

***TRANSPORTATION TECHNICAL
COMMITTEE***

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



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TRANSPORTATION TECHNICAL COMMITTEE Executive Minutes

Date: Wednesday May 7, 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
Renee Mathis, City of Clovis
Nicholas Don Paladino, Fresno Cycling Club
Bret Giannetta, Building Industry Association

Janet Daily, Fresno County
Robert Weyant, Fresno County Economic Opportunities Commission
John Donaldson, League of Women Voters
Steve Curti, Caltrans

Others Attending:

Barbara Goodwin, Fresno COG
Tony Boren, Fresno COG
Barbara Steck, Fresno COG
Les Beshears, Fresno COG
Clark Thompson, 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

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 April 9, 2008 | Approve |
| B. Transportation Development Act Final Estimates, Resolution 2008-15, Resolution 2008-16 | Approve |
| C. Transit Planning Documents | |
| 1. Urban & Rural Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, 2008-09 | Initiate Review |

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

2. Clovis Consolidated Transportation Services Agency (CTSA) 2008-09 Operations Program & Budget	Initiate Review
3. Fresno County Rural Transit Agency Item: 2008-09 Fresno County Rural Transit Agency Budget	Initiate Review
D. Propositions on June 3, 2008 Statewide Direct Primary Election Ballot	Information
E. Federal Safe Routes to School Program – Call for Projects	Information
G. Model Farmland Conservation Program Update	Information
H. Land Buffer Task Force Update	Information
I. Air Quality Coordination Contracts	Approve
J. Local Procurement Policy	Approve
K. Monthly Legislative Update	Information

For a complete summary of these items please see the May 7, 2008 Annotated Agenda.

John Donaldson (LWV) asked that Item D. – Propositions on Jun 3, 2008 Statewide Direct Primary Election Ballot, be pulled from the Consent Items for further discussion by the Committee.

A motion was made by Bruce Webber (Reedley) and seconded by Nicholas Paladino (FCC) to approve the Consent Items as presented with the exception of item D. A vote was called for and the motion carried.

Item D. – Propositions on June 3, 2008 Statewide Direct Primary Election Ballot – John Donaldson (LWV) called attention to the votes for Proposition 98 California Property Owners and Farmland Protection Act and Proposition 99 Homeowner Protection Act. Mr. Donaldson suggested that the recommendation of these votes should be to oppose Proposition 98 and to support Proposition 99. Jennifer Dansby (COG) explained that the California Transportation Commission and CALCOG is also recommending to vote in favor of opposing Proposition 98 and supporting Proposition 99. A motion was made by John Donaldson (LWV) and seconded by Bruce Webber (Reedley) to recommend that the Policy Board formally oppose Proposition 98 and support Proposition 99. A vote was called for and the motion carried. This item will be taken to PAC for Action.

III. ACTION / DISCUSSION ITEMS

A. 2008-09 Final Overall Work Program and Budget, Resolution 2008-09

Tony Boren, Deputy Director reported on this item. The final 2008-09 Overall Work Program and Budget, along with a summary memorandum was handed out at the meeting. The document has been in 45-day review and is scheduled for adoption on May 29, 2008.

Mr. Boren called attention to some of the items on the memo.

A motion was made by Robert Weyant (FCEOC) and seconded by Renee Mathis (Clovis) to recommend adoption of the final 2008-09 Overall Work Program and Budget by adoption of Resolution 2008-09. A vote was called for and the motion carried.

B. San Joaquin Valley Blueprint – Monthly Update

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

Barbara Steck (COG) reported that during the month of April, COG staff conducted Blueprint workshops and/or presentations in 14 of the 15 cities in Fresno County.

The purpose of this outreach is to inform community members, staff and elected officials about the five alternative growth scenarios developed by the Blueprint Roundtable.

In addition, staff and consultants have conducted traffic, air quality and smart growth modeling runs on the data in order to determine outcomes on performance measures. The Blueprint Roundtable met on May 1st to review the modeling information and community input. The task at hand was to synthesize the feedback received and forward one preferred option on to the BRAC (Blueprint Regional Advisory Committee) and U.C. Davis as Fresno's contribution to the Valleywide analysis. This Valley analysis will take place over the summer. When staff has the results of that effort, staff will be making the rounds to our member agencies' cities and to the Board of Supervisors. Ultimately, the goal is to reach consensus throughout the Valley on a preferred growth scenario that can be endorsed and implemented at the local level. Included in the packet was a schedule for current and upcoming activities.

