by PMC Inc. in June, 2007. The audit concluded that during the audited period the City of Clovis was conducting its transit operations in an effective manner. The audit recommended the following:

FUNCTIONAL REVIEW, FINDINGS AND RECOMMENDATIONS

Triennial Audit Findings

1. All TDA compliance requirements were met except for the late submittal of State Controller's Reports in FY2005.
2. Of the four prior audit recommendations, one was fully implemented (reporting weekend hours for Roundup in the State Controller Report), one was partially implemented (submitting State Controller Report on time), another was not implemented (developing written procedures for addressing customer complaints), and the last is an on-going effort (closely monitoring performance trends). The prior recommendation for Clovis Transit to develop written procedures for addressing complaints is carried forward in this audit as a recommendation for full compliance.
3. Operating costs systemwide increased by 37% over the last three years. As the service area grew due to population growth, operating expenses increased to meet the demand. Factors such as fuel price increases, wage increases, and maintenance and repair costs of an aging fleet contributed to the growth in operating expenses. Additional buses were added to junior and high schools, such as Buchanan High School and Reagan Education Complex.
4. Total ridership for Clovis Transit increased by 38 percent during the audit period. By mode, Stageline ridership increased by 44 percent, and Round Up ridership increased by 22 percent. Additional bus trips and better efficiencies through reduction of passenger transfer between buses improved ridership. The growth in the senior population as part of the City's overall population growth contributed to the ridership growth on Round Up.
5. As a result of ridership growth, fare revenue increased over 31 percent over the last three years. A systemwide fare increase was implemented in January 2002 which raised the fares for both Stageline and Round Up. Despite the growth in fare revenue, the amount of local assistance (Measure C) required for Clovis Transit to meet the TDA farebox ratio increased by 33 percent over a three year period. This is due to operating costs increasing more quickly than fare revenue being generated. Without Measure C support, the farebox ratio for Clovis Transit is around 6 percent.
6. New development is occurring along the northern edges of the City, including the near completion of the Clovis North Educational Center and the Clovis Center Community

College. Clovis Transit is working with Fresno Area Express to determine how transit service could be extended to these areas.

7. In May 2004, the City entered into an agreement with the County to provide Round Up service to the unincorporated island of Tarpey Village south of Clovis. Payment by the County is based on the proportion of ridership by residents in Tarpey Village.
8. The rental of the trolley for special events has been quite successful. It was indicated that the trolley are rented about two weekends a month. Because the system does not receive federal transit funding, Clovis Transit is not subject to strict federal charter service policies
9. Transit vehicles are equipped with Automatic Vehicle Location (AVL) software, which has been recently upgraded. The AVL system is also equipped with a panic foot pedal to covertly alert the transit office in the event of an emergency. The technology is still in the process of being integrated with the dispatch and scheduling program.
10. An innovative program for addressing missed pick-ups on Roundup was developed to provide evidence that the vehicle arrived at the destination.
11. During the audit period, in conjunction with the City of Fresno, Clovis updated its Short Range Transit Plan (SRTP) 2005-2010 for the Fresno-Clovis Urbanized Area. The SRTP serves to update the system's operating plan and capital program.
12. The Measure C Extension approved by Fresno County voters in November 2006 is expected to have a tremendous impact on Clovis Transit's service planning and delivery. Clovis is projected to receive approximately \$33.7 million over the twenty year span of the measure.
13. The City received approximately \$30,000 per year from exterior advertising on the buses in the past three years. As the current with a private vendor is expiring, the City is also examining the potential of having advertising featured on existing bus shelters and finding sponsors to fund the placement of additional shelters.

Triennial Audit Recommendations

1. Perform "final" review of the State Controller's Report for Consistency and Accuracy.

The Transit Supervisor should conduct final review of the annual State Controller's Report to ensure that the data being submitted to the State is accurate and is consistent with the information provided to the Fresno COG for the Transit Productivity Evaluation Report

The new General Services Manager will work with Finance to review the annual State Controller Report.

2. Develop and document a standardized complaint handling process.

As a carryover from the prior performance audit, Clovis Transit should develop a step-by-step process and flow chart that outlines the steps for addressing a customer complaint, from the initial phone call taken by the dispatcher, to follow up actions taken by transit staff. A standalone, standardized complaint form should be developed that has sections to be filled out by staff for each step, including the nature of the complaint, who was forwarded the complaint for handling, actions taken to address the complaint, and if there was follow up communication with the customer. Standardizing and documenting the complaint process ensures a transparent and consistent process for both the transit system and the public. The written procedures might also be included in the Operations Manual.

A new procedures manual including a form and procedures for complaints will be designed by the General Services Manager.

3. As resources allows, expand the mobility training program.

The Transit Supervisor has recently implemented mobility training for senior citizens residing in senior complexes to instruct them on the use of the fixed-route system in lieu of the dial-a-ride service. Provided that Round Up service is more expensive to provide on a per passenger basis than Stageline, eligible passengers could be made more aware of Stageline, which is ADA accessible and could provide the same trip. The mobility training program enables transit staff to educate and train existing and potential riders of the fixed route service and lessen concerns they may have.

As staffing and funds are available, the training will continue. As of November, 2007, seniors age 65 and over are free on Stageline which offers further incentive for Round Up passengers to travel on Stageline fixed-route services.

**CLOVIS STAGELINE/ROUNDUP:
2007 PRODUCTIVITY EVALUATION COMMITTEE RECOMMENDATIONS**

- A. *Comply, where feasible, with the FY04 through FY06 Triennial Performance Audit Recommendations.***

This is ongoing

- B. *Continue to monitor effectiveness of Stageline service, optimize routing, and seek ways to increase ridership to maintain the State-mandated 20% farebox ratio without continued reliance on Measure C farebox subsidy.***

Although the farebox ratio was not achieved directly from ridership contributions, the Clovis City Council allocated Measure "C" funds be utilized on the Local Transportation Fund Claim to meet the State mandated 20% ratio. With the new Measure C funding, additional Stageline service have been implemented including weekend service. A consultant has reviewed the entire system for improvements and efficiency. Staff is reviewing the auditor's recommendations for implementation in FY 08-09.

- C. *Continue to improve CTSA potential through increased coordination and consolidation with local social service transportation providers to reduce its reliance on Measure C farebox subsidy.***

Currently, Clovis Transit is working with CVRC by transporting clients and providing assistance in the transitional training of special needs riders who are able to travel on either demand responsive or fixed-route service. This on-going coordination with local social service agencies to improve independent living skills of special riders will continue. Additional coordination occurs with Clovis Unified School District to assist special needs classes in travel training and education regarding transportation available to the disabled.

- D. *Continue to coordinate with FAX to consolidate services for maximum efficiency and effectiveness.***

This is ongoing. In FY 07-08, Fresno Handy Ride has eliminated all services into Clovis. Additional coordination has been required for Clovis Transit to accommodate transfers from Handy Ride to Round Up. Most recently, Clovis, Fresno County Rural Transit and FAX are working together on a request for proposal for a county-wide farebox system.

- E. *Implement responsibilities under the Americans with Disabilities Act of 1990.***

Full compliance has been obtained. A dispatcher is now available during all hours of operation.

- F. *Address responsibilities under the Clean Air Act of 1990, the San Joaquin Valley Unified Air Pollution Control District Clean Air Plan, the Council of Fresno County Governments Transportation Control Measures Plan and Congestion Management Plan (CMP).***

This is ongoing. When operationally feasible, Clovis Transit will purchase low emission vehicles to help reduce emissions.

G. Coordinate with the Fresno County Department of Social Services to plan and implement transportation strategies focused on addressing the State mandates Welfare to Work - CalWorks Program.

Coordination with Human Services is ongoing including coordinating with bus pass purchases. A number of students in the program attend the Clovis Adult School, which is served every 30 minutes.

H. Prepare for the TDA Triennial Performance Audit for FY 2003-2004 through FY 2005-2006.

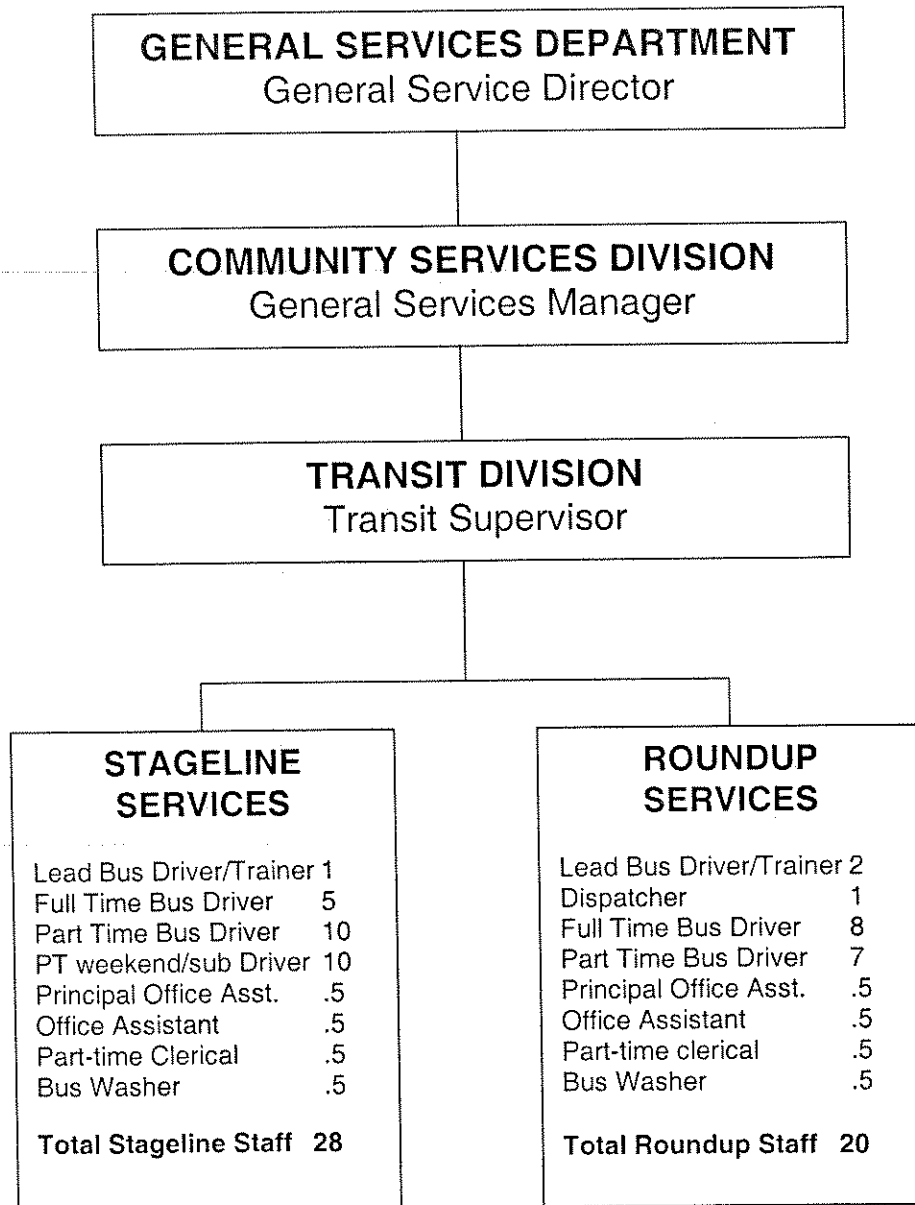
Audit was completed in June, 2007.

I. Prepare and adopt updated Short Range Transit Plans / Operation Program and Budget to reflect the inclusion of Measure C funded programs.

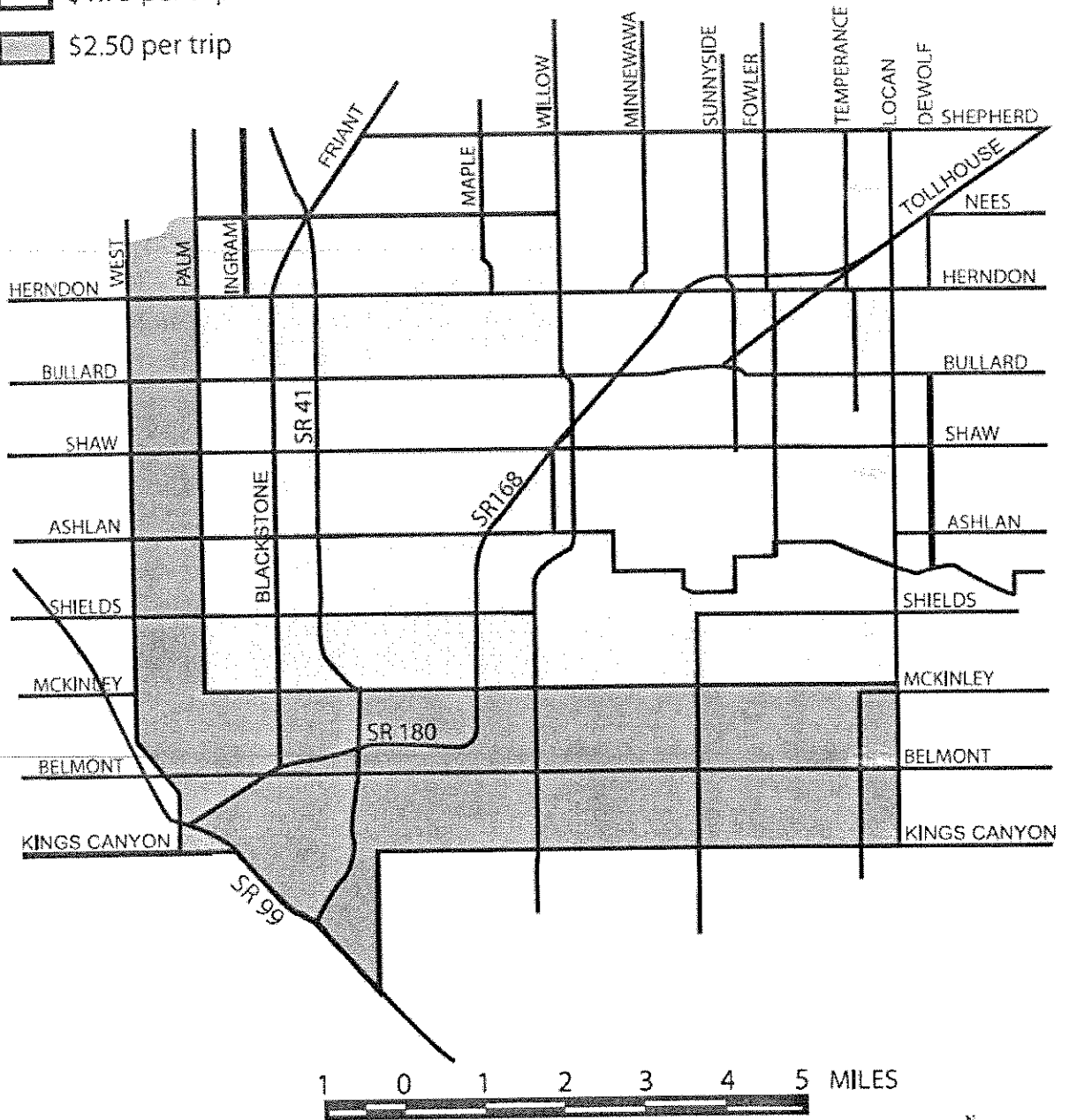
With the passage of Measure C in November 2006, Clovis Transit has implemented some of the service improvement as addressed in the expenditure plan. A consultant was hired to evaluate further service improvements and changes. Evaluation of the consultant's recommendations is commencing and additional service improvements are expected in FY 2008-09.

**AMERICANS WITH DISABILITIES ACT OF 1990
ADA PARATRANSIT PLAN**

As of 1996, the City of Clovis has been in full compliance with the ADA. Clovis Transit's entire fleet is lift-equipped. ADA reports have been completed until 1996 and letters of compliance completed for each year thereafter.



-  \$1.00 per trip
-  \$1.75 per trip
-  \$2.50 per trip



-  FRESNO SERVICE AREA BOUNDARY
-  MUST RESIDE WITHIN THIS BOUNDARY

RESOLUTION 08 -

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS ADOPTING THE
CTSA'S OPERATIONS AND PROGRAM BUDGET FOR CLOVIS TRANSIT ROUNDUP
SERVICES

WHEREAS, the Council of Fresno Governments (COFCG) has separately designated the Clovis Transit Roundup Service as a Consolidated Transportation Service Agency (CTSA); and

WHEREAS, the Fresno County Economic Opportunities Commission (FCEOC) has prepared, under contract to the COFCG, the 2008-2009 "Operations and Program Budget for the Fresno CTSA, the Clovis CTSA, and the Rural CTSA"; and

WHEREAS, the document has been prepared in cooperation with Fresno Area Express, Clovis Transit, the FCEOC, and the Fresno County Rural Transit Agency (FCRTA); and

WHEREAS, the document has been prepared in conjunction with the annual performance evaluation process, the Short Range Transit Plans and Public Transit Budgets; and

WHEREAS, said document has been reviewed during the past forty-five (45) days;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Clovis does hereby adopt the "Operations and Program Budgets for the Fresno CTSA, Clovis CTSA, and Rural CTSA, 2008-2009" (Attachment), as the basis for it's continued responsibility as the designated CTSA for the City of Clovis

The foregoing resolution was approved at the regularly scheduled meeting of the Clovis City Council on the ____ day of _____ 2008, by the following vote to wit:

AYES:

NOES:

ABSENT:

Dated:

Mayor

City Clerk

PROPOSITION 98:
California Property Owners and Farmland Protection Act

On the
June 3, 2008 Statewide Direct Primary Election Ballot

Fact Sheet: Impact of Proposition 98 on the Transportation Agencies

Current Practices by Transportation Agencies

- Acquire property exclusively for public transportation purposes.
- Do not acquire property for private use, such as redevelopment (the subject of the controversial **Kelo** decision).
- Currently have the burden to prove that any property they seek to acquire by eminent domain is necessary for a transportation purpose. Before the Transportation Agency can file an eminent domain action, the appropriate Governing Body (California Transportation Commission, County Board of Supervisors, Local City Council) must determine that the acquiring agency has demonstrated that the property is needed for the public project.
- Currently, the property owner is responsible for its own attorney's fees and litigation expenses if the court finds that the acquiring agency acts in good faith by making a reasonable settlement offer to the property owner in an eminent domain action.