Ms. Steck called attention to several handouts regarding the Blueprint and called attention to the memo dated 5/7/08. The memo outlined the elements that the Blueprint Round Table was recommending of the preferred growth option. These can be found on our website at www.fresnocog.org.

TTC reviewed the Blueprint Roundtable's information on the preferred growth option and forwarded the item on to PAC where it will be discussed further after the elements are refined.

C. Approval of Memorandum of Understanding (MOU) with Sacramento Area Council of Governments (SACOG) to share in the Sacramento Region's 511 Traveler Information System

Todd Sobrado (COG) reported that the Sacramento Area Council of Government's (SACOG) has extended an offer to all of the San Joaquin Valley Councils of Governments to allow access into its 511 traveler information service. The MOU is for a 'base-line' 511 system, which would be made available to all of the San Joaquin Valley COGs at no cost.

Key points of the SACOG 'base-line' 511 system are as follows:

- The offer is for only wireless or cell phone access to 511 from within the San Joaquin Valley
- Offer is for phone access to 511 only. Internet access is not provided by SACOG, and
- Access is limited to only Caltrans Highway Information, or CHIN.

San Joaquin Valley COGs can add additional services but they will be responsible for the costs of those services. Examples of additional services not included in the 'base-line' 511 system include wire-line access or access by land-based phone lines, transit services, a website and more. These services can be added to the MOU with SACOG at any time independent of what the other San Joaquin Valley COGs decide to do.

To summarize, the SACOG 'base-line' 511 Traveler Information system would provide the opportunity to begin offering an additional public service in Fresno County without the need to negotiate new, local agreements with cellular phone service providers. The Memorandum of Understanding was distributed at the TTC meeting.

In November 2007, Mr. Sobrado submitted a draft MOU for discussion to the different committees. Mr. Sobrado announced that the Memorandum of Understanding from Sacramento area Council of Governments concerning the San Joaquin Valley 511 system was now in final form.

A motion was made by Bruce Webber (Reedley) and seconded by John Donaldson (LWV) to approve and authorize the signing of the Memorandum of Understanding between the Council of Fresno County Governments and the Sacramento Area Council of Governments to allow access to SACOG's 511 service.

D. Caltrans Monthly Report

Steve Curti (Caltrans) provided an update on Caltrans activities. A Groundbreaking Ceremony for the State Route 180 East, Mendota Widening Project, will be held on May 22nd at 10:30 a.m. in Mendota at the Caltrans Maintenance yard on the corner of State Route 180 and Belmont Ave. The project is scheduled to be completed by December.

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

IV. OTHER BUSINESS

A. Items from Staff

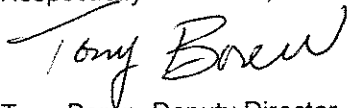
1. Tony Boren, Deputy Director mentioned that a survey for the Local Roads Assessment was sent out two weeks ago. He urged to the Committee to complete the survey and return it.
2. Mr. Boren reminded the committee of the time change for the Board meeting on May 29th. The meeting will start at 3:30 pm and the retirement party for Barbara Goodwin will follow the meeting at 5:30 pm.

B. Items from Members

There were no items from staff.

There being no further business, the meeting was adjourned.

Respectfully submitted,



Tony Boren, Deputy Director
Council of Fresno County Governments

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BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION NO. 2008-10

In the Matter of:)	RESOLUTION ADOPTING THE
The Consolidated)	CTSA'S OPERATION PROGRAM
Transportation)	AND BUDGET OF METROPOLITAN
Service Agency for)	FRESNO AND RURAL FRESNO
<u>Rural Fresno County)</u>	COUNTY 2008-2009

WHEREAS, the Council of Fresno Governments (COFCG) has separately co-designated the Fresno County Economic Opportunities Commission (FCEOC) as both the Urban -- with Fresno Area Express, and the Rural -- with the Fresno County Rural Transit Agency as Consolidated Transportation Service Agencies; and