Impacts of Proposition 98 on Transportation Agencies

- Proposition 98 will significantly increase the cost of transportation projects by adding significant time to the acquisition of real property needed for roadway improvements (delay) and adding additional costs for the property acquired for public use.
- Under Proposition 98, the property owner can withdraw the deposit of probable compensation without waiving the right to challenge the acquisition. Currently, a property owner's withdrawal of the deposit of probable compensation constitutes a waiver of the right to challenge the acquisition. The ability of the owner to withdraw the compensation amount as well as challenge the right of the Transportation Agency to acquire the property, appears to override the conclusive presumption established by the governing body in the adoption of the Resolution of Necessity. The acquisition of the property right that the acquiring agency needs to construct the project will be delayed indefinitely pending separate legal hearings and/or litigation on the right to take. This will result in additional time and cost to acquire property needed to build transportation projects.
- Under Proposition 98, Transportation Agencies will be required to pay for all of the property owner's attorney's fees and litigation expenses whenever the property owner obtains a judgment for more than the amount offered by the acquiring agency, even if the acquiring agency acts in good faith and makes a reasonable settlement offer.
- Under Proposition 98, before Transportation Agencies may sell an excess parcel, they must make a good faith effort to locate the property owner from whom the property was acquired and make a written offer to sell the property at the price that the

acquiring agency paid for the property. Proposition 98 does not specify what constitutes a good faith effort, or include a time limit on the right of first refusal. This component of Proposition 98 strongly mirrors verbiage contained in SB 1650, which was enacted January 1, 2007, and appears redundant.

- Proposition 98 expands the scope of what constitutes “just compensation” to include temporary business losses, relocation expenses, business reestablishment costs, and “other actual and reasonable expenses incurred.” Business reestablishment costs and relocation expenses are reimbursed under the Uniform Act. Currently, temporary business losses are not compensable. Proposition 98 would create an open-ended and unpredictable basis for the valuation of property to be acquired.
- Under Proposition 98, a Transportation Agency’s ability to obtain property for possible public-private partnership projects would be impaired.

Fiscal Impact

- Estimated annual project delay costs would be substantial.
- Estimated annual additional eminent domain litigation expenses due to increased number of lawsuits, added trials, and expanded entitlement to attorney fees and litigation expenses would be substantial.
- Potentially significant unknown costs due to expanded and additional categories of compensation for property acquired by eminent domain or affected by Transportation Agencies. Specifically, the initiative includes the additional category of compensation as “those other expenses deemed reasonable by the Legislature.”
- Potentially significant unknown additional costs related to regulatory activity and related litigation, in order to clarify, define, and interpret the intent of this initiative.

Project Impacts

- Lengthen the project delivery process by extending the property acquisition process.
- Separate hearings and/or litigation may be required to decide if the property is needed for the project, as well as a jury trial determining the amount of just compensation.
- More property owners are likely to force eminent domain actions because the acquiring agencies would have to pay property owners' attorney fees and litigation expenses if the owner recovers more than the amount the acquiring agency offers. Eminent domain proceedings take far longer than a negotiated, non-litigated settlement.

JOHN CHALKER, Chair
BOB ALVARADO, Vice Chair
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GOVERNOR



SENATOR ALAN LOWENTHAL, Ex Officio
ASSEMBLYMAN MARK DESAULNIER, Ex Officio

JOHN F. BARNA JR., Executive Director

CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
P. O. BOX 942873
SACRAMENTO, 94273-0001
FAX (916) 653-2134
(916) 654-4245
<http://www.catc.ca.gov>

April 22, 2008

No on Proposition 98 Campaign
1121 L Street, Suite 803
Sacramento, CA 95814

Re: Opposition to Proposition 98

Dear Sir or Madam:

The California Transportation Commission (Commission) is responsible for programming and allocating funds for the construction of highway, passenger rail and transit improvements throughout California. The Commission also participates in the initiation and development of State and Federal legislation to secure financial stability for the State's transportation needs.

I am writing to inform you that the Commission, at its April meeting, voted to oppose Proposition 98. The Commission reviewed the initiative and found the provisions in it:

- Would re-define eminent domain to the detriment of public agencies by changing the definition of "taking". This change would impair the State Department of Transportation's (Caltrans) ability to purchase rights-of-way for potential projects that involve a public-private partnership that benefits the driving public.
- Would significantly drive up the cost and increase the time needed to acquire rights-of-way for freeways, road and rail purposes by the state and local public agencies. Under Proposition 98, the property owner could accept an offer by Caltrans for the property, deposit the money, and still contest the acquisition of the property, potentially delaying the project for years. Currently, a property owner waives his right to contest an acquisition, once he accepts and deposits the money in his account. The remaining issue at that point before the court is the amount of compensation the owner should receive for his property.
- Would direct the court, when the property owner challenges a taking or damage to his property, to consider all relevant evidence, exercise independent judgment, not limit the court's review to the administrative record and give no deference to the findings by the public agency. Currently, the court gives deference to the findings made by government agencies in exercising their eminent domain powers.

- Would require an award of attorneys' fees and costs if a property owner obtains a judgment for more than the amount offered by the government. This differs from current law, in which the court must find that the property owner's offer was reasonable and that the Caltrans' offer was unreasonable before it will order Caltrans to pay attorneys' fees and litigation expenses.
- Would require a public agency to offer the property to the original owner, if it is determined to be excess, at the price the parcel was originally purchased. Further, the initiative does not set a time limit for the right of first refusal by the original owner or define good faith effort in finding the original owner. A property's value could increase over the years. Under the Proposition, Caltrans is required to sell the property back at the original purchase price, which could be a gift of public funds.

The Commission concluded that the provisions in Proposition 98 would increase the cost in expanding and maintaining the state's overall transportation system. The Proposition would cause significant delays and increase costs in delivering transportation projects by state and local agencies. Accordingly, the Commission has taken an oppose position on Proposition 98.

If you have questions concerning the Commission's position, please call the Commission's Executive Director, Mr. John F. Barna, Jr., at 916-654-4245.

Sincerely,



JOHN CHALKER
Chair, California Transportation Commission

cc: Commissioners

Ballot Propositions

Proposition: 98

Government Acquisition, Regulation of Private Property. Constitutional Amendment.

June 3, 2008

Proposition HTML PDF

This measure amends the State Constitution to (1) constrain state and local governments' authority to take private property and (2) phase out rent control. The measure also might constrain government's authority to implement certain other programs and laws, such as mandatory inclusionary housing programs and tenant relocation benefits. The measure's provisions apply to all governmental agencies.

**Proposition 98
Government Acquisition, Regulation of Private Property.
Constitutional Amendment.**

BACKGROUND

Government Actions to Take Property—"Eminent Domain"

Every year, California state and local governments buy hundreds of millions of dollars of property from private owners. Government uses most of this property for purposes such as roads, schools, and public utilities. In other cases, government buys property for different purposes, such as to transfer it to (1) private owners to develop new businesses or (2) nonprofit organizations to provide affordable housing.

Most of the time, government buys property from willing sellers. Sometimes, however, property owners do not want to sell their property or do not agree on a sales price. In these cases, California law allows government to take property from a private owner provided that government:

- Uses the property for a "public use" (a term that has been broadly interpreted to mean a variety of public purposes).
- Pays the property owner "just compensation" (generally, the property's fair market value) and relocation costs (including some business losses).

This government power to take property for a public use is called "eminent domain."
(The nearby box provides additional information about its use.)

Government's Authority to Take Property by Eminent Domain

Government may use eminent domain to take property for a public use if it pays just compensation and relocation costs.

What Is a Public Use?

Common examples of public use include providing new schools, roads, government buildings, parks, and public utility facilities. The term public use also includes broad public objectives, such as economic development, eliminating urban blight and public nuisances, and public ownership of utility services. The following activities have been considered a public use:

- Promoting downtown redevelopment by transferring property to other owners to construct new stores, hotels, and other businesses.
- Reducing urban blight and crime by transferring substandard apartments in a high-crime area to a nonprofit housing organization to renovate and manage.
- Securing public control of utility services by acquiring private water and other utility systems and placing them under government ownership.

What Are Just Compensation and Relocation Costs?

Just compensation includes (1) the fair market value of the property taken and (2) any reduction in value of the remaining property when only part of a parcel is taken. In addition to the payment of just compensation, California law requires governments to pay property owners for certain other expenses and losses associated with the transfer of property ownership.

May Government Take Property Before Just Compensation Has Been Determined?

Sometimes government wants to take property quickly, before the amount of just compensation has been fully determined. In these cases, California laws allow government to deposit the probable amount of just compensation and take property within a few months. This is called a "quick take" eminent domain action. If a property owner accepts these funds, the owner gives up the right to challenge whether government's action is for a public use. The owner can still challenge the amount of just compensation.

Eminent Domain Challenges. Property owners are not required to accept the amount of compensation government offers. Instead, they may make a counteroffer or challenge

the amount in court. Under the State Constitution, property owners are entitled to have the amount of compensation determined by a jury. While property owners also may challenge government's right to take a property, these challenges are more difficult. In part, this is because courts give significant weight to government's findings and perspectives when ruling on disputes as to whether an eminent domain action is for public use.

Programs to Promote Affordable Housing

Rent Control. Over a dozen California cities have some form of rent control law. These cities include Los Angeles, San Francisco, Oakland, Berkeley, Santa Monica, and San Jose. In addition, about 100 cities and counties have laws limiting the rent mobile home park owners may charge people who lease space in their park. Altogether, about one million California households live in rent-controlled apartments or mobile home parks. While the provisions of these rent control laws vary, they typically restrict the amount of money by which a landlord (or park owner) may increase a tenant's rent each year. If a tenant moves out of a housing unit or mobile home park, property owners may reset rents to market rates. Once the unit or space is rented again, however, rent control laws restrict the rate of future rent increases.

Other Housing Programs and Laws. About one-third of California cities and counties have laws referred to as "inclusionary housing." These laws (which can be mandatory or voluntary in nature) have the goal of providing lower-cost housing units in new developments. Mandatory inclusionary laws require developers to construct

affordable housing on part of their land or contribute funds to develop such housing.

Voluntary laws offer developers incentives to provide affordable housing. (For example, a city might permit a developer to build an increased number of housing units if some of them are affordable to lower-income households.) In addition, many California cities have ordinances requiring apartment owners to provide relocation benefits to tenants if they convert their property into condominiums.

PROPOSAL

This measure amends the State Constitution to (1) constrain state and local governments' authority to take private property and (2) phase out rent control. The measure also might constrain government's authority to implement certain other programs and laws, such as mandatory inclusionary housing programs and tenant relocation benefits. The measure's provisions apply to all governmental agencies.

Taking Property

The measure prohibits government from taking ownership of property to transfer it to a private party—such as a person, business, or nonprofit organization. In addition, government could not take property to use it for (1) a purpose substantially similar to how the private owner used it (such as public operation of a water or electricity delivery system formerly owned by a private company) or (2) the purpose of consuming its natural resources (such as its oil or minerals). These restrictions on government's authority to take property also would apply to cases when government transfers the right to use or occupy property (but does not take ownership of it). None

of these restrictions would apply, however, if government was addressing a public nuisance or criminal activity or as part of a state of emergency declared by the Governor.

Under the measure, government could continue to take property for facilities that it would own and use, such as new schools, roads, parks, and public facilities. Government could not take property for one purpose, however, and then use it for a different purpose unless it offered to sell the property back to its previous owner.

Property Owner Challenges. If a property owner challenged government's authority to use eminent domain, the measure directs the court to exercise its independent judgment and not defer to the findings of the government agency. In addition, property owners could challenge government's right to take the property even if they accepted funds that government deposited as part of an accelerated eminent domain action.

Property Owner Compensation. The measure contains provisions that would increase the amount of compensation provided to property owners. For example, property owners would be entitled to reimbursement for all business relocation costs, which could exceed the maximum amounts specified under current law. In addition, property owners would be entitled to compensation for their attorney costs if the property owner was successful in an eminent domain challenge.

Rent Control

The measure generally prohibits government from limiting the price property owners may charge others to purchase, occupy, or use their land or buildings. This provision would affect local rent control measures. Specifically, government could not enact new rent control measures, and any rent control measure enacted after January 1, 2007 would end. Other rent control measures (those enacted before January 1, 2007) would be phased out on a unit-by-unit basis after an apartment unit or mobile home park space is vacated. Once a tenant left an apartment or mobile home space, property owners could charge market rate rents, and that apartment unit or mobile home space would not be subject to rent control again.

Other Government Laws and Programs

The measure appears to limit government's authority to impose restrictions on the "ownership, occupancy, or use of property" if the restrictions were imposed "in order to transfer an economic benefit" from one property owner to other private persons. The range of government laws and programs that would be affected by these provisions is not clear and would be determined by the courts. Given the wording of the measure, however, programs such as mandatory inclusionary housing and condominium conversion relocation benefits might be prohibited.

Related Measure on Ballot. This ballot contains two measures related to eminent domain: Proposition 98 (this measure) and Proposition 99. If this measure were

approved by more votes than Proposition 99, the provisions of Proposition 99 probably would not take effect.

FISCAL EFFECTS

Eminent Domain Changes

Much of the property state and local government acquires is bought from willing sellers or is taken by eminent domain for purposes that would still be allowed under the measure. In these cases, government could continue to acquire these properties, but might need to pay somewhat more for them. This is because the measure increases the amount of compensation provided for properties taken by eminent domain and willing sellers are likely to demand similar increased amounts.

In some cases, the measure would prevent government from taking property by eminent domain. This reduced ability to take property could apply to many government plans for redevelopment, affordable housing, and public ownership of water or electric utility services. As a result of this reduced authority to take property, government might (1) buy fewer properties and have lower costs or (2) offer property owners more to purchase their properties and thus have higher costs.

The net fiscal effect of these potential changes in the number and price of properties acquired cannot be determined. Overall, we estimate that many governments would have net increased costs to acquire property, but that the net statewide fiscal effect probably would not be significant.

Other Changes

It is difficult to estimate the fiscal impact of the measure's phase out of rent control and limitation of other programs that transfer economic benefits from property owners to private parties. In response to these provisions, governments might choose to change their policies in ways that do not increase their costs. For example, a government might repeal a mandatory inclusionary housing ordinance and not enact a replacement policy, or repeal the ordinance and enact land-use regulations that encourage the construction of lower-cost housing.

In other cases, conforming to the measure's provisions could result in new costs. For example, a government could respond to the elimination of rent control by creating publicly funded programs to subsidize affordable housing. Given the uncertainty regarding some of the measure's provisions, some governments might be unaware that their policies conflicted with the measure's provisions and be required to pay damages to property owners.

The fiscal effect on state and local governments associated with these changes in rent control and other policies is not possible to determine, but there probably would be increased costs to many governments. The net statewide fiscal effect, however, probably would not be significant.

**Greater Fresno Area Chamber of Commerce:
Government Affairs Council Analysis**

California Property Owners and Farmland Protection Act (Proposition 98)

Background

In October of last year the GAC heard from the Yes on Proposition 98 campaign. At that time the main concern with Proposition 98 was that the language in the proposition would impact water storage and conveyance projects. Both sides have competing legal arguments.

The specific language that is questioned in the Prop 98 language is:

19(b)(2)

"Public use" means use and ownership by a public agency or a regulated public utility for the public use stated at the time of the taking, including public facilities, public transportation, and public utilities, except that nothing herein prohibits leasing limited space for private uses incidental to the stated public use; nor is the exercise of eminent domain prohibited to restore utilities or access to a public road for any private property which is cut off from utilities or access to a public road as a result of a taking for public use as otherwise defined herein.

19(b)(3)(ii)

"transfer of ownership, occupancy or use of private property or associated property rights to a public agency for the consumption of natural resources or for the same or a substantially similar use as that made by the private owner"

Prop 99 analysis

The Prop 99 analysis of this statement is that this section "Section 19(b)(3)(ii) expressly designates as a "private use" the transfer of property rights to a "public agency" for the "consumption of natural resources." Thus, it is clear that property transfers under eminent domain or threat of eminent domain to a public agency for that limited purpose are not to be treated as a "public use" under 19(b)(2) and are therefore prohibited.

Proposition 99's argument is that because this language have competing legal arguments all cases will be held up in court. For a complete analysis of Proposition 99's competing legal argument please see Exhibit A.

Prop 98 analysis

"The California Farm Bureau Federation has long been an advocate of establishing additional water storage to meet the needs of all Californians. Our ballot measure was carefully crafted to allow government the use of eminent domain for legitimate public projects, while protecting the water that allows California farmers to provide such bountiful and affordable food."

-California Farm Bureau Federation

"The language of the Act retains the constitutional guarantee that private property can be taken for a public use. Nothing changes there. In addition, the Act specifically defines 'public use' to include 'public utilities.' Water projects such as drainage ditches, sewers, reservoirs, dams, drinking water and irrigation have long been accepted as public uses and there is considerable case law and historical evidence that confirms this fact. Water projects will not be affected should the Act pass."

-Institute for Justice, litigated Kelo v. New London case before U.S. Supreme Court

“This statewide ballot initiative strikes a reasonable balance between private property ownership and, when necessary, beneficial public use. . . Further, CWA considers the initiative to be complementary to the current water supply and water conveyance proposals in the state legislature, since they are necessarily intended for beneficial public use.”

-California Water Association

California Property Owners and Farmland Protection Act (Proposition 98)

Sources

Howard Jarvis Taxpayers Association
California Property Owners and Farmland Protection Act
LAO Office

Support

California Farm Bureau Federation
Howard Jarvis Taxpayers Association
California Republican Party
California Alliance to Protect Private Property Rights
California Association of REALTORS
California Business Alliance
California Hispanic Chambers of Commerce

Oppose

California League of Cities
California RDA
Association of California Water Agencies
California Chamber of Commerce
Former Gov. Pete Wilson
U.S. Rep. George Radanovich (R-Mariposa)
ACWA
Western Growers Association
Metropolitan Water District of Southern California
Nisei Farmers League
San Diego County Water Authority

Summary

Private property may not be taken by eminent domain for private use under any circumstances (i.e. to build a shopping center, auto mall or industrial park).

Property may be taken by eminent domain only for public use (i.e. freeway construction, parks, schools).

Property may not be taken by government and used for the same purposes (i.e. residential housing cannot be used for government housing).

Family farms and open space are protected from seizures by government for the purpose of selling the natural resources.

If a public agency takes property under false pretenses, or abandons its plans, the property must be offered for sale to the original owner at the original price and the property tax would be assessed at the value of the property when it was originally condemned.

If farmers or business owners are evicted by eminent domain, they would be entitled to compensation for temporary business losses, relocation expenses, business reestablishment costs and other reasonable expenses.

Government may not set the price at which property owners sell or lease their property.

Purpose

According to the Howard Jarvis Taxpayers Association, current law does not restrict how a public agency may use property acquired through the eminent domain process or require the agency to return the property to its previous owner if it no longer uses the property for its originally intended purpose.

Therefore, statutes and case law give state and local government wide discretion to act to promote policy objectives, even if the action may- directly or indirectly- reduce property values and transfer economic benefits among private properties.

Private property may not be taken for private use under any circumstances

Property may not be taken by government and used for the same purposes; it can only be taken for public use. Public use means:

- Use and ownership by a public agency or a regulated public utility for the public use stated at the time of taking. These would include public facilities, public transportation, and public utilities, although nothing prohibits leasing limited space for private uses incidental to the stated public use.
- The exercise of eminent domain is not prohibited to restore utilities or a public road for any private property which is otherwise cut off from these entities utilities as a result of a taking for public use.

Right to first refusal

If a public agency takes property under false pretenses, or abandons its plans, the property must be offered for sale to the original owner at the original price and the property tax would be assessed at the value of the property when it was originally condemned.

Protection of farmland

Family farms and open space are protected from seizures by government for the purpose of selling the natural resources.

- However, if farmers or business owners are evicted by eminent domain they would be entitled to compensation for temporary business losses, relocation expenses, business reestablishment costs and other reasonable expenses.
- Also, the property owner is also entitled to prompt release of funds- meaning an owner can have immediate possession of the money offered while maintaining the right to challenge the determination of this amount as fair market value.

Fair value for the use of property

The act will allow property owners the freedom to control the price at which they rent or sell their property. Meaning, this measure will remove existing rent regulations or rent control restrictions on property owners only after the tenant vacates the property.

Exemptions

Although this measure constrains public agency authority, the measure still provides four exemptions from its requirement:

- Eminent domain actions to reduce public nuisances or criminal activity
- Actions related to voluntary agreement between a public agency and a property owner to develop or rehabilitate affordable housing
- Public utility rate regulation by the California Public Utilities Commission
- Actions taken by the Governor during a state of emergency.

Opposition**Threatens State Water Quality and Supply**

CPOFPA would make it illegal to use eminent domain to acquire land and water to develop public water projects. The reason being is because the initiative would prohibit property for private use, stating that “private use” encompasses the transfer of private property to a public agency for the consumption of natural resources.

Depending on how broadly consumption of natural resources is interpreted, acquisition of land for groundwater, groundwater storage, surface water, surface water storage, rock quarries, mines and more may be prohibited.

The CPOFPA would eliminate a necessary tool for a vast number of public and private water projects including:

- Construction of project to deliver water for reasons such as water, irrigation, commercial and industrial uses
- Right of way for pipelines and canals to deliver water to homes and businesses.
- Acquisition of new well-water sources
- Projects to conserve and protect the quality of our water resources and the species that rely on these water systems
- Water rights needed to convey water to farms and agriculture
- Acquisition of land for pumping sites
- Right of way for new canal around the Delta
- Acquisition of water rights
- Acquisition of land for water reservoirs

Eliminates Economic Benefits

The CPOFPA states that it would prohibit laws that would transfer an economic benefit to one or more private personas at the expense of a private owner. Because the courts have ruled that virtually all local land-use decisions can transfer economic benefit from one party to another, the CPOFPA would prohibit countless laws that protect the quality of neighborhoods.

- For example, a city would be prohibited from regulating the hours of bars and nightclubs in order to restrict noise, crime and loitering since those laws would cost the business owners, but are set to improve the quality of neighborhoods and nearby homeowners.
- This clause would also prohibit laws that protect air and water quality, preserve open spaces, and protect the environment.

- This clause may prohibit zoning regulations intended to prevent sprawl or development of open spaces.

Government Affairs Council Position: Oppose

PROPOSITION 99:
Homeowners and Private Property Protection Act

On the
June 3, 2008 Statewide Direct Primary Election Ballot

Ballot Propositions

Proposition: 99

Eminent Domain. Acquisition of Owner-Occupied Residence. Constitutional Amendment.

June 3, 2008

Proposition **HTML** **PDF**

This constitutional amendment limits state and local government's use of eminent domain in certain circumstances. Specifically, the measure prohibits government from using eminent domain to take a single-family home (including a condominium) for the purpose of transferring it to another private party (such as a person, business, or association). This prohibition, however, would not apply if government was taking the home under certain specified circumstances.

Proposition 99
Eminent Domain. Acquisition of Owner-Occupied Residence.
Constitutional Amendment.

Background

California state and local governments frequently acquire private property to build public facilities (such as roads, parks, and schools) or to promote public objectives (such as economic development and affordable housing).

Most of the time, government buys property from willing sellers. Sometimes, however, property owners do not want to sell their property or do not agree on a sales price. In these cases, California law allows government to take property from a private owner provided that government:

- Uses the property for a “public use” (a term that has been broadly interpreted to mean a variety of public purposes).
- Pays the property owner “just compensation” (generally, the property’s fair market value) and relocation costs (including certain business losses).

This government power to take property for a public use is called “eminent domain.” The nearby box provides additional information regarding the terms public use, just compensation, and relocation costs.

Government's Authority to Take Property by Eminent Domain

Government may use eminent domain to take property for a public use if it pays just compensation and relocation costs.

What Is a Public Use?

Common examples of public use include providing new schools, roads, government buildings, parks, and public utility facilities. The term public use also includes broad public objectives, such as economic development, eliminating urban blight and public nuisances, and public ownership of utility services. The following activities have been considered a public use:

- Promoting downtown redevelopment by transferring property to other owners to construct new stores, hotels, and other businesses.
- Reducing urban blight and crime by transferring substandard apartments in a high-crime area to a nonprofit housing organization to renovate and manage.
- Securing public control of utility services by acquiring private water and other utility systems and placing them under government ownership.

What Are Just Compensation and Relocation Costs?

Just compensation includes (1) the fair market value of the property taken and (2) any reduction in value of the remaining property when only part of a parcel is taken. In addition to the payment of just compensation, California law requires governments to pay property owners for certain other expenses and losses associated with the transfer of property ownership.

Proposal

This constitutional amendment limits state and local government's use of eminent domain in certain circumstances. Specifically, the measure prohibits government from using eminent domain to take a single-family home (including a condominium) for the purpose of transferring it to another private party (such as a person, business, or association).

This prohibition, however, would not apply if government was taking the home to:

- Protect public health and safety.
- Prevent serious, repeated criminal activity.
- Respond to an emergency.
- Remedy environmental contamination that posed a threat to public health and safety.
- Use the property for a public work, such as a toll road or airport operated by a private party.

In addition, the prohibition would not apply if the property owner did not live in the home or had lived there for less than a year.

Related Measure on Ballot. This ballot contains two measures related to eminent domain: Proposition 99 (this measure) and Proposition 98. If this measure were approved by more votes than Proposition 98, this measure provides that the provisions of Proposition 98 would not take effect.

Fiscal Effects

Under current law and practice, government seldom uses eminent domain to take single-family homes. Even when it does so, the acquisition often is for a purpose that is permitted under the measure (such as construction of a road or school). Accordingly, this measure would not change significantly current government land acquisition practices.

In a very limited number of cases, however, this measure might result in government:

- Savings—because government could not acquire a home that the owner did not wish to sell.
- Costs—because government might pay more to buy a home than would have been the case if it could have taken the home using eminent domain.

The net fiscal effect of such actions would not be significant.

Greater Fresno Area Chamber of Commerce: Government Affairs Council Analysis

Homeowners and Private Property Protection Act (Proposition 99)

Sources

California League of Cities
Homeowners and Private Property Protection Act
LAO Office

Support

California League of Cities
California RDA
California State Association of Counties
Downey Chamber of Commerce
Mountain View Chamber of Commerce
Peteluma Chamber of Commerce
Silicon Valley Leadership Group

Oppose

Howard Jarvis Taxpayers Association
California Alliance to Protect Private Property Rights
National Federation of Independent Businesses

Purpose

The purpose of the Homeowners and Private Property Protection Act is to protect the people of California homes from eminent domain use and to prohibit government agencies from using eminent domain to take an owner-occupied home to transfer it to another private owner or developer.

Summary

The Homeowners and Private Property Protection Act would provide:

- Constitutional prohibition against taking owner occupied homes (including town homes and condos) for conveyance to another private person
- Owner occupied homes cannot be taken to convey to private person even as part of plan to eliminate blight
- This measure does not impact ability of agencies to acquire property for traditional public works projects utilities and other infrastructure

“owner occupied residence”- means real property that is improved with a single family residence such as a detached home, condominium, or townhouse and that is the owner or owners principal place of residence for at least one year prior to the State or local government’s initial written offer to purchase the property.

“public work or improvement”- means facilities or infrastructure for the delivery of public services such as education, police, fire protection, parks, recreation, emergency medical, public health, libraries, flood protection, streets or highways, public transit, railroad, airports and seaports; utility, common carrier or other similar projects such as energy-related, communication related, water-related and wastewater-related facilities or infrastructure

Exemptions

- This section does not apply when State or local government exercises the power of eminent domain for the purpose of protecting public health and safety; preventing serious, repeated criminal activity; responding to an emergency; or remedying environmental contamination that poses a threat to public health and safety.

Opposition

- The HPPPA gives only an illusion of reform, without providing real protections for property owners because this measure would only provide protections to owner-occupied homes that have been the primary residence for a minimum of one year.
- It does not offer protections to small businesses, places of worship, farmland, rental or investment property.
- The measure provides loopholes that allow government to seize homes or other private property, regardless of condition.
- This measure states that ag land does not need protection because there is already built in protection. However, only half of California's farm and ranch land is subject to the Williamson Act and is therefore not protected.
- According to the National Institute on Money in state politics the League of California Cities and other redevelopment interests have spent more money to defeat eminent domain reforms in California than in the other 49 states combined.
- This measure include a provision stating that if two eminent domain measures appear on the ballot at the same time, the one with the most vote becomes law. Even if both the League's measure and the CPOFPA get a majority of votes, the League's measure would pre-empt the superior protections.
- This measure fails to redefine the term "blight" allowing the most modest homes or productive businesses to be seized if they are adjacent to blight, lack parking, or the existence of subdivided lots of irregular form or shape.
- The act has significantly fewer protections than state legislation sponsored by the League that failed on the Assembly floor.

Government Affairs Council Position: Oppose

CHAPTER 24 FEDERAL SAFE ROUTES TO SCHOOL

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CHAPTER 24 FEDERAL SAFE ROUTES TO SCHOOL

24.1 INTRODUCTION

Building on the success of California's Safe Routes to School Program (SR2S) and other similar programs in other states, Congress authorized a five-year federal funding program to achieve the same purpose nationwide: 1) to enable and encourage children in kindergarten through eighth grade (K-8), including children with disabilities, to safely walk and bicycle to school, 2) to make walking and bicycling to school a more appealing mode choice, and 3) to facilitate the planning, design, and implementation of projects that will improve safety, environment, and overall quality of life.

Section 1404 of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), authorized the federal Safe Routes to School (SRTS) Program in August, 2005. Consistent with other federal-aid programs, each State Department of Transportation is held responsible for developing and implementing the program. For more information on the program, go to the Safe Routes to School (SRTS) web site at: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

Some expected outcomes of the program include:

- Increased bicycle and pedestrian traffic safety around schools
- More children walking and bicycling to and from schools
- Decreased vehicular traffic congestion around schools
- Reduced childhood obesity
- Improved air quality, community safety and security, and community involvement
- Improved partnerships among schools, local agencies, parents, and other stakeholders

The SRTS program is unique in its overriding emphasis on community participation in the development and implementation of a project. By involving the public, schools, parents, teachers, children, local agencies, the business community, key professionals, and others, a comprehensive and integrated solution to improve safety is likely to develop and be sustained beyond the life of the project. Applications must be for either infrastructure or non-infrastructure projects. Infrastructure projects are capital improvements within a two-mile radius of a grade school or middle school that make it safer or more convenient for children and adults who walk or bicycle to school; i.e. installation of crosswalks, gap closures along sidewalks or bicycle trails, signage. Non-infrastructure projects are education, encouragement, enforcement activities that promote walking and bicycling to school; i.e. public safety awareness campaigns, installation of bicycle racks and lockers in schools, acquisition of mobile vehicle speed monitoring equipment that can be transported from school to school.

Applications that seek SRTS funding for both infrastructure and non-infrastructure in a single application will be disqualified. Those that have the best chance of being funded are those that are clearly for one or the other and contain key elements referred to as the **5 Es - Education, Encouragement, Enforcement, Engineering, and Evaluation.**

- **Education** - Teaching children and adults about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, launching driver safety campaigns in the vicinity of schools, and involving parents in safety programs.
- **Encouragement** – Using events and activities to promote walking and bicycling; i.e. Walk to School Days, Walking Wednesdays, voluntary Walking School Buses.
- **Enforcement** – Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians at crossings, proper walking and bicycling behaviors) and initiating community enforcement such as crossing guard programs or pedestrian right of way/speed compliance operations.
- **Engineering** – Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails, and bikeways.
- **Evaluation** – Evaluation is a requirement on all projects. Awardees (or the responsible agency) must submit a completed Student Tally and Parent Survey to the National Center for Safe Routes to School within two (2) months prior to and after project implementation during the regular school year. The data must be collected at the target school(s) on two separate days of the same week and sent in hard copy to the National Center for SRTS at this address:

National Center for Safe Routes to School
Attn: Data Center
730 Martin Luther King Jr. Blvd., Suite 300
Chapel Hill, NC 27599

This exercise is intended to assess the project's effectiveness by first establishing a baseline on parental attitudes and the number of children currently walking/ bicycling, and then later, measuring any changes in these areas as a result of the project.

Community volunteers such as service clubs would be natural partners in supporting an SRTS project. For example, members of the Boy Scouts could conduct a walkability audit around a school route to identify the problems, and the information collected might be shared at a city/county workshop to determine the best infrastructure improvement for that route. Any costs associated with education/encouragement/enforcement elements in a typical infrastructure project must be funded by funds that are not from the federal SRTS program. The same applies to engineering elements in a typical non-infrastructure project. Costs associated with evaluation are reimbursable in both project categories.

It should be emphasized that the SRTS Program is a reimbursement program.

Awardees must use their own funds first and submit invoices to Caltrans Local Program Accounting (LPA) for payment. See Chapter 5 "Accounting/Invoices," of the *Local Assistance Procedures Manual* (LAPM). The LAPM can be found at the Division of Local Assistance (DLA) web site at:

<http://www.dot.ca.gov/hq/LocalPrograms/public.htm>.

24.2 ROLE OF CALTRANS

The California Department of Transportation (Caltrans) administers the SRTS Program in the DLA in partnership with the District Local Assistance Engineers (DLAE) in each of the 12 Districts.

Typical roles include the following:

DLA Safe Routes to School Coordinator

- Provides statewide program guidance to the Districts; i.e., provides project evaluation materials and instructions; assists in the formation of committees to score non-infrastructure projects upon request by the District; conducts outreach through various networks, the Safe Routes to School web site, and at conferences/meetings/workshops.
- Tracks statewide project implementation; reassigns unused funds returned to the DLA.
- Chairs the SRTS Advisory Committee meetings; participates on the SRTS Partnership Network and on bicycle/pedestrian working groups; i.e., California Pedestrian Advisory Committee (CalPed), Active Transportation and Livable Communities (ATLC), the Bicycle/Pedestrian Steering Committee, and the Bicycle/Pedestrian Blueprint subcommittee.
- Obtains the Department's approval on recommended project lists; provides the Districts with an approved project list.
- Forms a DLA management group to validate District project selections.

District Local Assistance Engineers (DLAE)/District SRTS Coordinators

- Notifies applicants of the results after each call for projects.
- Serves as the main point of contact in project implementation after notifying successful applicants of award. DLAEs will accept the Request for Authorization to Proceed by the awardee and prepare the E-76 which initiates the process of obligating funds for the project.
- Serves as the main point of contact on all project-specific questions.
- Forms District project review committees for infrastructure projects and non-infrastructure projects. Develops a recommended project list for transmittal to the DLA SRTS Coordinator and inputs application data into a database.
- Maintains ongoing communication with DLA, public agency awardee, or lead agency.

DLA Area Engineers

- Coordinates with DLAEs on activities related to project implementation.
- Authorizes federal-aid funds on behalf of the FHWA.
- Executes project agreements with local agencies on behalf of the State.
- Interprets and administers procedures, programs, and guidelines required to implement state and federally funded projects, including Title VI requirements and related statutes.