WHEREAS, the FCEOC has prepared, under contract to the COFCG, the 2008-2009 "Operations Program and Budget for the Fresno CTSA and the Rural CTSA"; and

WHEREAS, the document has been prepared in cooperation with Fresno Area Express, the Fresno County Economic Opportunities Commission, and the 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; and

WHEREAS, the COFCG has adopted the document as transit policy at its Board meeting of June 26, 2008; and

NOW, THEREFORE, BE IT RESOLVED, that the Fresno County Rural Transit Agency's Board of Directors does hereby adopt the Rural Section of the "Operation Program and Budget for the Fresno CTSA, Clovis CTSA, and Rural CTSA, 2008-2009" (attachment), as the basis for it's continued responsibility as the co-designated CTSA for Rural Fresno County.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 26th day of June 2008.

(Resolution 2008-09, Continued)

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a meeting thereof held on the 26th day of June, 2008.

Signed: _____
Jeffrey D. Webster, General Manager

In the Matter of:)
)
 CONSOLIDATED TRANSPORTATION)
 SERVICE AGENCY OPERATIONS)
 PROGRAM AND BUDGET: FY 2008-09)

WHEREAS, the Council of Fresno County Governments (Fresno COG) has separately co-designated the Fresno County Economic Opportunities Commission (FCEOC) as the Urban CTSA -- with Fresno Area Express, the City of Clovis as the Clovis Consolidated Transportation Services Agency (CTSA) and the FCEOC as the Rural CTSA -- with the Fresno County Rural Transit Agency (FCRTA); and

WHEREAS, the document has been prepared in cooperation with the Fresno Area Express, the FCEOC and the FCRTA; and

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

WHEREAS, said documents have been reviewed simultaneously during the review period.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments' Policy Board does hereby adopt the "Operations Program and Budget for the Fresno CTSA, and the Rural CTSA, FY 2008-09".

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments
this 26th day of June, 2008.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____

Trinidad M. Rodriguez, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 26th day of June, 2008.

Signed: _____
Tony Boren, Executive Director

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2008-19

In the Matter of:)
)
CONSOLIDATED TRANSPORTATION)
SERVICE AGENCY (CTSA) OPERATIONS)
PROGRAM AND BUDGET: FY 2008-09)
CITY OF CLOVIS)
_____)

RESOLUTION ADOPTING THE
CTSA'S OPERATIONS PROGRAM
AND BUDGET FOR THE CLOVIS
CTSA, FY 2008-09

WHEREAS, the Council of Fresno County Governments (Fresno COG) has separately co-designated the Fresno County Economic Opportunities Commission (FCEOC) as the Urban CTSA -- with Fresno Area Express, the City of Clovis as the Clovis CTSA and the FCEOC as the Rural CTSA -- with the Fresno County Rural Transit Agency; and

WHEREAS, Clovis has prepared, under contract, the FY 2008-09 "Operations Program and Budget for the Clovis CTSA"; and

WHEREAS, the document has been prepared in cooperation with the Clovis Transit's CTSA Roundup and the Fresno County Economic Opportunities Commission; and

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

WHEREAS, said documents have been reviewed simultaneously during the review period.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments' Policy Board does hereby adopt the "Operations Program and Budget for the Clovis CTSA, FY 2008-09".

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 26th day of June, 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 26th day of June, 2008.

Signed: _____
Tony Boren, Executive Director

BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION NO. 2008-09

In the Matter of:)	RESOLUTION ADOPTING A
TRANSPORTATION)	LOCAL TRANSPORTATION
DEVELOPMENT ACT OF)	FUND AND STATE TRANSIT
<u>1971, AS AMENDED)</u>	ASSISTANCE FUND CLAIM
	FOR 2008-2009

WHEREAS, the Fresno County Rural Transit Agency (FCRTA) has been created by a Joint Powers Agreement (September 27, 1979) to provide rural public transportation services in accordance with the 2007 Edition (adopted May 28, 2007) of the Regional Transportation Plan for Fresno County and the adopted Short Range Transit Plan for the Rural Fresno County Area: 2007-2012 (adopted June 28, 2007); and