24.3 PARTNERSHIP ROLE OF THE CITY/COUNTY/MPO/RTPA WITH THE NONTRADITIONAL AWARDEE

The City/County/MPO/RTPA serves as the responsible agency for the nontraditional awardee. Nontraditional awardees include: nonprofit organizations, school districts, health/education departments, hospitals, and federally recognized Native American Tribes. This arrangement should be formalized through a signed Memorandum of Understanding (MOU) or Interagency Agreement between the City/County and the nontraditional awardee. If the responsible agency requires compensation for the additional workload involved, a reasonable portion of SRTS funds may be used for payment. That expense must be shown on the Project Cost Estimate. Typical duties of the responsible agency include, but are not limited to:

- Ensures that federal-aid transportation requirements are being met by the nontraditional awardee and the procedures in the LAPM are being followed.
- Submits invoices and progress reports on behalf of the nontraditional awardee.
- Ensures that the Student Tally and Parent Survey are submitted.
- Ensures timely project delivery.

24.4 ROLE OF SRTS ADVISORY COMMITTEE

This multidisciplinary group is comprised of representatives from urban and rural cities and counties, the DLAEs, the SRTS National Partnership, bicycle/pedestrian advocacy organizations, the State Departments of Education and Health Services, the enforcement unit at the State Office of Traffic Safety, the Association of Cities/Counties/Schools Partnership, the Federal Highway Administration (FHWA), the Native American Liaison at Caltrans, and other Caltrans staff. They convene on an as-needed basis to provide policy guidance and program direction. Typical roles include:

- Provides feedback and input to the SRTS Coordinator regarding any proposed changes to the program.
- Participates on project selection committees as needed, or recommends qualified individuals to serve on those committees.
- Assists in conducting SRTS Program outreach and publicize calls for projects through their networks.

24.5 ELIGIBLE APPLICANTS

Any state, local or regional agency, school district, and nontraditional entity as defined in Section 24.3 above are eligible to apply for funds. **Failure to comply with federal requirements may result in mandatory repayment to the State of all SRTS funds received.**

Prior to applying, applicants must familiarize themselves with Title 23 of the U.S. Code of Federal Regulations, LAPM and the *Local Assistance Program Guidelines* (LAPG) to determine whether they have the capacity to comply with the provisions therein.

When seeking federal funds for infrastructure projects a signature from a city/county Public Works Official must accompany the application certifying that the facility will be operated and maintained by that local agency after construction.

24.6 FUNDING

Funds will be apportioned on the basis of student enrollment in each District. SRTS projects are 100 % reimbursable where a determination has been made that all work is eligible. No local match is required.

A statewide funding target of seventy percent (70%) for infrastructure projects and up to thirty percent (30%) for non-infrastructure projects has been established as the goal. California's apportionment total over the life of SAFETEA-LU is approximately \$68 million. Two Federal Fiscal Years (FFY) worth of projects will be programmed in the 4-year Federal Statewide Transportation Improvement Program (FSTIP) in each cycle. Refer to the Safe Routes to School web site for dollar amounts available in each call for projects at: www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm. No Caltrans District will receive less than \$1 million in a cycle.

INAPPROPRIATE USES OF SRTS FUNDS

States are not permitted to use funds for projects that do not specifically serve the stated purpose of the SRTS Program, nor should they be used for recurring costs, except as specifically provided in the legislation. For example, program funds should not be used to pay crossing guard salaries as these are recurring costs. Funds may, however, be used to fund a crossing guard training program.

It is inappropriate for the SRTS funds to be used on projects that are primarily intended to make pick-up and drop-off more convenient for drivers rather than to improve child safety and/or walking and bicycling access. Additionally, funds spent on education programs that are primarily focused on bus safety and/or improvements to bus stops are inappropriate uses of program funds.

24.7 FEDERAL REQUIREMENTS

Awardees must comply with the provision of Title 23 of the U.S. Code of Federal Regulations and the processes and procedures contained in the LAPM and the Master Agreement with Caltrans which contains among other provisions, nondiscrimination assurances. Infrastructure projects and non-infrastructure projects will be placed under different Master Agreements. Again, non-infrastructure and infrastructure project applications involving nontraditional awardees must be signed by a top official from a City/County/MPO/RTPA documenting that they will serve as the responsible agency over the nontraditional awardee.

Reimbursement invoices will be paid by the LPA at Caltrans Headquarters. Refer to Chapter 5, "Accounting/Invoices," of the LAPM for the invoice form. An "Authorization to Proceed with Construction" (Exhibit 3-D "Request for Authorization to Proceed with Construction," of the LAPM) must be obtained before advertisement.

Any work performed by the applicant prior to receiving written "Authorization to Proceed" is not eligible for reimbursement.

Key provisions in the LAPM include but are not limited to:

- National Environmental Policy Act (NEPA) documentation is required on all projects. Refer to the LAPM, Chapter 6, “Environmental Procedures,” for guidance and procedures on complying with NEPA and other federal environmentally related laws.
- SRTS projects that require right of way acquisitions are discouraged. If the project requires additional right of way (the acquisition of real property), the provisions in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 apply. Contact the DLAE for consultation and assistance prior to beginning any right of way work. For more information, refer to Chapter 13, “Right of Way,” of the LAPM. If the project affects school property, it could trigger the need for a Section 4(f) (Protection of Publicly Owned Park, Recreation Area, Wildlife or Waterfowl Refuge, or Land from Historic Sites) evaluation under the NEPA umbrella.
- All bicycle facilities and sidewalks shall be designed in accordance with *California Manual on Uniform Traffic Control Devices* (California MUTCD) and Chapter 11, “Design Standards,” of the LAPM. This chapter also includes design provisions to meet the Americans with Disabilities Act (ADA) requirements.
- If the agency/organization requires the consultation services of architects, landscape architects, land surveyors, or engineers, the procedures outlined in Chapter 10 “Consultant Selection,” of the LAPM must be followed.
- The contract documents are required to incorporate applicable federal requirements such as Davis Bacon wage rates, competitive bidding, Disadvantaged Business Enterprise (DBE)/Equal Employment Opportunity (EEO) provisions, etc. For more information, refer to Chapter 9, “Civil Rights and Disadvantaged Business Enterprises,” and Chapter 12 “Plans, Specifications & Estimate,” of the LAPM.

24.8 PROJECT APPLICATIONS, SELECTION, AND PROGRAMMING

The application form is posted on the SRTS web site. Also see **Exhibit 24-A** “Application Form for Safe Routes to School Funds,” in this chapter. Applicants may submit more than one application. After a call for projects is made, applicants will have approximately twelve (12) weeks to prepare their application(s). A submittal deadline date will be cited when the call is announced. The “Next Steps” document posted on the Safe Routes to School web site at:

<http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm> provides an overview of the steps involved in implementing a project.

The project selection process will consist of two steps:

- 1) Separate committees for infrastructure and non-infrastructure applications will be formed in the Districts to objectively and fairly evaluate all applications. It will be the District’s responsibility to form the District committees and develop a recommended project list. Upon request, the DLA Safe Routes to School Coordinator will assist in identifying individuals at the local level who are qualified to evaluate non-infrastructure projects. Districts will score and select infrastructure and non-infrastructure projects up to their funding limits using standardized instructions and guidelines provided by the DLA Safe Routes to School Coordinator. These guidelines will instruct District reviewers on what to look for when evaluating projects and in selecting qualified individuals to serve as reviewers.

- 2) DLA managers will then “validate” the project lists from each District to check for eligibility; ensure that the project is within the funding limit for the District; ensure that the project’s cost and scope are reasonable, and that the agencies that are selected have a history of delivering projects in a timely fashion.

Districts with leftover funds that cannot fully fund their next highest rated project will have the option of: 1) downsizing their next highest priority project, or 2) returning remaining funds to the DLA for re-distribution.

The DLA will provide copies of the project list to the Division of Transportation Programming (Programming) which is responsible for notifying MPOs to amend new SRTS projects into the FTIP and amending projects for non-MPO counties into the FSTIP. This step takes between two (2) to six (6) months.

Awardees will be responsible for contacting their MPO to find out whether their project has been amended into the FSTIP by going to:

http://www.dot.ca.gov/hq/transprog/federal/ftip_amendments/tip_2006.htm

24.9 PROGRESS REPORTS

A Progress Report will be used to document completed activities for infrastructure and non-infrastructure projects. Refer to the Safe Routes to School web site to download the “SRTS Project Progress Report for Infrastructure and Non-Infrastructure Projects.” It must be completed no less than every six (6) months and mailed to the DLAE. Non-compliance could place the project on an inactive list which could result in funds being deobligated.

24.10 DEADLINES

The Request for Authorization to Proceed should be submitted to the DLAE soon after the project is amended into the FSTIP, since projects must be obligated within six (6) months after being programmed. “Obligated” means that the FHWA has approved federal SRTS funds for that project. The six (6) month time frame begins at the time the project is amended into the FSTIP.

Invoices for payment must be submitted at a minimum every six (6) months in order for a project to be considered active. Refer to the LAPM for the Invoice Form (Exhibit 16-L “Sample Federal-Aid Invoice”).

Projects must be delivered—the final invoice paid, and the project closed out within four (4) FFYs after the project is obligated. A FFY runs from October 1 to September 30.

24.11 BEFORE/AFTER REPORTS

Within two (2) months prior to and after project implementation during the regular school year, the target school(s) must collect data on two (2) separate days within the same week, using the Student Tally and Parent Survey posted on the Safe Routes to School. They are posted on the Safe Routes to School web site. This data must be submitted in hard copy to the National Center for SRTS. Refer to Section 24.1 “Evaluation” in this chapter for the address.

24.12 PROJECT CATEGORIES

(A) INFRASTRUCTURE

DEFINITION

Infrastructure projects are engineering projects or capital improvements that will substantially improve safety and the ability of students to walk and bicycle to school. They typically involve the planning, design, and construction of facilities within a two-mile radius from a grade school or middle school.

The maximum funding cap for an infrastructure project is \$1 million. Caltrans does not set minimum caps. The project cost estimate may include eligible direct and indirect costs.

ELIGIBLE PROJECTS

Projects that are proposed on State right of way should have a letter of acceptance from the State; i.e., District Director or Deputy Director of Maintenance and Operations approval. Eligible projects may include but are not limited to:

- New bicycle trails and paths, bicycle racks, bicycle lane striping and widening, new sidewalks, widening of sidewalks, sidewalk gap closures, curbs, gutters, and curb ramps. Also includes new pedestrian trails, paths, and pedestrian over and under crossings, roundabouts, bulb-outs, speed bumps, raised intersections, median refuges, narrowed traffic lanes, lane reductions, full or half-street closures, and other speed reduction techniques.
- Included in the category of traffic control devices are: new or upgraded traffic signals, crosswalks, pavement markings, traffic signs, traffic stripes, in-roadway crosswalk lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs, pedestrian activated upgrades, and all other pedestrian and bicycle-related traffic control devices.
Note: Applications that include traffic control devices that require minimum "warrants" to be satisfied prior to their installation must attach the warrant sheets to the application. Traffic Control Devices which are not in compliance with the *FHWA Manual on Uniform Traffic Control Devices* (MUTCD) and the *California Supplement* will not be approved for installation unless the applicant receives approval to experiment with a traffic control device under the processes described below. A local agency which proposes to install an experimental traffic control device on a public roadway shall follow the process prescribed in Section 1A.10, of the California MUTCD. The California MUTCD is available at the following web site: www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/.

The local agency shall also comply with the experimental process of the California MUTCD Committee. For more information on that process go to:
www.dot.ca.gov/hq/traffops/signtech/newtech/others/guidelines-exp.pdf.

(B) NON-INFRASTRUCTURE PROJECTS

DEFINITION

Non-infrastructure projects are education/encouragement/enforcement activities that are intended to change community behavior, attitudes, and social norms to make it safer for children in Grades K-8 to walk and bicycle to school.

Non-infrastructure projects should increase the likelihood of programs becoming institutionalized once in place. Deliverables from a non-infrastructure project must be clearly stated in the application and tangible samples must be attached to the final invoice or Progress Report; i.e., sample training materials or promotional brochures.

The funding cap for a non-infrastructure project is \$500,000. Multi-year funding allows the applicant to staff up and deliver their project over the course of four (4) years, thereby reducing overhead and increasing project sustainability. Caltrans does not set minimum caps. Each applicant must determine for itself how much funding is needed to cover their own administrative costs.

ELIGIBLE PROJECTS

Eligible projects may target a single local school or school district, or the State as a whole. In Cycle I the University of California, San Francisco was selected to serve as a resource to all grade schools and middle schools statewide once under agreement and fully staffed up.

The most effective non-infrastructure activities are conducted within the framework of a community coalition. Thus, it is strongly suggested that an SRTS community coalition be established. A Walkable/Bikeable Community Workshop convenes community stakeholders to identify, and then pursue concrete steps to make the community more walkable and bikeable. The workshop serves as the impetus to bring together key partners, including schools, elected officials, local government, parks and recreation, law enforcement, emergency services, public health, business owners, residents, advocacy groups and other organizations that can serve as core members of a community coalition to design and implement a plan which incorporates the five Es. Examples of non-infrastructure projects might include but are not limited to:

AT LOCAL/REGIONAL/DISTRICT LEVEL

- Hires a Program Manager to coordinate SRTS efforts and volunteers at several schools.
- Conducts a Walkable Community Workshop which includes a walk and bike audit.
- Provides a community with walkability checklist.
- Provides modest incentives for SRTS contests, and incentives that encourage more walking and bicycling over time.
- Pays for a substitute teacher if needed to cover for faculty attending SRTS functions during school hours.
- Procures equipment and training needed for establishing crossing guard programs.
- Conducts outreach to local press and community leaders.
- Pays for the cost of additional traffic enforcement or equipment needed for enforcement activities.

- Pays for traffic education and enforcement in the vicinity of schools.
- Forms student sessions on bicycle and pedestrian safety, health, and environmental impacts.
- Develops "Suggested SRTS Maps."

24.13 REFERENCES

GENERAL

- Title 23, United States Code of Federal Regulations, Sections 120 and 152
- California Streets and Highways Code, Sections 890-894 and 2330-2334
- Caltrans *Local Assistance Program Guidelines* (LAPG)
- Caltrans *Local Assistance Procedures Manual* (LAPM)
- Department of Labor Home Page at: <http://origin.www.gpo.gov/davisbacon/>
- Safe Routes to School Guide: <http://www.saferoutesinfo.org/guide/>
- Caltrans Bicycle and Pedestrian Program Contacts:
<http://www.dot.ca.gov/hq/tpp/offices/bike/contacts.html>
- Caltrans Division of Local Assistance Home Page:
<http://www.dot.ca.gov/hq/LocalPrograms/>
- Pedestrian and Bicycle Information Center Federal Highway Administration Safe Routes to School: <http://safety.fhwa.dot.gov/saferoutes/index.htm>

INFRASTRUCTURE PROJECTS

- Caltrans *Highway Design Manual*
- *Manual on Uniform Traffic Control Devices* and *MUTCD California Supplement*
- *AASHTO: A Policy on Geometric Design of Highways and Streets*
- *Standard Environmental Reference* (SER) web site at:
<http://www.dot.ca.gov/ser/vol1/vol1.htm>

NON-INFRASTRUCTURE PROJECTS

- Walking School Bus: <http://www.walkingschoolbus.org/>
- National Highway Traffic Safety Administration:
<http://www.nhtsa.dot.gov/people/injury/pedbimot/bike/Safe-Routes-2004/pages/section-2.htm>

EXHIBIT 24-A

Application for Federal Safe Routes to School Funding

Check one:

This application is for: **Infrastructure project** _____
Non-infrastructure project _____

This application is to be completed when seeking funds for infrastructure and/or non-infrastructure projects from the federal Safe Routes to School (SRTS) program. It consists of six (6) parts which asks for the following information:

PART 1: General Information About the Applicant

PART 2: General Information About the Project

PART 3: Organization Background and Capacity

PART 4: Detailed Information About the Project

PART 5: Project Cost Estimates

PART 6: Project Delivery Schedule

NOTE: Applicants can recreate this application form, however, the format and all questions must remain exactly the same as presented and submitted with attachments in hard copy to your Caltrans District Local Assistance Engineer (DLAE). Please submit three (3) sets of the application package to the DLAE in your Caltrans District Office. Refer to the DLA web site for the DLAE in your District and their mailing address: <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>.

Applications from nontraditional applicants (school districts, nonprofit organizations, public health/education departments, federally recognized Native American Tribes, hospitals) must be accompanied by a signature from a top official from a City/County/Metropolitan Planning Organization (MPO)/Regional Transportation Planning Agency (RTPA) certifying that they will agree to be the responsible agency over the nontraditional awardee. If a nontraditional applicant is awarded funds for an infrastructure project, a signature is required from a public works official from the public agency certifying that they agree to operate and maintain the facility after construction.

An incomplete application will be disqualified from review. The entire application text must not exceed 30 pages. Maps, photographs, and Letters of Support may be included in the application package separately as attachments and will not be counted as part of the 30 page limit. **All Letters of Support to Caltrans must be directed to "To Whom it May Concern." Do not send them directly to the Director at Caltrans Headquarters or District Director.**

Applications must be stapled in the upper left-hand corner. Those bound by any other means will not be accepted; i.e., binders, protective covers, spiral threading, etc. If you wish to submit a transmittal letter, please attach it to the application with a removable binder clip.

PART 1: General Information About the Applicant

Name of applicant (or responsible agency): _____

If a nontraditional applicant, name of responsible City/County/MPO/RTPA that has agreed to partner with the applicant: _____

Name and title of contact person responsible for this project: _____

Name, title, and signature of top official from a City/County/MPO/RTPA (if applicable): _____

Mailing address of responsible contact person responsible for this project:

Street address: _____ City: _____

County: _____ Zip: _____

Telephone number of contact person responsible for the project: _____

E-mail address of contact person responsible for the project: _____

Fax number of contact person responsible for the project: _____

PART 2: General Information About the Project

Check all of the areas that you will use SRTS funds for:

Education: _____ Encouragement: _____

Enforcement: _____ Engineering: _____

State Legislative District(s): Senate _____ Assembly _____ Caltrans District _____

Metropolitan Planning Organization (MPO)/Regional Transportation Planning Agency (RTPA): _____

Project title: _____

Clearly state the specific deliverables that will result from your project: _____

Identify other safety efforts already underway in your locale that may complement your project:

Brief description of project:

Brief description of targeted location; i.e., urban/rural/suburban setting, geographic characteristics, etc.:

Identify the names of school(s) in the target area, the total student enrollment in each of the schools, and approximate number of children who currently walk/bicycle to school: _____

If submitting more than one application, the priority number of this application: _____

Total number of project applications being submitted: _____

PART 3: Organization Background and Capacity

1. Provide a brief overview of your organization if the applicant is a nontraditional applicant (example, a mission statement, geographical area served, experience with projects similar to the one proposed, etc).

PART 4: Detailed Information About the Project(s)

When seeking funds for infrastructure projects, the following four (4) documents must be attached to this application:

1. A clear, color rendering of a general map showing the location of all proposed improvements and their proximity to the school and school routes within the two-mile radius.
2. A clear site plan for each improvement location showing existing and proposed conditions, preferably in color.
3. Detailed Engineer's Estimate (use form posted on the Division of Local Assistance Home Page in the internet under SRTS located at: www.dot.ca.gov/hq/LocalPrograms).
4. Completed "warrant" sheets per the California MUTCD for projects with traffic control devices (if required).

For both infrastructure and non-infrastructure projects, applicants are encouraged to provide letters of support from project partners and advocacy groups. These letters should be attached to the back of this application and do not count toward the total number of pages that are allowed.

Please respond to the following eight (8) statements when seeking infrastructure or non-infrastructure funds. They must be answered in sufficient detail and clarity to enable the review committee to fully understand your proposed project. They will be evaluated against all the other project proposals received. Refer to Section 24.6 of the SRTS Guidelines which explains the project selection process.

NOTE: The Evaluation element is a requirement of the program. It is not an option. It involves preparation of the Student Tally and Parent Survey at the beginning and end of the SRTS project in the target school(s). Forms along with data collection descriptions and instructions are posted on the Safe Routes to School web site. All applicants must provide the requested data to the National Center for Safe Routes to School at the completion of their project. The purpose is to determine the project's effectiveness in increasing the number of children walking and bicycling to school.

1. Describe the extent to which your project incorporates elements of the following 5 Es, and identify the individual and agency/organization responsible for the implementation of each element (maximum: 20 pts.)

If an Infrastructure Project:

- Engineering – Participation by engineers in providing correct technical information, oversight of construction facilities, conducting engineering studies, providing engineering data, consulting with engineers, etc. (11 pts.)
- Education – Programs that improve safety and convenience for children who walk or bicycle to school; i.e., public safety awareness campaigns or safety training. (3 pts.)
- Encouragement – Activities that promote walking and bicycling to school; i.e., providing incentives to children who are physically active, introducing children and parents to walking and bicycling through Walk to School Day events, "Walking Wednesdays," purchasing and distributing bicycle helmets, etc. (3 pts.)

- Enforcement – Participation by law enforcement in the development and implementation of a project; i.e., ensuring safe speed limits are posted near schools, ticketing abusers, conducting safety check points, etc. (3 pts.)

If a Non-infrastructure Project:

- Education – See description above. (10 pts.)
 - Encouragement – See description above. (5 pts.)
 - Enforcement – See description above. (3 pts.)
 - Engineering – See description above. (2 pts.)
2. Cite the names and organizations/agencies that contributed to the development of a plan for this application and explain how they will continue to be involved in the project if it is funded; that is, formation of an ongoing “team.” (10 pts.)
 - Was there representation from the school, parents, professionals in the areas of health, transportation, enforcement, local elected officials, and other key members of the community in formulating this project? (5 pts.)
 - Describe the collaborative process followed in the development of this project and the individual contributions of each. (5 pts.)
 3. Does the applicant have a commitment from other agencies and organizations to have a role in implementing the project once awarded? (maximum: 5 pts.)
 - Cite the name, title, and contact information of the individual responsible for ensuring completion of this project. (3 pts.)
 - Has the commitment been formalized? Please describe. (2 pts.)
 4. Describe in detail any other efforts within the agency or organization that are planned or underway to support or compliment the proposed project. (maximum: 10 pts.)
 - Cite any funding commitments that have been made by agencies or organizations to sustain this project. (5 pts.)
 - Is this project consistent with the goals and objectives of local or regional planning documents; i.e., City/County Master Plan or General Plan, School Safety Plan, Circulation Plan, etc.? (5 pts.)
 5. Describe the safety-risks children currently encounter at the project location when walking or bicycling to school. Include supporting data such as accident reports, survey results, etc. (maximum: 15 pts.)
 - How was the determination made for each of the risks? (3 pts.)
 - Describe the extent and severity of the risks; namely, fatalities, injuries. (2 pts.)
 - Describe the safety-risks; namely, high vehicular speeds along two-lane roadways without sidewalks exposing children to debris, mud, overgrown vegetation, etc. or recently reported abductions/kidnappings/peer bullying/gang assaults reported against children along commute routes. (10 pts.)
 6. Describe how this project will correct the risks identified above. (maximum: 15 pts.)
 - Describe the specific “fixes” for each of the risks identified above. (10 pts.)
 - Describe the range of alternatives considered. (5 pts.)

7. Describe how this project will increase walking and bicycling to school. (maximum: 15 pts.)
- What barriers will be removed to allow for increased walking and bicycling? (10 pts.)
 - Describe how increased walking and bicycling among students will be sustained. (5 pts.)
8. Describe in detail, your agency or organization's capacity to undertake this project. (10 pts.)
- Cite how the lead agency has managed other federal grants. (5 points)
 - Who (staff persons and/or volunteers) will be working on this project and what are their roles and responsibilities? (2 pts.)
 - Do you have other funding resources available for this project in addition to SRTS funds to cover any cost overruns? (3 pts.)

PART 5: Project Cost Estimate

Please provide cost estimate figures in the formats displayed below.

FOR INFRASTRUCTURE PROJECTS:

PROJECT COST ESTIMATE (as applicable)**

Preliminary Engineering

Environmental	\$ _____	\$ _____	\$ _____
PS&E	\$ _____	\$ _____	\$ _____

Right of Way

Engineering	\$ _____	\$ _____	\$ _____
Appraisals & Acquisitions	\$ _____	\$ _____	\$ _____
Utilities	\$ _____	\$ _____	\$ _____

Construction

Construction	\$ _____	\$ _____	\$ _____
Construction Engineering	\$ _____	\$ _____	\$ _____

Before/After Evaluation

City/County Partnership Costs	\$ _____	\$ _____	\$ _____
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Subtotal

Contingency*

Total Project Cost**

*Contingency "Total Cost" may not exceed 10% of the "Subtotal"; however, exceptions will be considered on a case-by-case basis.

**SRTS funds may not exceed \$1,000,000.

Has a non-infrastructure grant been submitted or approved to complement this infrastructure improvement? Yes: _____ No: _____

FOR NON-INFRASTRUCTURE PROJECTS:

PROJECT COST ESTIMATE (as applicable)**

	SRTS \$	Other \$	Total \$
Staff Time	\$ _____	\$ _____	\$ _____
Contractual Services*	\$ _____	\$ _____	\$ _____
Materials	\$ _____	\$ _____	\$ _____
Other Direct Costs	\$ _____	\$ _____	\$ _____
Before/After Evaluation	\$ _____	\$ _____	\$ _____
City/County Partnership Costs	\$ _____	\$ _____	\$ _____

Subtotal			

Total**			

*No copyright permitted on materials.

**SRTS funds may not exceed \$500,000.

PART 6: Project Delivery Schedule

Please provide estimated completion dates for the major milestones on your project.

Target Dates for Infrastructure Projects:

1. Obtain Authorization to Proceed with Preliminary Engineering (PE): _____
2. Complete Student Tally and Parent Survey: _____
3. Complete the NEPA document: _____
4. Submit first invoice: _____
5. Complete final design and Plans, Specifications, & Estimate (PS&E): _____
6. Obtain Authorization to Proceed with Right of Way: _____
7. Obtain Right of Way Clearance (certification): _____
8. Obtain project Authorization to Proceed with Construction: _____
9. Award Construction Contract: _____
10. Complete construction: _____
11. Submit second Student Tally and Parent Survey results: _____
12. Submit final invoice with a report of expenditures, and close out the project: _____

Target Dates for Non-Infrastructure Projects (as applicable):

1. Obtain Federal Authorization to Proceed: _____
2. Submit Student Tally and Parent Survey results: _____
3. Submit first invoice: _____
4. Complete project and produce deliverables: _____
5. Submit second Student Tally and Parent Survey results: _____
6. Submit final invoice with a report of expenditures and close out the project: _____

Distribution: 1) Applicants, 2) DLAES, 3) Chief, DLA, 4) Chief, Project Delivery & Safety
5) DLA Safe Routes to School Coord., 6) DLA Area Engineers

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Council of Fresno County Governments - Local Procurement Policy

I. PURPOSE:

The following policy is set forth to establish standards and policies for the selection of contractors and consultants for services as may be needed by the Council of Fresno County Governments. Such services may be need by the Council of Fresno County Governments to assist in the administration or the development of programs within its jurisdiction.

II OBJECTIVE:

The objective of this policy is to establish procedures and guidelines in the selection process that are both legally grounded and will permit the Council of Fresno County Governments to obtain the most highly qualified and competent contractors and consultants at the most cost effective ratio.

Contractors and consultants must be selected on the basis of experience, ability to perform the given task effectively and timely. Criteria for best meeting the needs of the Council of Fresno County Governments as well as the stakeholders it represents, are specified in the Selection Criteria Scoring Sheet.

III CRITERIA:

Criteria for selecting contractors and consultants as specified in the Selection Scoring Criteria are base in general on the following items which are provided to give a deeper understanding the Selection Scoring Criteria itself.

1. Education and background or the consultant.
2. Proven or demonstrated experience of the consultant including experience relevant to the proposed scope of work.
3. Understanding of the project and the specific local conditions where applicable.
4. Past performance on previous work.
5. Adequate staff to perform the work within the time allowed.
6. Approach proposed for completion of the work.
7. Ability of the consultant to communicate simple or complex information clearly and effectively to intended audiences.
8. Ability of the consultant to make effective public presentations and submit clear effective reports
9. Ability of the consultant to work effectively and efficaciously with all stakeholders involved in the project including Council of Fresno County Governments staff.
10. Demonstrated interest and enthusiasm of the consultant in the success of the project.
11. Whether the consultant is currently engaged in another project which has a direct and substantial relationship to the proposed project i.e. a conflict of

Council of Fresno County Governments - Local Procurement Policy

interest, or, one that will impact the consultant's ability to perform effectively.

12. Where applicable, whether the consultant has a local office or employs local subcontractors in the execution of the contract.

IV. CONTRACTING with DISADVANTAGED BUSINESS FIRMS

In accordance with National Policy to award fair share contracts to disadvantaged Business Enterprises (DBA), the Council of Fresno County Governments adopts an annual goal for DBA Contracting. Affirmative steps to accomplish this goal shall include:

1. Inclusion of qualified DBA on solicitation lists.
2. Soliciting DBAs whenever they are a potential source.
3. When economically feasible, dividing total bid requirements into smaller task or quantities, or altering delivery schedules so as to permit maximum DBA participation.
4. Using the services and assistance of the Small Business Administration, the Office of Minority Business Enterprise of the Department of Commerce, the National Economic Administration, and the Equal Employment Opportunities Commission as required.
5. If subcontractors are to be used, requiring the prime contractor to take the above affirmative steps (1 through 4).

V. PREFERENCE FOR LOCAL FIRMS:

In the procurement of independent contractors and/or consultants to perform services for the Council of Fresno County Governments, local firms shall be given a preference in the selection process as follows: In a 100 point scoring system, 5 additional points shall be awarded if at least 50% of the dollar value of services to be rendered will be performed by a local firm or local subcontractor so long as the work is conducted by employees at a local office. A local office is defined as one located within the jurisdictional boundaries of Fresno County.

Contracts for services must be funded 100% with local dollars to be eligible for local preference. Any amount of state or federal funding makes them ineligible for the preference points. In addition, "Architectural & Engineering" services are categorically excluded from local preference points and cost of service must not be a criterion in the selection of their services.

VI. CONTRACTING USING STATE OR FEDERAL FUNDS:

As stated above in section V., all contracts under which all, or a portion of the contract is funded with State or Federal are ineligible for local preference.

Council of Fresno County Governments - Local Procurement Policy

For Federal funds, this is in compliance with the Federal Standards of Attachment O, OMB Circular No. A-102. Indirect Costs and Capital Expenditure shall be amortized and included in the Council of Fresno County Governments' cost allocation plan in accordance with OMB Circular A-87. All bid Invitations or Contracts that the COFCG enters into in the course of procuring goods and services with Federal Funds shall comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-4. Bid Invitations and Contracts will carry the specific notifications and clauses pursuant to Title VI as agreed to with the U.S. Department of Transportation.

For contracts funded partially or in full with stat funds, COFCG shall comply with the State Standard set forth in the State of California, Department of Transportation, Local Assistance Procedures Manual, Section 10, governing contract procurement using State Funds.

VII. CONFLICT OF INTEREST:

No employee, officer, or agent of COFCG shall participate in the award of a contract or purchase of goods or services that result in a conflict of interest. Such a conflict of interest would arise when:

The employee, officer or agent, any member of his or her family, business partner, or any organization which employs any of the above has a financial or other interest in the award.

VIII. METHOD OF PROCUREMENT:

Procurement for goods and services shall be made by one of the following methods, as described herein:

- a. **Small Purchase Procedures** shall apply to individual procurement of goods and services in the aggregate of not more than \$10,000 each. Authority for small purchases derives from the COFCG line item budget which is approved by the COFCG board. The COFCG Executive Director has the discretion to encumber expense or direct the appropriate staff to encumber expenses up to the amounts approved in the COFCG line item budget in the fulfillment of the objectives as detailed in the COFCG Overall Work Program (OWP). In the course of making small procurements the COFCG Executive Director may direct responsible staff to do informal surveys of the local firms and vendors and prices on various goods and services in the interest of obtaining the best value.

b. **Competitive Sealed Bids Procedures (formal advertising)**
shall apply when the procurement of goods and services in the aggregate is greater than \$10,000 and:

1. The procurement lends itself to a firm-fixed-price contract, and the selection of the successful bidder can appropriately be made principally on the basis of price.
2. There is sufficient time prior to the date set for the opening of the bid solicitation/award process.
3. A complete, adequate and realistic specification or purchase description can be determined.

Furthermore, the competitive sealed bid process shall consist of publicly soliciting sealed bids for an item or list of items that conform to a specific technical specification list. All bids shall be opened publicly at the time and place stated in the invitation for bids.

Council of Fresno County Governments - Local Procurement Policy

Consultant Selection Evaluation Sheet		
Criteria	Maximum Points	Rating
Understanding of the work to be done	20	
Experience with similar kinds of work	20	
Quality of staff for work to be done. Ability to work well with all participants and stakeholders.	15	
Capability of developing innovative or advanced techniques	10	
Familiarity with applicable local, state and federal procedures	10	
Financial Responsibilities	10	
Demonstrated Technical Abilities. Ability to communicate effectively.	10	
Subjective Considerations	5	
Subtotal	100	
* Local Preference (if applicable)	5	
Total	105	

[illegible]

<u>AB 1209</u> Karnette	State Air Resources Board: emission reduction projects and measures.	2nd Fiscal 	6
<u>AB 1221</u> Ma	Transit village developments: infrastructure financing.	2nd Policy 	7
<u>AB 1252</u> Caballero	Statewide Park Development and Community Revitalization Act of 2007.	2nd Floor 	8
<u>AB 1350</u> Nunez	Transportation bond funds.	2nd Fiscal 	9
<u>AB 1358</u> Leno	Planning: circulation element: transportation.	2nd Floor 	9
<u>AB 1815</u> Feuer	California Transportation Infrastructure Funding Task Force.	1st Policy 	10
<u>AB 1845</u> Duvall	Highway-railroad grade separations.	1st Fiscal 	11
<u>AB 1850</u> DeVore	Office of Public-Private Partnerships.	1st Policy 	12
<u>AB 1904</u> Torricco	Transportation: programming of projects.	1st Fiscal 	12

<u>AB 2182</u> Caballero	Urban and Community Center Revitalization Program.	1st Fiscal ██████████	12
<u>AB 2295</u> Arambula	Transportation capital improvement projects.	2nd Policy ██████████	13
<u>AB 2342</u> Parra	California Partnership for the San Joaquin Valley.	1st Fiscal ██████████	14
<u>AB 2388</u> Feuer	Vehicles: registration fees.	1st Policy ██████████	14
<u>AB 2494</u> Caballero	Housing-Related Parks Program.	1st Fiscal ██████████	15
<u>AB 2522</u> Arambula	San Joaquin Valley Unified Air Pollution Control District.	1st Fiscal ██████████	16
<u>AB 2596</u> Jones	California Global Warming Solutions Act of 2006: cities and counties.	1st Fiscal ██████████	16
<u>AB 2638</u> Coto	California Air Quality and Environmental Health Act of 2008.	1st Policy ██████████	17
<u>AB 2650</u> Carter	Department of Transportation: environmental review process	1st Fiscal ██████████	17
<u>AB 2870</u> DeSaulnier	Land use: environmental quality.	1st Fiscal ██████████	18