WHEREAS, the FCRTA has the power to claim Local Transportation Funds for public transportation services in behalf of its Member Agencies; and

WHEREAS, the FCRTA has prepared, reviewed, adopted (June 26, 2008) its Operating Budget for 2008-2009 totaling \$6,260,495 and its Capital Budget for 2008-2009 totaling \$10,506,842; and

WHEREAS, the Budget is comprehensive in its approach and content, by reflecting anticipated revenues and expenditures, both capital and operating associated with FCRTA's twenty (20) subsystem service providers; and

WHEREAS, each Member Agency continues to approved their financial participation in FCRTA; and

WHEREAS, each Member Agency continues to reserve Local Transportation Funds for the FCRTA to claim; and

WHEREAS, the total amount of Local Transportation Funds and State Transit Assistance Funds to be claimed in support of this year's Budget is equal to \$5,715,288.

NOW, THEREFORE, BE IT RESOLVED, that the Fresno County Rural Transit Agency hereby approves the attached claim as presented.

BE IT FURTHER RESOLVED, that the 2008-2009 Local Transportation Fund Claim shall be submitted by the Fresno County Rural Transit Agency to the Council of Fresno County Governments for review, processing, and payment.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 26th day of June, 2008

(Resolution 2008-09, Continued)

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: Trinidad Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a meeting thereof held on the 26th day of June, 2008.

Signed: Jeffrey D. Webster, General Manager

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2008-20

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

)

RESOLUTION OF APPROVAL
OF A TRANSPORTATION
FUNDING CLAIM FOR THE
FRESNO COUNTY RURAL
TRANSIT AGENCY, FY 2008-09

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 the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the Fresno COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the Fresno County Rural Transit Agency has submitted an amended Transportation Funding Claim for its FY 2008-09 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the Fresno County Rural Transit Agency has been reviewed and the following findings are hereby made:

NOW, THEREFORE, BE IT RESOLVED, that the amended Transportation Funding Claim submitted by the Fresno County Rural Transit Agency has been reviewed and the following findings are hereby made:

1. The proposed expenditures are in conformity with the adopted Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the claimant to meet the applicable PUC fare revenue requirements.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from the State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
5. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or areawide public transportation needs.
6. The operator has made a reasonable effort to implement the recommended productivity improvements as detailed in the Transit Productivity Evaluation Report.
7. The operator is not precluded by any contract from employing part-time drivers or from contracting with common carriers of persons operating under a franchise or license.
8. The operator has complied with PUC 99251 by securing a California Highway Patrol certification verifying compliance with Section 1808.1 of the Vehicle Code.

NOW, THEREFORE, BE IT RESOLVED, that the Fresno COG hereby approves the amended Transportation Funding Claim submitted by the Fresno County Rural Transit Agency and allocates monies from the Local Transportation Fund (LTF) and State Transit Assistance (STA) in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the amended claim to be paid in the manner and time directed by the Executive Director of the Council of Fresno County Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 26th day of June, 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 26th day of June, 2008.

Signed: _____
Tony Boren, Executive Director

Date: May 28, 2008

Claimant: Fresno County Rural Transit Agency

**TRANSPORTATION FUNDING CLAIM
FOR FISCAL YEAR: 2008/09**

TO: Council of Fresno County Governments
2100 Tulare Street, Suite 619
Fresno, California 93721

FROM: Applicant: Fresno County Rural Transit Agency
Address: 2035 Tulare Street, Suite 201
City: Fresno Zip Code: 93721
Contact: _____ Phone: (559) 233-4148

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment	\$ <u>934,455</u>
Surplus (Prior Years)	\$ _____
Unexpended, Held by Claimant	\$ <u>544,545</u>
Other Agency Article 4.5	\$ <u>78,143</u>

State Transit Assistance Fund

Estimate	\$ <u>2,230,915</u>
Prior Year Carryover	\$ <u>2,003,749</u>
Unexpended, Held by Claimant	\$ _____

Other

Audit Exception/Impairment (required General Fund Payback)	\$ _____
Other	\$ _____

TOTAL \$ 5,791,807

In accordance with Title 21, Chapter 3, Subchapter 2 and 2.5 of the California Code of Regulations, it is requested that an allocation be made in the total amount of

(spell out amount)

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund

Authorized Signature: _____

Title: _____

Date: _____

Date: May 28, 2008

Claimant: Fresno County Rural Transit Agency

TRANSPORTATION FUNDING CLAIM DETAIL

PURPOSE	AMOUNT	SUB-TOTAL
1. Bicycle & Pedestrian Facilities (Art. 3)	\$ _____	
(Art. 8a)	\$ _____	
Audit Exceptions (General Fund Payback).....	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
		SUB-TOTAL \$ _____
2. Regional Transportation Planning		SUB-TOTAL \$ _____
3. Public Transportation (Art. 4)	\$ 934,455	
(Art. 8c)	\$ _____	
Other Agency ()	\$ _____	
Other Agency ()	\$ _____	
State Transit Assistance Funds	\$ 2,230,915	
Audit Exceptions (General Fund Payback).....	\$ _____	
Unexpended Funds Held By Claimant	\$ 2,548,294	
Other, specify ()	\$ _____	
		SUB-TOTAL \$ 5,713,664
4. Community Transit Service (CTSA, Art. 4.5)		SUB-TOTAL \$ 78,143
5. Streets & Roads (Art. 8a).....	\$ _____	
Audit Exceptions (General Fund Payback).....	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
		SUB-TOTAL \$ _____
6. To Be Claimed By: (Fresno County Rural Transit Agency)	\$ _____	
(Consolidated Transp. Serv. Agency)	\$ _____	
Other ()	\$ _____	
Other ()	\$ _____	
Other ()	\$ _____	
		SUB-TOTAL \$ _____
7. Reserved in Fund Pending Further Claiming		SUB-TOTAL \$ _____
	GRAND TOTAL	\$ 5,791,807
(Claim Total Must Agree With Total On First Page)		
Minus All Unexpended Funds Held By		\$ 2,548,294
GRAND TOTAL PAYABLE TO CLAIMANT		\$ 3,243,513

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Date: May 28, 2008

Claimant: Fresno County Rural Transit Agency

BICYCLE AND PEDESTRIAN FACILITIES

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

Project Title and Brief Description	Project Cost
1. (Generic) Various Bicycle and Pedestrian facilities throughout the..... claimant's jurisdiction;	\$ _____
AND/OR	
1. (Specific)	\$ _____
2. (Specific)	\$ _____
(add sheets if necessary)	
TOTAL PROJECT COSTS	\$ _____

Revenue Source & Amount

LTF (Article 3) \$ _____
LTF (Article 8a) \$ _____
Other: \$ _____
Other: \$ _____
Audit Exception - G.F. Payback .. \$ _____

STREETS AND ROADS CLAIM

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

Project Title and Brief Description	Project Cost
1. (Generic) Development, Construction and Maintenance of Facilities	\$ _____
AND/OR	
1. (Specific)	\$ _____
2. (Specific)	\$ _____
(add sheets if necessary)	
TOTAL PROJECT COSTS	\$ _____

Revenue Source & Amount

LTF (Article 8a) \$ _____
Other: \$ _____
Other: \$ _____
Audit Exception - G.F. Payback .. \$ _____

Date: May 28, 2008

Claimant: Fresno County Rural Transit Agency

PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM CLAIM FOR OPERATING AND CAPITAL EXPENSES

Project Description

Project Cost

General Transportation Service (Proposed) TOTAL \$ 15,643,875

(Prior Year) \$ 10,831,560

Percentage Change 44 %

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts.....	Operating	Capital
LTF (Article 4)	\$ 1,479,000	\$
LTF (Article 8) Article 4.5	\$ 78,145	\$
STA.....	\$ 1,030,915	\$ 3,203,749
Fares.....	\$ 636,738	\$
Other: Measure "C"	\$ 768,311	\$ 3,188,543
Other: Fed Grants	\$ 1,098,640	\$ 4,081,668
Unexpended, Held By Claimant..... Interest	\$ 45,268	\$ 32,882
Audit Exception - G. F. Payback	\$	\$