<u>AB 3005</u> Jones	Community development: mitigation fees.	1st Fiscal	19
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<u>AB 3034</u> Galgiani	Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century.	1st Fiscal	19
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<u>AB 3064</u> Committee on Transportation	Transportation.	1st Floor	20
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<u>ACA 10</u> Feuer	Bonded indebtedness: local government: transportation infrastructure.	1st Desk	21
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<u>SB 27</u> Simittian	Sacramento-San Joaquin River Delta, Clean Drinking Water, Water Supply Security, and Environmental Improvement Act of 2008.	2nd Policy	21
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<u>SB 240</u> Florez	San Joaquin Valley Unified Air Pollution Control District.	2nd Fiscal	22
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<u>SB 286</u> Lowenthal	Transportation enhancement funds: conservation corps.	2nd Fiscal	22
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<u>SB 375</u> Steinberg	Transportation planning: travel demand models: sustainable communities strategy: environmental review.	2nd Fiscal	23
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<u>SB 445</u> Torlakson	Greenhouse gas mitigation fee.	2nd Policy	24
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<u>SB 494</u> Kehoe	Vehicular air pollution control: clean alternative fuels.	2nd Policy [REDACTED]	24
<u>SB 974</u> Lowenthal	Ports: congestion relief: air pollution mitigation: regulatory fee.	2nd Floor [REDACTED]	25
<u>SB 1363</u> Perata	Transportation projects: comprehensive development lease agreements.	1st Policy [REDACTED]	26
<u>SB 1507</u> Oropeza	Highway construction: school boundaries.	1st Fiscal [REDACTED]	26
<u>SB 1548</u> Florez	San Joaquin Valley Unified Air Pollution Control District: city selection committee.	1st Fiscal [REDACTED]	27
<u>SBX2 1</u> Perata	Water quality, flood control, water storage, and wildlife preservation.	2nd Desk [REDACTED]	27
<u>SBX3 5</u> Committee on Budget and Fiscal Review	Highway Users Tax Account.	1st Floor [REDACTED]	29
Total Position Forms: 42			



Legislation Summary May 2008

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
<u>AB 660</u> Galgiani	Railroad-highway grade separations. Existing law provides for the Department of Transportation to include \$15,000,000 in its annual proposed budget for highway-railroad grade separation projects. Existing law requires the Public Utilities Commission to establish an annual priority list for expenditure of these funds, which may be allocated by the California Transportation Commission for various kinds of projects, including alteration of existing grade separations, construction of new grade separations for existing or proposed grade crossings, and removal or relocation of highways or railroad tracks to eliminate existing grade crossings. Existing law provides that allocations from these funds may not exceed 80% of project costs, and generally limits the maximum total allocation amount for a single project to \$5,000,000 unless there is specific legislative authorization, with certain exceptions. Existing law requires that an amount equal to a portion of the funds received by cities and counties for grade separation projects shall be deducted by the Controller from apportionments to those cities and counties of specified fuel tax revenues. This bill would revise the program 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	02/07/2008-Referred to Com. on T. & H.	Watch	MERCED COG- support KERN COG- oppose

	grade crossings. The bill would provide for a maximum allocation of 80% of project costs for all projects funded but would modify the provisions limiting the maximum amount that may be allocated to a single project to \$5,000,000 , unless there is specific legislative authorization . The bill would also modify the calculation of the amount of funds deducted from the apportionments of the fuel tax revenues, delete provisions requiring the reduction of cost to a party to a grade separation project when the National Railroad Passenger Corporation (Amtrak) contributes towards a specified amount of the project, and delete provisions authorizing a local agency to construct a grade separation project, and retain eligibility for subsequent project priority lists, prior to the time that the project reaches a high enough priority for funding.				
<u>AB 842</u> Jones	Regional plans: traffic reduction. Existing law authorizes the California Transportation Commission to establish guidelines for the preparation of regional transportation plans. This bill would require the 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. This bill contains other related provisions and other existing laws.	02/07/2008-Referred to Com. on T. & H.	Watch	CALCOG-support	
<u>AB 901</u> Nunez	Transportation: Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), authorizes \$19.925 billion of state general obligation bonds for specified purposes. The act requires that, among other things, \$3.6 billion	01/18/2008-In committee: Hearing postponed by committee. (Refers to 8/20/2007 hearing)	Watch		

of the proceeds from those bonds be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account for allocation to public transit operators and transportation planning agencies by formula. This bill would require the Department of Transportation to provide the Department of Finance and the Assembly and Senate budget committees by September 30 of each year with information describing the total amount of verified project funding needed in the budget year and the amount required by each agency seeking funding. The bill would also require the department, on a quarterly basis, to provide the Controller with instructions regarding funds to be allocated to each sponsoring entity and would require the Controller to allocate those funds accordingly. The bill would define "sponsoring entity" and "eligible project" for purposes of allocating these funds. The bill would require the California Transportation Commission to include information in its annual report to the Legislature regarding its activities relative to these funds. The bill would also impose specified auditing requirements and enact other related provisions.

AB 981
Ma

Vehicles: abatement of abandoned vehicles: costs recovery.

Existing law holds the registered owner of an abandoned vehicle responsible for the costs of abating and disposing of the vehicle, and any other past due fees and penalties. This bill would prohibit the Department of Motor Vehicles from renewing the registration of any vehicle owned by a registered owner of an abandoned vehicle for which there are unreimbursed outstanding costs when the public agency that abated or caused the abatement of the abandoned vehicle has given notice to the department of the outstanding costs. After

01/31/2008-Re-referred to Com. on T. & H.

Watch

	deducting its administrative costs, the Department of Motor Vehicles would be required to transmit to the public agency the outstanding costs collected. This bill contains other related provisions and other existing laws.		
<u>AB 995</u> Nava	Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: trade corridors. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. Existing law requires specified moneys in the fund to be deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account to be available upon appropriation by the Legislature, for certain purposes. The act requires \$1,000,000,000 from the account to be made available to the State Air Resources Board for emission reductions, not otherwise required by law or regulation, from activities related to the movement of freight along California's trade corridors. The act requires \$2,000,000,000 to be transferred to the Trade Corridors Improvement Fund for infrastructure improvements along designated trade corridors. This bill would provide that projects eligible for funding from the Trade Corridors Improvement Fund would receive priority if they meet specified requirements. The bill would require the California Transportation Commission to coordinate with the state board for technical assistance in evaluating project applications.	02/13/2008-To inactive file on motion of Senator Ducheny.	Watch

<u>AB 1077</u> Lieber	State Air Resources Board: plug-in hybrid electric vehicles. Existing law grants to the State Air Resources Board primary authority for the control of air pollution from vehicular sources. Existing law authorizes the state board to adopt and implement motor vehicle emissions standards and motor vehicle specifications. This bill would enact the California Plug-In Hybrid Electric Vehicle Leadership Act of 2007. The bill would establish the California Plug-In Hybrid Electric Vehicle Coordinating Council, with specified membership, to develop and carry out a strategy of coordination and collaboration between entities and organizations engaged in activities relating to plug-in hybrid electric vehicles. The bill would require the council, on or before October 1, 2008, to identify the percentage or number of plug-in hybrid vehicles that could reasonably be added to the state vehicle fleet in the future. This bill contains other related provisions and other existing laws.	08/30/2007-1n committee: Set, first hearing. Held under submission.	Watch	
<u>AB 1129</u> Arambula	San Joaquin Valley Regional Affordable Housing Trust. The Planning and Zoning Law requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains mandatory elements, including a housing element. The housing element is prepared for the purposes of, among other things , fostering cooperation among local governments in order to address regional housing needs. This bill would establish 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.	02/07/2008-Referred to Com. on T. & H.	Support	Tulare COG- support PARTNERSHIP- support

AB 1209 Karnette	State Air Resources Board: emission reduction projects and measures. Existing law creates the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 requires \$3,100,000,000 of these funds to be deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account within the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006, and requires \$1,000,000,000 of these funds to be made available, upon appropriation by the Legislature, to the State Air Resources Board for emissions reductions, not otherwise required by law or regulation, from activities related to the movement of freight along California's trade corridors. This bill would require the state board to develop guidelines meeting specified requirements for the allocation of the \$1,000,000,000 in funding. The bill would, upon appropriation by the Legislature, require the state 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 California's trade corridors. The projects and measures would be required to result in emission reductions not otherwise required by law or regulation in effect at the time the state board issues a notice of funding availability. The bill would specify that the funds only be used to implement strategies described in a required emissions reduction plan included in funding applications. The bill would require the state board to report annually to the appropriate fiscal and policy committees of the Legislature on the status of the projects and measures being	Support	CALCOG-support
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funded. The bill would require the administrative costs of the state board to be paid in an appropriation in the annual Budget Act and limit those costs to \$15,000,000 for the duration of program funding.			
Transit village developments: infrastructure financing. Existing law authorizes a city or county to create a transit village plan for a transit village development district. Existing law requires a transit village plan to include all land within not less than 1/4 mile of the exterior boundary of the parcel on which is located a transit station, as defined . Existing law authorizes a legislative body to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval. This bill would increase the area included in a transit village plan to include up to 1/2 mile of the exterior boundary of the parcel on which is located a transit station. This bill would eliminate the requirement of voter approval for the formation of an infrastructure financing district, adoption of an infrastructure financing plan, and an issuance of bonds for the purpose of developing and financing a transit facility, as defined, and would allow a legislative body, as defined, to create the district, adopt the plan, and issue bonds by ordinance and resolution, as specified. This bill would also set forth the time limitations to bring an action challenging the formation of a district, the adoption of a plan, or the issuance of bonds for these purposes. This bill would require a transit village plan financed by these bonds to include an additional demonstrable public benefit regarding housing, and a provision that at least 20% of all revenues derived from the	04/14/2008-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L.GOV. 05/07/08 9:30 a.m. - Room 112 SEN LOCAL GOVERNMENT	Watch	CALCOG-support

AB 1221
Ma

Existing law authorizes a city or county to create a transit village plan for a transit village development district. Existing law requires a transit village plan to include all land within not less than 1/4 mile of the exterior boundary of the parcel on which is located a transit station, as defined . Existing law authorizes a legislative body to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval. This bill would increase the area included in a transit village plan to include up to 1/2 mile of the exterior boundary of the parcel on which is located a transit station. This bill would eliminate the requirement of voter approval for the formation of an infrastructure financing district, adoption of an infrastructure financing plan, and an issuance of bonds for the purpose of developing and financing a transit facility, as defined, and would allow a legislative body, as defined, to create the district, adopt the plan, and issue bonds by ordinance and resolution, as specified. This bill would also set forth the time limitations to bring an action challenging the formation of a district, the adoption of a plan, or the issuance of bonds for these purposes. This bill would require a transit village plan financed by these bonds to include an additional demonstrable public benefit regarding housing, and a provision that at least 20% of all revenues derived from the

Watch

	issuance of these bonds be dedicated to increase, improve, and preserve housing that is affordable to vulnerable populations. This bill would also make technical, nonsubstantive changes.			
<u>AB 1252</u> Caballero	Statewide Park Development and Community Revitalization Act of 2007. The Urban Park Act of 2006 (act) requires the Department of Parks and Recreation (department) to establish a local assistance program to offer grants, on a competitive basis, to various local entities and nonprofit organizations, as defined, for the acquisition or development, or both, of urban parks and recreational areas and facilities. Heavily urbanized counties are authorized to apply for these grants. This bill would change the name of the act to the Statewide Park Development and Community Revitalization Act of 2007. A city, regional park district, district, joint powers authority, or county, in addition to specified nonprofit organizations, would be authorized to apply for local assistance program grants. The term "critically underserved community" would replace the term "heavily urbanized county" for purposes of the act and would be defined to include a community with less than 3 acres of usable parkland per 1,000 residents or is a disadvantaged community, as defined, and can demonstrate to the Department of Parks and Recreation that the community has insufficient or no park and recreation facilities. The bill would revise the criteria for awarding grants, and require the department on or before April 1, 2009, to adopt guidelines to amplify or clarify the grant criteria or develop a procedural guide for the administration of the act and the guidance of applicants. The department would be required to offer technical assistance to all applicants and potential applicants for both grant preparation and project development	02/13/2008-To inactive file on motion of Senator Ducheny.	Watch	CALCOG- support

to encourage full participation in the grant program.
This bill contains other related provisions.

AB 1350
Nunez

Transportation bond funds.

Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. Specified moneys in the fund are required to be deposited in the Transit System Safety, Security, and Disaster Response Account to be made available, upon appropriation by the Legislature, for capital 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. This bill would require these funds to be allocated to transit operators for eligible projects, as defined, based on various formulas, and would require funds to be allocated by the Office of Emergency Services in consultation with the Office of Homeland Security. An eligible applicant would be required to annually advise the Office of Emergency Services of the applicant's need for funding in the following fiscal year, and the office would submit a request to the Department of Finance and to the legislative budget committees in that regard. The bill would enact other related provisions .

01/28/2008-1n
committee: Hearing
postponed by committee.
(Refers to 8/20/2007
hearing)

Watch

AB 1358
Leno

Planning: circulation element: transportation.

Existing law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city with specified elements, including a circulation element consisting of the general location and extent of existing and proposed major

02/13/2008-To inactive
file on motion of Senator
Ducheny.

Watch

thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan. This bill would require, commencing January 1, 2010, that the legislative body of a city or county, upon any revision of the circulation element of the general plan, modify the circulation element to accommodate the safe and convenient travel of users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation , in a manner that is suitable to the rural, suburban, or urban context of the general plan . By requiring new duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	<u>AB 1815</u> Feuer California Transportation Infrastructure Funding Task Force. Existing law provides various sources of revenue to fund state highway and local road maintenance, operation, and improvement, including a state-imposed per-gallon fuel tax of 18 cents. This bill would create, until January 1, 2010, the California Transportation Infrastructure Funding Task Force, with 14 members appointed by the Legislature, Governor, California Transportation Commission, city and county organizations, and other specified entities. The bill would require the task force to hold at least 3 public hearings around the state and to report to the Legislature and Governor by January 1, 2010, on alternatives to the current system of taxing road users through per-gallon fuel taxes. The bill would make legislative findings and declarations in that regard. 04/14/2008-In committee: Set, second hearing. Hearing canceled at the request of author. Watch LEAGUE OF CITIES-support
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AB 1845
Duvall

Highway-railroad grade separations.

04/17/2008-Re-referred
to Com. on APPR.

Watch

Existing law provides for the Department of Transportation to include \$15,000,000 in its annual proposed budget for highway-railroad grade separation projects. Existing law requires the Public Utilities Commission to establish an annual priority list for expenditure of these funds, which are allocated to specific projects by the California Transportation Commission. Existing law, pursuant to Proposition 1B, approved by the voters at the November 7, 2006 general election, provides for the allocation of \$250,000,000 in general obligation bond funds to grade separation projects. It requires \$150,000,000 of these funds to be available pursuant to the above-described priority list process, with certain exceptions, and the remaining \$100,000,000 to be available for allocation by the California Transportation Commission to projects that are not part of that process. This bill would make inoperative the requirement for the department to include \$15,000,000 in its annual budget for highway-railroad grade separation projects on the date that the Director of Transportation notifies the Secretary of State that all funds made available for grade separation projects by the above-referenced bond act have been fully allocated and expended, and all required expenditure reports have been completed, and would repeal these provisions on January 1 of the year commencing thereafter. The bill would make inoperative and repeal various other related provisions. The bill would also require notification of certain legislative committees in that regard, and would provide for the reversal of any unallocated State Highway Account funds budgeted for grade separations to that account.

<u>AB 1850</u> DeVore	Office of Public-Private Partnerships. Existing law authorizes various methods to finance public facilities that are necessary to meet the needs of the state. This bill would, until January 1, 2019, create the Office of Public-Private Partnerships within the office of the Governor and a process for the Office of Public-Private Partnerships to develop formal public-private partnership agreements to facilitate the construction and maintenance of the state's infrastructure, as defined. This bill would require the Director of the Office of Public-Private Partnerships to provide the Legislature with 90 days' notice before committing the state to participate in any partnership agreement.	04/01/2008-In committee: Set first hearing. Failed passage. Reconsideration granted.	Watch	
<u>AB 1904</u> Torrico	Transportation: programming of projects. Existing law provides for the state to issue tax-exempt anticipation notes backed by annual federal appropriations for federally funded transportation projects, which are known as "GARVEE bonds." Existing law requires the California Transportation Commission to establish guidelines to implement these provisions and identify projects that are eligible for funding. This bill would also require the commission to establish guidelines for a process to enable a county, or the regional transportation planning agency on behalf of the county, to exchange funds apportioned to the county under the state transportation improvement program for federal funds in order to fund a project with GARVEE bonds. This bill contains other related provisions and other existing laws.	04/23/2008-In committee: Set, first hearing. Referred to APPR. suspense file.	Watch	
<u>AB 2182</u> Caballero	Urban and Community Center Revitalization Program. Existing law, the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, allocates	04/23/2008-Re-referred to Com. on APPR.	Watch	LEAGUE OF CITIES- support in concept CALCOG-

	\$580,000,000 for revitalizing communities and making them more sustainable and livable by investing in sound land use planning, local parks, and urban greening, and specifically authorizes to \$90,000,000 for planning grants and incentives to encourage, among other things, the development of specified regional and local land use plans. The act also requires that these funds be made available upon appropriation by the Legislature. This bill would establish the Urban and Community Center Revitalization Program within the Department of Conservation, and would allocate unspecified sums from the \$90,000,000 made available under the act to the Director of Conservation for distribution in the form of grants to local governments that meet specified criteria. The bill would authorize the director to award grants for, among other things, specific plans, master environmental impact reports, and charettes. This bill contains other related provisions.		support in concept
<u>AB 2295</u> Arambula	Transportation capital improvement projects. Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program process. Existing law provides for 75% of funds available for transportation capital improvement projects to be made available for regional projects, and 25% for interregional projects. Existing law describes the types of projects that may be funded with the regional share of funds, and includes local road projects as a category of eligible projects. This bill would state that local road rehabilitation projects are eligible for these funds.	04/22/2008-1n Senate. Read first time. To Com. on RLS. for assignment.	Watch

<u>AB 2342</u> Parra	California Partnership for the San Joaquin Valley. Existing law authorizes 2 or more public agencies, including any federal department or state or local agency, to enter into an agreement for the purpose of exercising any power common to the contracting parties for specified purposes, including acquiring or constructing specified public facilities and improvements. This bill would, until January 1, 2010, inclusive, create the California Partnership for the San Joaquin Valley, composed of the heads of specified state agencies and departments, and local government members, subject to specified criteria, to coordinate and improve existing local, state, and federal efforts for the valley to increase the living standards and the overall economic performance of the valley. This bill contains other related provisions.	04/22/2008-Re-referred to Com. on APPR. 04/30/08 9 a.m. - Room 4202 ASM APPROPRIATIONS	Support
<u>AB 2388</u> Feuer	Vehicles: registration fees. Existing law requires that a registration fee of \$31 be paid to the Department of Motor Vehicles for the registration of every vehicle or trailer coach of a type subject to registration under the Vehicle Code, except those vehicles that are expressly exempted under that code from the payment of registration fees. Existing law also requires that additional fees be paid upon registration or renewal of every vehicle for specified purposes and, beginning July 1, 2008, increases the basic registration by \$3. This bill would additionally impose for the registration of a passenger vehicle (1) a weight fee for a vehicle operated with an unladen vehicle weight of 10,000 pounds or less according to a specified schedule and (2) a carbon dioxide (CO2) fee based on the pounds of CO2 emitted by the vehicle. The bill would apply these provisions to all original registrations on or after July 1, 2010, and to	04/14/2008-In committee: Set, first hearing. Hearing canceled at the request of author.	Watch

renewal of registrations to vehicles with expiration dates on or after October 1, 2010. The bill would exempt specified persons who are eligible for public assistance from its provisions.