Project Description

Project Cost

Elderly/Handicapped Service (Proposed) TOTAL \$

(Prior Year) \$

Percentage Change %

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts.....	Operating	Capital
LTF (Article 4)	\$	\$
LTF (Article 8)	\$	\$
STA.....	\$	\$
Fares.....	\$	\$
Other:	\$	\$
Other:	\$	\$
Unexpended, Held By Claimant.....	\$	\$
Audit Exception - G. F. Payback	\$	\$

Project Description

Project Cost

Consolidated Trans Service Agency (Prop.) TOTAL \$

(Prior Year) \$

Percentage Change %

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts.....	Operating	Capital
LTF (Article 4.5)	\$	\$
LTF (Article 8c)	\$	\$
STA.....	\$	\$
Fares.....	\$	\$
Other:	\$	\$
Other:	\$	\$
Unexpended, Held By Claimant.....	\$	\$
Audit Exception - G. F. Payback	\$	\$

Date: May 28, 2008Claimant: Fresno County Rural Transit Agency

PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM SUMMARY SHEET

REQUIRED OPERATING/FAREBOX CALCULATIONS

General Transportation Services:

1. Total Operating Expenses Minus Exclusions*	\$ 5,137,015
(Amount Excluded \$	
2. Farebox Revenues	\$ 540,654
3. Other Local Support	\$ 143,590
4. Total Local Support (add lines 2 & 3)	\$ 684,244
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)	%
6. Required Minimum Ratio	%
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1)	% 13
8. Required Minimum Ratio	% 10

Elderly/Handicapped Service:

1. Total Operating Expenses Minus Exclusions	\$
(Amount Excluded \$	\$
2. Farebox Revenues	\$
3. Other Local Support	\$
4. Total Local Support (add lines 2 & 3)	\$
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)	%
6. Required Minimum Ratio	%
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1)	%
8. Required Minimum Ratio	%

Consolidated Transportation Service Agency Service:

1. Total Operating Expenses Minus Exclusions	\$
(Amount Excluded (\$	
2. Farebox Revenues	\$
3. Social Service Agency Match	\$
4. Total Local Support (add lines 2 & 3)	\$
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)	%
6. Required Minimum Ratio	%
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1)	%
8. Required Minimum Ratio	%

Summary Totals

1. Total of All Operating Expenses Plus Exclusions	\$
(All excluded costs should be added back to the total)	
2. Total of All Capital Projects	\$
3. Grand Total	\$

Revenue Source and Amount

	LTF Art. 4	LTF Art. 4.5	LTF Art. 8c	STA	Local Support	Fed\State Grants	Other	TOTAL
OPERATING	1,479,000	78,143		1,030,915	1,405,049	1,098,640	45,268	5,137,015
CAPITAL				3,203,749	3,188,543	4,081,668	32,882	10,506,842
TOTAL	1,479,000	78,143		4,234,664	4,593,592	5,180,308	78,150	15,643,857

Date: May 28, 2008

Claimant: Fresno County Rural Transit Agency

CONTINGENCY PROJECT LISTING

Should additional Local Transportation Fund or State Transit Assistance Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:

☐ **ARTICLE 3, BICYCLE & PEDESTRIAN FACILITIES**

Project Title & Brief Descriptions

Project Cost

1. Various Bicycle and Pedestrian facilities throughout..... *\$ Amount of Add'l*
the claimant's jurisdiction *funds made available*
in current FY.

AND/OR

1. \$ _____

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

☒ **ARTICLE 4, PUBLIC TRANSPORTATION**
OR

☐ **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions

Project Cost

1. \$ _____

2. \$ _____

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

☐ **ARTICLE 8, STREETS AND ROADS**

Project Title & Brief Descriptions

Project Cost

1. Development, Construction and Maintenance of Facilities..... *\$ Amount of Add'l*
throughout the claimant's jurisdiction *funds made available*
in current FY.