AB 2494
Caballero

Housing-Related Parks Program.

The Housing and Emergency Shelter Trust Fund Act of 2006 authorizes the issuance of bonds in the amount of \$2,850,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds are required to be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. The act establishes the Housing and Emergency Shelter Trust Fund of 2006 in the State Treasury, requires the sum of \$200,000,000 to be deposited in the Housing Urban-Suburban-and-Rural Parks Account, which the act establishes in the fund, and makes the money in the account available, upon appropriation, for housing-related parks grants in urban, suburban, and rural areas, subject to the conditions and criteria that the Legislature may provide in statute. This bill would establish the Housing-Related Parks Program under the administration of the Department of Housing and Community Development. The bill would require the department to use funds allocated from the account, upon appropriation by the Legislature, to provide grants, in conjunction with the Department of Parks and Recreation, for the creation, development, or rehabilitation of park and recreation facilities, to cities, counties, and cities and counties that meet certain criteria and issue building permits for housing developments consisting of newly constructed units that are affordable to very low or low-income households.

04/16/2008-From
committee: Do pass, and
re-refer to Com. on APPR.
Re-referred. (Ayes 8.
Noes 4.) (April 15).

Support

<u>AB 2522</u> Arambula	San Joaquin Valley Unified Air Pollution Control District. Existing law authorizes air pollution control districts and air quality management districts, except as provided, to levy a fee up to \$2 on motor vehicles, and authorizes the districts to increase this fee up to \$6 if certain conditions are met. This bill would authorize the San Joaquin Valley Unified Air Pollution Control District to increase this fee by up to but not exceeding \$30 for incentive-based programs to achieve surplus emissions reductions, as specified. The bill would require the Bureau of State Audits to audit the assessment of fees and expenditure of funds pursuant to these provisions and require the state board to assess the use of these fees in achieving and maintaining state and federal ambient air standards. This bill contains other related provisions and other existing laws.	04/17/2008-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 5. Noes 2.) (April 16).	Watch	SJV AIR DISTRICT-support CITY OF PARLIER-support
<u>AB 2596</u> Jones	California Global Warming Solutions Act of 2006: cities and counties. Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law, the California Global Warming Solutions Act of 2006, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases that cause global warming in order to reduce emissions of greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020, and requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. This bill would	04/23/2008-Re-referred to Com. on APPR.	Watch	LEAGUE OF CITIES-oppose

require the state board to quantify a baseline level of greenhouse gas emissions generated by land use and transportation activities in 2009 for each city and county with a population of at least 50,000. The state board would also be required to develop and make available to cities and counties a model that cities and counties may use to quantify the projected level of greenhouse gas emissions for the period from January 1, 2011, through January 1, 2020, that will be generated from land use and transportation activities for each city and county.

AB 2638
Coto

California Air Quality and Environmental Health Act of 2008.

Existing law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. This bill would require the State Board of Equalization to collect a fee in an amount

determined by the State Air Resources Board on the sale or lease of a new passenger motor vehicle that, among other things, has a federal fuel economy rating of 15 miles per gallon or less. The bill would create the California Air Quality and Environmental Health Fund, and would continuously appropriate moneys in the fund to the State Air Resources Board to finance projects and programs that will mitigate or prevent the air pollution harm caused by vehicles subject to the fee.

04/14/2008-In committee: Set, first hearing. Hearing canceled at the request of author.

Watch

AB 2650
Carter

Department of Transportation: environmental review process: reports.

Existing law gives the Department of Transportation full possession and control of state highways and associated property. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, as specified. The secretary has authorized California to participate in that program,

04/24/2008-Re-referred to Com. on APPR.
04/30/08 9 a.m. - Room 4202 ASM
APPROPRIATIONS

Support

KERN COG-support
CALCOG-support

and California has agreed to that participation. A 3-year memorandum of understanding was negotiated between the parties for purposes of state assumption of responsibility for categorical exclusions. This bill would require the department to submit that report to the Legislature by January 1, 2009, and again by January 1, 2010. The bill would also extend the operation of the above-described pilot program provisions until January 1, 2012. This bill contains other existing laws.	Land use: environmental quality. Existing law, the Planning and Zoning Law, requires that a State Environmental Goals and Policy report be prepared and regularly reviewed and revised. Under existing law, the report's purpose is to record approved goals, policies, and decisions of state government related to statewide growth and development and the preservation of environmental quality. Existing law authorizes the Department of Motor Vehicles to collect a surcharge imposed on vehicle registration fees by ordinance or resolution of a local entity. This bill would create the California Blueprint Implementation Council, consisting of designated members, that would, in part, facilitate implementation of regional blueprint projects. The bill would also require the council to report to the Legislature on state planning matters and specified regional performance measures. The bill would authorize a municipal planning organization or council of governments to adopt a resolution to impose a \$1 motor vehicle registration surcharge on vehicles registered in the entity's jurisdiction that would be collected by the Department of Motor Vehicles and, after deducting its administrative costs, would be transmitted to the entity imposing the surcharge. The bill would require that the surcharge revenue be expended to develop and	04/17/2008--From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 5. Noes 2.) (April 16). Watch CALCOG-Sponsor
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AB 2870
DeSaulnier

imple ment a regional blueprint plan and would specify that 5% of the surcharge revenue be transmitted to the council for performance of its functions.

AB 3005
Jones

Community development: mitigation fees.

The Mitigation Fee Act authorizes a local agency to charge a variety of fees, dedications, reservations, or other exactions in connection with the approval of a development project, as defined. Existing law provides that when a local agency imposes any fee or exaction as a condition of approval of a proposed development, as defined, or development project, those fees or exactions shall not exceed the estimated reasonable cost of providing the service or facility for which the fee or exaction is imposed. This bill would require a local agency, when assessing a traffic impact fee for a housing development, to establish the fee at a rate that reflects a reduction of automobile trip generation if the housing development meets specified criteria.

04/23/2008-Re-referred to Com. on APPR.

Watch

LEAGUE OF CITIES-oppose

AB 3034
Galgiani

Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century.

Existing law, Chapter 697 of the Statutes of 2002, as amended by Chapter 71 of the Statutes of 2004 and Chapter 44 of the Statutes of 2006, provides for submission of the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the voters for approval at the November 4, 2008, general election. Subject to voter approval, the act would provide for the issuance of \$9.95 billion of general obligation bonds, \$9 billion of which would be available in conjunction with any available federal funds for planning and construction of a high-speed train system pursuant to the business plan of the High-Speed Rail Authority, and \$950 million of which would be available for capital projects on other passenger rail lines to provide

04/22/2008-Re-referred to Com. on APPR.

Watch

	connectivity to the high-speed train system and for capacity enhancements and safety improvements to those lines. This bill would make various revisions to the bond act to be submitted to the voters. The bill would refer to construction of a high-speed train system consistent with the authority's certified environmental impact report of November 2005, rather than with the final business plan of June 2000. The bill would revise the descriptions of route corridors of the proposed high-speed train system. The bill would require excess revenues from operation of the high-speed train system beyond the amount needed for high-speed train purposes, as determined by the authority, to be used to finance construction of the high-speed train system, and any remaining revenue to be deposited in the General Fund. The bill would require that not more than 10% of bond proceeds be used for environmental studies, planning, and preliminary engineering activities, and would require the authority to have a detailed funding plan for each segment of the system that identifies the full cost of construction and the sources of revenues for that segment, prior to awarding a construction contract for the segment. The bill would require the authority to give priority in selecting segments for construction to those segments that are expected to require the least amount of bond funds as a percentage of total cost of construction, among other considerations. This bill contains other related provisions.		
AB 3064 Committee on Transportation	Transportation. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of \$19.925 billion in general obligation bonds for various transportation improvements, of which \$2 billion are to be allocated to cities and	04/24/2008-From committee: Do pass. To Consent Calendar. (April 23). 04/28/08 61 ASM	Watch

SECOND READING FILE			
counties for specified local street and road improvements. Existing law requires a city or county to reimburse the state for funds it receives if it fails to comply with certain conditions applicable to the expenditure of the bond funds. This bill would require any interest or other return earned by a city or county from investment of bond funds received under these provisions to be expended or reimbursed under the same conditions as are applicable to the bond funds themselves. This bill contains other related provisions and other existing laws.			
ACA 10 Feuer	Bonded indebtedness: local government: transportation infrastructure. The California Constitution prohibits any ad valorem tax on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit on ad valorem tax on real property for a city, county, or city and county to pay for bonded indebtedness, incurred to fund specified transportation infrastructure, that is approved by 55% of the voters of the city, county, or city and county, as appropriate. This bill contains other related provisions and other existing laws.	01/08/2008-From printer. Watch May be heard in committee February 8.	
SB 27 Simittian	Sacramento-San Joaquin River Delta, Clean Drinking Water, Water Supply Security, and Environmental Improvement Act of 2008. Under existing law, various bond acts have been approved by the voters to provide funds for water projects, facilities, and programs. Under existing law, various state agencies administer programs relating to water supply, water quality, and flood management in the Sacramento-San Joaquin Delta. This bill would enact the Sacramento-San Joaquin River Delta, Clean Drinking Water, Water Supply Security, and Environmental Improvement Act of	03/06/2008-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on W., P. & W.	04/29/08 10 a.m. - Room 437 ASM WATER, PARKS AND WILDLIFE

Watch

	2008, which, if approved by the voters, would authorize, for the purposes of financing a water quality, environmental enhancement, and water supply reliability program, the issuance, pursuant to the State General Obligation Bond Law, of bonds in the amount of \$4,000,000,000. The bill would require the Secretary of State to submit the bond act to the voters at the November 4, 2008, statewide general election. This bill contains other related provisions.			
SB 240 Flores	San Joaquin Valley Unified Air Pollution Control District. Existing law authorizes air pollution control districts and air quality management districts, except as provided, to levy a fee up to \$2 on motor vehicles, and authorizes the districts to increase this fee up to \$6 if certain conditions are met. This bill would authorize the San Joaquin Valley Unified Air Pollution Control District to increase this fee by up to but not exceeding \$30 for incentive-based programs to achieve surplus emissions reductions, as specified. The bill would require the Bureau of State Audits to audit the assessment of fees and expenditure of funds pursuant to these provisions and require the state board to assess the use of these fees in achieving and maintaining state and federal ambient air standards. This bill contains other related provisions and other existing laws.	08/30/2007-Set, second hearing. Held in committee and under submission.	Watch	
SB 286 Lowenthal	Transportation enhancement funds: conservation corps. Existing federal law, as part of the comprehensive surface transportation program, allocates transportation funds to each state for transportation enhancement projects. This bill, with respect to federal funds made available to the state for transportation enhancement projects, would require transportation planning agencies, county	01/18/2008-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on APPR.	Watch	MERCED COG-support LEAGUE OF CITIES-support CSAC-support

	transportation commissions or authorities, and congestion management agencies to adopt criteria that give priority in the selection of these projects to the sponsors of eligible projects that partner with, or commit to employ the services of, a community conservation corps, as defined, or the California Conservation Corps to construct or undertake the project. The bill would authorize these agencies and the Department of Transportation to enter into cooperative agreements, grant agreements, or procurement contracts with community conservation corps pursuant to certain simplified contract requirements. The bill would require the California Transportation Commission, when developing guidelines for the state transportation improvement program and the state highway operations and protection program, to include guidance to encourage the allocation of funds for transportation enhancement projects to community conservation corps and the California Conservation Corps as partners with applicants that commit to employ the services of corps members in the construction of those projects. The bill would make related legislative findings and declarations.		
SB 375 Steinberg	Transportation planning: travel demand models: sustainable communities strategy: environmental review. Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with the regional agencies, to prescribe study areas for analysis and evaluation. This bill would require the commission, by July 1, 2009, to	01/28/2008-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on APPR.	Oppose Unless Amended LEAGUE OF CITIES-oppose unless amended CSAC-support if amended TULARE COG -oppose MERCED COG -oppose RCRC-oppose

	adopt guidelines for travel demand models used in the development of regional transportation plans by certain transportation planning entities. The bill would require the Department of Transportation to assist the commission, on request, in this regard, and would impose other related requirements. This bill contains other related provisions and other existing laws.			
<u>SB 445</u> Torlakson	Greenhouse gas mitigation fee. Existing law provides various sources of revenue to fund transportation operations and capital improvements, including certain revenues derived from fees or taxes imposed at the local or regional level at the option of the administering agency. This bill would authorize specified regional transportation agencies to impose a greenhouse gas mitigation fee on vehicles subject to registration within the jurisdiction of the agency implementing the fee. The bill would require the fee to be implemented pursuant to a plan, which would be required to contain an expenditure plan describing specified transportation projects and programs to be funded from fee revenues. The fee would be subject to majority approval of the governing board of the implementing agency and majority voter approval of a ballot measure containing the expenditure plan and the proposed fee in the jurisdiction where the fee is to be imposed. The fee would be collected by the Department of Motor Vehicles.	03/06/2008-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on TRANS.	Watch	CALCOG-support
<u>SB 494</u> Kehoe	Vehicular air pollution control: clean alternative fuels. Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air	02/14/2008-Hearing postponed by committee. (Refers to 7/9/2007 hearing)	Watch	

	pollution. Existing law requires the state board to establish, by regulation, various standards for gasoline and motor vehicle fuel. This bill would require the state board, by June 30, 2009, in consultation with the State Energy Resources Conservation and Development Commission, the State Water Resources Control Board, the Department of Food and Agriculture, and other relevant state agencies, to develop and adopt regulations that would become operative no later than January 1, 2010, that will ensure that commencing January 1, 2015, 25% of new passenger vehicles and light-duty trucks sold in California each year are clean alternative vehicles, as defined, and that commencing January 1, 2020, 50% of new passenger vehicles and light-duty trucks sold in California each year are clean alternative vehicles. The bill would require the state board to submit a report to the Legislature on the progress passenger vehicle and light-duty truck manufacturers have made in meeting these requirements, the progress the state has made in increasing the use of alternative fuels and reducing the state's dependence on imported petroleum and petroleum fuels, and any improvements in public health and the environment attributable to the use of clean alternative fuels, as specified. This bill contains other related provisions and other existing laws.		
<u>SB 974</u> Lowenthal	Ports: congestion relief: air pollution mitigation: regulatory fee. Existing law regulates the operation of ports and harbors. This bill would require the Ports of Los Angeles, Long Beach, and Oakland to collect a user fee on the owner of container cargo moving through the Port of Los Angeles, the Port of Long Beach, or the Port of Oakland at a rate of \$30 per 20 ft. TEU.	02/26/2008-From inactive file to third reading file. 04/28/08 131 ASW THIRD READING FILE	Support w/Amendments

<u>SB 1363</u> Perata	Transportation projects: comprehensive development lease agreements. Existing law, until January 1, 2012, authorizes the Department of Transportation and regional transportation agencies to enter into up to 4 comprehensive development lease agreements with public and private entities for transportation projects primarily designed for improvement of goods movement that may charge users of those projects tolls and user fees, subject to various terms and conditions. This bill would extend that date to January 1, 2013. This bill contains other related provisions.	04/09/2008-Set, first hearing. Hearing canceled at the request of author.	Watch	CALCOG-support
<u>SB 1507</u> Oropeza	Highway construction: school boundaries. Existing law creates the California Transportation Commission and authorizes the commission to, among other things, select, adopt, and determine the location for state highways on routes authorized by law. Existing law gives the Department of Transportation full possession and control of all state highways and authorizes the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the California Transportation Commission. This bill would prohibit the commission from authorizing the construction or expansion of, and the department from constructing or expanding, a state highway within 1/4 mile of a school boundary, with exceptions for certain operational or safety improvements and for high-occupancy vehicle lanes. The bill would also prohibit a project subject to this restriction from being included in a regional transportation improvement program adopted by a transportation planning agency.	04/21/2008-Read second time. Amended. Referred to Com. on APPR. 05/05/08 10:00 a.m. - John L. Burton Hearing Room 4203 SEN APPROPRIATIONS	Watch	SAN JOAQUIN COG-oppose

SB 1548
Florez

**San Joaquin Valley Unified Air Pollution
Control District: city selection committee.**

Existing law establishes the San Joaquin Valley Unified Air Pollution Control District formed by the Counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare, and 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, as a single integrated agency with all staff under one centralized management structure that is able to implement programs on a basinwide basis. Existing law requires the district to be governed by a district board composed of a total of 15 voting members. Of those members, existing law requires 5 members to be appointed by cities within the territory of the district, based on region and population. This bill would create a local city selection committee to appoint these members pursuant to specified requirements , thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.

04/17/2008-Set for
hearing April 28.