AND/OR

1. \$ _____

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

Date: May 28, 2008

Claimant: Fresno County Rural Transit Agency

SUPPLEMENTAL INFORMATION REQUIRED OF TRANSIT CLAIMANTS (CCR 6632)

Attached to the claim are submitted the following documents:

- (x) Budget (or proposed budget) for the () year
- (x) Statement for prior year revenues and expenditures (projections acceptable)
- (x) California Highway Patrol Certification pursuant to PUC 99251 (No claim may be approved unless accompanied by this certification). Date on this certification must be within 13 months of the proposed claim approval date.
- (x) Transit Efficiency Calculation - PUC 99314.6

BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION NO. 2008-11

In the Matter of:)
TRANSPORTATION)
DEVELOPMENT ACT OF)
1971, AS AMENDED)

RESOLUTION ADOPTING A RURAL
CTSA LOCAL TRANSPORTATION FUND
CLAIM FOR 2008-09

WHEREAS, the Council of Fresno County Governments (COFCG) has separately co-designated the Fresno County Economic Opportunities Commission (FCEOC) as both the Urban -- with Fresno Area Express (FAX), and the Rural -- with the Fresno County Rural Transit Agency (FCRTA) as the Consolidated Transportation Service Agencies (CTSA; and

WHEREAS, the FCRTA's Board of Directors has adopted the "Operations Program and Budget for the Rural CTSA 2008-2009 (FCRTA Resolution 2008-09), as the basis for it's continued responsibility as the co-designated CTSA for Rural Fresno County; and

WHEREAS, the Fresno County Rural Transit Agency is the specified claimant for the Rural Fresno County Consolidated Transportation Services Agency as provided for in the COFCG's adopted "Coordinated Human Service Transportation Plan - 2008", and

WHEREAS, the total amount of Local Transportation Funds to be claimed in support of this year's Rural CTSA Budget is equal to \$664,167.

NOW, THEREFORE, BE IT RESOLVED, that the Fresno County Rural Transit Agency hereby approves the attached claim as presented.

BE IT FURTHER RESOLVED, that the 2008-2009 Rural CTSA Local Transportation Fund Claim shall be submitted by the Fresno County Rural Transit Agency to the Council of Fresno County Governments for review, processing, and payment.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 26th day of June, 2008.

(Resolution 2008-11, Continued)

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: Trinidad Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a meeting thereof held on the 26th day of June, 2008.

Signed: Jeffrey D. Webster, General Manager

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2008-21

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

RESOLUTION OF APPROVAL
OF A TRANSPORTATION
FUNDING CLAIM FOR THE
FRESNO COUNTY RURAL
TRANSIT AGENCY ACTING
AS THE RURAL CONSOLIDATED
TRANSPORTATION SERVICE
AGENCY, FY 2008-09

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 the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the Fresno COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the Fresno County Rural Transit Agency has submitted a Transportation Funding Claim for fiscal year FY 2008-09; and

WHEREAS, the Fresno County Rural Transit Agency is the specified claimant for the Rural Fresno County Consolidated Transportation Service Agency as provided for in the COG's adopted (January 29, 1998) Senate Bill 826 Action Plan and Inventory for the Fresno County Consolidated Transportation Service Agencies,

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the Fresno County Rural Transit Agency has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.

BE IT FURTHER RESOLVED that the Fresno COG makes the following findings: 1) the proposed community transit service is responding to a transportation need currently not being met in the community of the claimant, 2) that the service shall be integrated with existing transit services, 3) that the claimant has prepared an estimate of revenues, operating costs, and patronage and documented them in its Operations Program, and 4) that the claimant is in compliance with regional performance criteria as set forth in the FRESNO COG adopted Senate Bill 826 Action Plan.

NOW, THEREFORE, BE IT RESOLVED, that the Fresno COG hereby approves the Transportation Funding Claim submitted by the Fresno County Rural Transit Agency and allocates monies from the Local Transportation Fund (LTF) in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Council of Fresno County Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 26th day of June, 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 26th day of June, 2008.

Signed: _____
Tony Boren, Executive Director

Date: May 7, 2008

Claimant: Fresno County EOC-Transit Systems- Rural

**TRANSPORTATION FUNDING CLAIM
FOR FISCAL YEAR: 2008/09**

TO: Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, California 93721

FROM: Applicant: Fresno County EOC
Address: 3120 W. Nielsen # 101
City: Fresno Zip Code: 93706
Contact: Gary Joseph Phone: (550) 486-6587

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment	\$ <u>499,312</u>
Surplus (Prior Years)	\$ _____
Unexpended, Held by Claimant	\$ <u>164,855</u>
Other Agency	\$ _____