Watch

04/28/08 10 a.m. - John
L. Burton Hearing Room
(4203) SEN
APPROPRIATIONS

SBX2 1
Perata

**Water quality, flood control, water storage,
and wildlife preservation.**

Under existing law, various bond acts have been approved by the voters to provide funds for water projects, facilities, and programs. The Disaster Preparedness and Flood Prevention Bond Act of 2006, a bond act approved by the voters at the November 7, 2006, statewide general election, authorizes the issuance of bonds in the amount of \$4,090,000,000 for the purposes of financing disaster preparedness and flood prevention projects. The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal

01/07/2008-Read third
time. Passed. (Ayes 23.
Noes 11. Page 20.) To
Assembly.

Watch

Protection Bond Act of 2006, an initiative bond act approved by the voters at the November 7, 2006, statewide general election, authorizes the issuance of bonds in the amount of \$5,388,000,000 for the purposes of financing a safe drinking water, water quality and supply, flood control, and resource protection program. The Water Security, Clean Drinking Water, Coastal and Beach Protection Act of 2002, approved by the voters at the November 5, 2002, statewide general election, authorizes, for the purposes of financing a safe drinking water, water quality, and water reliability program, the issuance of bonds in the amount of \$3,440,000,000. This bill, with regard to those bond funds, would appropriate \$610,890,000 as follows: of the funds made available pursuant to the Disaster Preparedness and Flood Prevention Bond Act of 2006, \$50,000,000 to the Department of Water Resources for essential emergency preparedness supplies and projects, and \$150,000,000 to the department for stormwater flood management project grants; of the funds made available pursuant to the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, \$50,000,000 to the State Department of Public Health for grants and loans for small community drinking water systems infrastructure improvements and related actions, \$50,400,000 to the State Department of Public Health for grants for projects to prevent or reduce the contamination of groundwater that serves as a source of drinking water, \$40,000,000 to the department for administrative costs, planning grants, and local groundwater assistance grants, \$50,000,000 to the department for projects to relocate existing Sacramento-San Joaquin Delta water intake facilities, \$60,000,000 to the department for expenditures to increase the department's ability to

	respond to levee breaches and to reduce the potential for levee failure, \$100,000,000 to the department for the acquisition, preservation, protection, and restoration of Sacramento-San Joaquin Delta islands, \$12,000,000 to the department to complete planning and feasibility studies associated with new surface storage under the California Bay-Delta Program, \$15,000,000 to the department for planning and feasibility studies to identify potential options for the reoperation of the state's flood protection and water supply systems, \$10,000,000 to the department to update the California Water Plan, \$10,000,000 to the department for planning and feasibility studies for projects to reduce ecosystem conflicts in the Sacramento-San Joaquin Delta, and \$10,000,000 to the State Coastal Conservancy for projects on the Santa Ana River; and of the funds made available under the Water Security, Clean Drinking Water, Coastal and Beach Protection Act of 2002, \$3,490,000 to the department for planning and feasibility studies associated with surface storage under the California Bay-Delta Program. This bill contains other related provisions and other existing laws.			
<u>SBX3 5</u> Committee on Budget and Fiscal Review	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	02/19/2008-From SECOND READING: Read second time and amended. To THIRD READING. (Enrolled Text Pulled.) 04/28/08 4 SEN THIRD READING FILE	Watch	

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. This bill contains other related provisions and other existing laws.

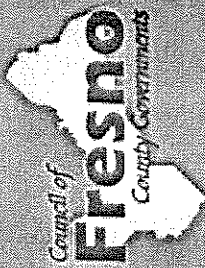
Total Position Forms: 42

California Legislature 2007-08 Regular Session Calendar

January 2008		July
1 Statutes take effect	3 Summer recess begins upon adjournment, provided budget bill has been passed	
7 Legislature reconvenes		
8 Governor's State of the State Address		
10 Budget must be submitted by Governor		
25 Last day to submit bill requests to Office of Legislative Counsel		
February	August	
22 Last day to introduce bills	4 Legislatures reconvenes from summer recess	
	15 Last day for fiscal committees to meet and report bills to the Floor	
	18-31 Floor session only. No committee may meet for any purpose.	
	22 Last day to amend a bill on the Floor	
	31 Last day for any bill to be passed. Final Recess begins upon adjournment.	
March	September	
13 Spring Recess begins upon adjournment	30 Last day for Governor to sign or veto bills passed by the Legislature before September 1 and in the Governor's possession on or after September 1	
24 Legislature reconvenes		
April	October	
18 Last day for policy committees to hear and report fiscal bills for referral to fiscal committees	2 Bills enacted on or before this date take effect Jan. 1, 2009	
May	November	
2 Last day for policy committees to hear and report non-fiscal bills introduced to the Floor		
16 Last day for policy committees to meet prior to June 2		
23 Last day for fiscal committees to meet and report bills to the Floor. Last day for fiscal committees to meet prior to June 2.		
27-30 Floor session only. No committee may meet for any purpose.		
30 Last day to pass bills out of house of origin		
June	December	
2 Committees may resume		
15 Budget bill must be passed by midnight		
27 Last day for policy committees to meet and report bills		

110th United States Congress
2008 Session Calendar

January 3 21	110 th Congress convenes Martin Luther King Jr. Day	July 4	Independence Day
February 18 18-22	Presidents' Day Congressional District Work Period	August 11-Sept. 5	Congressional District Work Period, Summer
March 17-28	Congressional District Work Period, Easter	September 1 4 8 26	Labor Day Senate reconvenes House reconvenes Senate and House Target Adjournment Date
April		October 13	Columbus Day
May 26 26-30	Memorial Day Congressional District Work Period, Memorial Day	November 4 11 27	Election Day Veterans' Day Thanksgiving Day
June 30-July 3	Congressional District Work Period, Independence Day	December 22 25	Hanukkah Christmas Holiday



List of Bills Where Fresno COG Has Taken a Written Position

2007-08 Legislative Session

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
<u>AB 27</u> Parra	California Partnership for the San Joaquin Valley. Existing law authorizes 2 or more public agencies, including any federal department or state or local agency, to enter into an agreement for the purpose of exercising any power common to the contracting parties for specified purposes, including acquiring or constructing specified public facilities and improvements. This bill would, from January 1, 2009, to January 1, 2020, create the California Partnership for the San Joaquin Valley, with its executive board composed of the heads of specified state agencies and departments, local government members and private sector members, subject to specified criteria, to coordinate and improve existing local, state, and federal efforts for the valley to increase the living standards and the overall economic performance of the valley. This bill contains other related provisions.	02/01/2008-Failed Deadline pursuant to Rule 61(b)(3). Last locations was APPR. SUSPENSE FILE	Support	PARTNERSHIP-support MERCED COG-support
<u>AB 633</u> Galgiani	Grade separation projects. Existing law requires the Public Utilities Commission to develop and maintain a priority list of railroad-highway grade crossings determined to be most urgently in need of separation or alteration. Existing law requires each annual proposed budget prepared by the Department of Transportation to include \$15,000,000 for grade separation projects. Existing law requires the California Transportation Commission to allocate available funding to projects pursuant to the priority list prepared by the Public Utilities Commission, and requires certain matching funds to be provided from nonstate funds and by the affected railroad. Under existing law, an allocation may only be made to a local agency if it furnishes evidence that sufficient local funds will be made available as the grade separation project progresses. This bill would require the Public Utilities Commission and the Department of Transportation to issue a joint public report to the appropriate policy and fiscal	06/27/2007-In committee: Set, first hearing. Hearing canceled at the request of author.	Support	

Bill # Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	committees of the Legislature no later than September 1, 2008. The bill would require the report 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.			
<u>AB 997</u> Arambula	Infill capital outlay project and planning grants and loans. The Housing and Emergency Shelter Trust Fund Act of 2006 authorizes the issuance of bonds in the amount of \$2,850,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds are required to be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. The act establishes the Housing and Emergency Shelter Trust Fund of 2006 in the State Treasury, requires the sum of \$850,000,000 to be deposited in the Regional Planning, Housing, and Infill Incentive Account, which the act establishes in the fund, and makes the money in the account available, upon appropriation, for infill incentive grants for capital outlay related to infill housing development and other related infill development, and for brownfield cleanup that promotes infill housing development and other related infill development consistent with regional and local plans, subject to the conditions and criteria that the Legislature may provide in statute. This bill would require the Department of Housing and Community Development to administer the account and would require specified amounts from the account to be available, upon appropriation, to fund grants to cities, counties, cities and counties, redevelopment agencies, incorporated mutual water companies, special districts, and nonprofit organizations for capital outlay projects that will serve development on land that meets a specified definition in existing law of "infill site." The bill would provide, until December 31, 2012, that the sum of \$150,000,000 would be available from the account to cities with a population of 30,000 persons or less. The bill would require the	02/01/2008-Failed Deadline pursuant to Rule 61(b)(3). Last location was H. & C.D. (Refers to 4/9/2007 hearing) (05/02/2007 marked 2 YEAR)	Support	

Bill # Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	department to give preference in awarding grants under these provisions based on whether the proposed capital outlay project meets any of certain, listed criteria. This bill contains other related provisions and other existing laws.			
AB 1129 Arambula	San Joaquin Valley Regional Affordable Housing Trust. The Planning and Zoning Law requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains mandatory elements, including a housing element. The housing element is prepared for the purposes of, among other things , fostering cooperation among local governments in order to address regional housing needs. This bill would establish 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.	02/07/2008-Referred to Com. on T. & H.	Support	Tulare COG- support PARTNERSHIP- support
AB 1209 Karnette	State Air Resources Board: emission reduction projects and measures. Existing law creates the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 requires \$3,100,000,000 of these funds to be deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account within the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006, and requires \$1,000,000,000 of these funds to be made available, upon appropriation by the Legislature, to the State Air Resources Board for emissions reductions, not otherwise required by law or regulation, from activities related to the movement of freight along California's trade corridors. This bill would require the state board to develop guidelines meeting specified requirements for the allocation of the \$1,000,000,000 in funding. The bill would, upon appropriation by the Legislature, require the state board to allocate funds on a competitive basis to projects and	01/28/2008-In committee: Hearing postponed by committee. (Refers to 8/20/2007 hearing)	Support	CALCOG- support

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	measures that are shown to achieve the greatest emission reductions from activities related to freight movement along California's trade corridors. The projects and measures would be required to result in emission reductions not otherwise required by law or regulation in effect at the time the state board issues a notice of funding availability. The bill would specify that the funds only be used to implement strategies described in a required emissions reduction plan included in funding applications. The bill would require the state board to report annually to the appropriate fiscal and policy committees of the Legislature on the status of the projects and measures being funded. The bill would require the administrative costs of the state board to be paid in an appropriation in the annual Budget Act and limit those costs to \$15,000,000 for the duration of program funding.			
AB 1742 Committee on Environmental Safety and Toxic Materi	State Water Pollution Control Revolving Fund: administrative costs. Existing law continuously appropriates state and federal funds in the State Water Pollution Control Revolving Fund to the State Water Resources Control Board for loans and other financial assistance for the construction of publicly owned treatment works by a municipality, the implementation of a management program, the development and implementation of a conservation and management plan, and other related purposes in accordance with the federal Clean Water Act and the Porter-Cologne Water Quality Control Act. This bill would authorize the board to assess a specified annual charge with regard to a loan made under the revolving fund program. The bill would require the proceeds generated from the imposition of the annual fee, along with other moneys, to be deposited in the State Water Pollution Control Revolving Fund Administration Fund, which the bill would create in the State Treasury. The bill would authorize the board to expend the moneys in the fund, upon appropriation by the Legislature to the board, for costs incurred by the board in connection with the administration of the revolving fund program.	10/13/2007-Chaptered by Secretary of State - Chapter 632, Statutes of 2007.	Support	

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
<u>AB 2342</u> Parra	California Partnership for the San Joaquin Valley. Existing law authorizes 2 or more public agencies, including any federal department or state or local agency, to enter into an agreement for the purpose of exercising any power common to the contracting parties for specified purposes, including acquiring or constructing specified public facilities and improvements. This bill would, until January 1, 2010, inclusive, create the California Partnership for the San Joaquin Valley, composed of the heads of specified state agencies and departments, and local government members, subject to specified criteria, to coordinate and improve existing local, state, and federal efforts for the valley to increase the living standards and the overall economic performance of the valley.	04/17/2008-From committee: Amend, and do pass as amended, and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (April 8). 04/21/08 17 ASM SECOND READING FILE	Support	
<u>AB 2494</u> Caballero	Housing-Related Parks Program. The Housing and Emergency Shelter Trust Fund Act of 2006 authorizes the issuance of bonds in the amount of \$2,850,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds are required to be used to finance various existing housing programs, capital outlay related to infill development, and brownfield cleanup that promotes infill development, and housing-related parks. The act establishes the Housing and Emergency Shelter Trust Fund of 2006 in the State Treasury, requires the sum of \$200,000,000 to be deposited in the Housing Urban-Suburban-and-Rural Parks Account, which the act establishes in the fund, and makes the money in the account available, upon appropriation, for housing-related parks grants in urban, suburban, and rural areas, subject to the conditions and criteria that the Legislature may provide in statute. This bill would establish the Housing-Related Parks Program under the administration of the Department of Housing and Community Development. The bill would require the department to use funds allocated from the account, upon appropriation by the Legislature, to provide grants, in conjunction with the Department of Parks and Recreation, for the creation, development, or rehabilitation of park and recreation facilities, to cities, counties, and cities and counties that meet certain criteria and issue building permits for housing developments	04/16/2008-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 8. Noes 4.) (April 15).	Support	

Bill # Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	consisting of newly constructed units that are affordable to very low or low-income households. This bill contains other related provisions.			
AB 2650 Carter	Department of Transportation: environmental review process: reports. Existing law gives the Department of Transportation full possession and control of state highways and associated property. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, as specified. The secretary has authorized California to participate in that program, and California has agreed to that participation. A 3-year memorandum of understanding was negotiated between the parties for purposes of state assumption of responsibility for categorical exclusions. This bill would require the department to submit that report to the Legislature by January 1, 2009, and again by January 1, 2010. The bill would also extend the operation of the above-described pilot program provisions and instead make those provisions inoperative upon specified circumstances, including, but not limited to, upon program termination or upon the end of the 3-year memorandum of understanding described above. This bill contains other existing laws.	04/15/2008-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 13. Noes 0.) (April 14).	Support	KERN COG-support CALCOG-support
SB 9 Lowenthal	Trade corridor improvement: transportation project selection. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19.925 billion of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements. This bill would establish a process administered by the California Transportation Commission for allocation of these funds. The bill would designate 4 trade corridors eligible to receive funding. The bill would establish criteria for project selection based on improvement of mobility of freight and improvement of air quality, as specified, and would require a proposed project to be included in a corridor plan developed by affected agencies specified in the bill. The bill would also provide for \$50,000,000 to be allocated to projects located outside of	08/30/2007-Set, second hearing. Held in committee and under submission.	Support w/Amendments	

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	those trade corridors that meet the selection criteria. The bill would require projects to be ready for construction by June 30, 2013. The bill would require the commission to adopt guidelines for the allocation of these funds by April 1, 2008, would require an annual report to the Legislature and Governor beginning on January 1, 2009, and would enact other related provisions. This bill contains other existing laws.			
<u>SB 59</u> Cogdill	Reliable Water Supply Bond Act of 2008. Under existing law, various bond acts have been approved by the voters to provide funds for water projects, facilities, and programs. This bill would enact the Reliable Water Supply Bond Act of 2008 which, if approved by the voters, would authorize, for purposes of financing a water supply program, the issuance, pursuant to the State General Obligation Bond Law, of bonds in the amount of \$3,950,000,000. The bill would require the Secretary of State to submit the bond act to the voters at the November 4, 2008, statewide general election.	02/01/2008-Failed Deadline pursuant to Rule 61(b)(3). Last location was N.R. & W. (05/02/2007 marked 2 YEAR)	Support	
<u>SB 303</u> Ducheny	Local government: land use planning. The Planning and Zoning Law requires a city, county, or city and county to adopt a comprehensive, long-term general plan for the physical development of the city, county, or city and county that addresses a number of elements, including, among other things, a housing and an open-space element. Existing law provides that the general plan may be adopted as a single document or as a group of documents relating to subjects or geographic segments of the planning area. This bill would require the general plan, and each of its elements to encompass a planning and projection period of at least 20 years, except for the housing element , and would require each element, except for the housing , conservati on, and open-space elements, to be updated at least every 10 years. The bill would require the housing element to be updated as specified, and would require the conservation element and the open-space element to be updated concurrently with the housing element. This bill contains other related provisions and other existing laws.	07/03/2007-Set, first hearing. Held under submission.	Oppose	CALCOG-oppose RCRC-oppose LEAGUE OF CITIES-oppose

Bill # Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
<u>SB 375</u> Steinberg	Transportation planning: travel demand models: sustainable communities strategy: environmental review. Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with the regional agencies, to prescribe study areas for analysis and evaluation. This bill would require the commission, by July 1, 2009, to adopt guidelines for travel demand models used in the development of regional transportation plans by certain transportation planning entities. The bill would require the Department of Transportation to assist the commission, on request, in this regard, and would impose other related requirements. This bill contains other related provisions and other existing laws.	01/28/2008-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on APPR.	Oppose Unless Amended	LEAGUE OF CITIES--oppose unless amended CSAC-support if amended TULARE COG - oppose MERCED COG -oppose RCRC--oppose
<u>SB 974</u> Lowenthal	Ports: congestion relief: air pollution mitigation: regulatory fee. Existing law regulates the operation of ports and harbors. This bill would require the Ports of Los Angeles, Long Beach, and Oakland to collect a user fee on the owner of container cargo moving through the Port of Los Angeles, the Port of Long Beach, or the Port of Oakland at a rate of \$30 per twenty-foot equivalent unit (TEU). This bill contains other related provisions and other existing laws.	02/26/2008-From inactive file to third reading file. 04/21/08 98 ASM THIRD READING FILE	Support w/Amendments	
Total Position Forms: 14				