State Transit Assistance Fund

Estimate	\$ _____
Prior Year Carryover	\$ _____
Unexpended, Held by Claimant	\$ _____

Other

Audit Exception/Impairment (required General Fund Payback)	\$ _____
Other	\$ _____

TOTAL..... \$ 664,167

In accordance with Title 21, Chapter 3, Subchapter 2 and 2.5 of the California Code of Regulations, it is requested that an allocation be made in the total amount of

Six Hundred Sixty Four Thousand One Hundred Sixty Seven Dollars
(spell out amount)

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund

Authorized Signature: _____

Title: Fresno County EOC Transit Systems and Food Services Director

Date: May 7, 2008

Claimant: Fresno County EOC-Transit Systems- Rural

PURPOSE	AMOUNT	SUB-TOTAL
1. Bicycle & Pedestrian Facilities (Art. 3)	\$ _____	
(Art. 8a)	\$ _____	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
		SUB-TOTAL \$ _____
2. Regional Transportation Planning		SUB-TOTAL \$ _____
3. Public Transportation (Art. 4)	\$ _____	
(Art. 8c)	\$ _____	
Other Agency ()	\$ _____	
Other Agency ()	\$ _____	
State Transit Assistance Funds	\$ _____	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
Other, specify ()	\$ _____	
		SUB-TOTAL \$ _____
4. Community Transit Service (CTSA, Art. 4.5)		SUB-TOTAL \$ 664,167
5. Streets & Roads (Art. 8a)	\$ _____	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
		SUB-TOTAL \$ _____
6. To Be Claimed By: (Fresno County Rural Transit Agency).....	\$ _____	
(Consolidated Transp. Serv. Agency)	\$ _____	
Other ()	\$ _____	
Other ()	\$ _____	
		SUB-TOTAL \$ _____
7. Reserved in Fund Pending Further Claiming		SUB-TOTAL \$ _____

GRAND TOTAL	\$ 664,167
(Claim Total Must Agree With Total On First Page)	
Minus All Unexpended Funds Held By	\$ 164,855
GRAND TOTAL PAYABLE TO CLAIMANT	\$ 499,312

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Date: May 7, 2008Claimant: Fresno County EOC-Transit Systems- Rural

BICYCLE AND PEDESTRIAN FACILITIES

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

Project Title and Brief Description	Project Cost
1. (Generic) Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction;	\$ _____
AND/OR	
1. (Specific)	\$ _____
2. (Specific)	\$ _____
(add sheets if necessary)	
TOTAL PROJECT COSTS	\$ _____

Revenue Source & Amount

LTF (Article 3) \$ _____
LTF (Article 8a) \$ _____
Other: \$ _____
Other: \$ _____
Audit Exception - G.F. Payback ... \$ _____

STREETS AND ROADS CLAIM

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

Project Title and Brief Description	Project Cost
1. (Generic) Development, Construction and Maintenance of Facilities	\$ _____
AND/OR	
1. (Specific)	\$ _____
2. (Specific)	\$ _____
(add sheets if necessary)	
TOTAL PROJECT COSTS	\$ _____

Revenue Source & Amount

LTF (Article 8a) \$ _____
Other: \$ _____
Other: \$ _____
Audit Exception - G.F. Payback ... \$ _____

Date: May 29, 2007Claimant: Fresno County EOC-Transit Systems- Rural

PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM CLAIM FOR OPERATING AND CAPITAL EXPENSES

Project Description**Project Cost****General Transportation Service (Proposed)**

.....TOTAL \$ _____

(Prior Year) \$ _____

Percentage Change %

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts	Operating	Capital
LTF (Article 4)	\$ _____	\$ _____
LTF (Article 8)	\$ _____	\$ _____
STA	\$ _____	\$ _____
Fares	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Unexpended, Held By Claimant.....	\$ _____	\$ _____
Audit Exception - G. F. Payback.....	\$ _____	\$ _____

Project Description**Project Cost****Elderly/Handicapped Service (Proposed)**

TOTAL \$ _____

(Prior Year) \$ _____

Percentage Change %

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts	Operating	Capital
LTF (Article 4)	\$ _____	\$ _____
LTF (Article 8)	\$ _____	\$ _____
STA	\$ _____	\$ _____
Fares	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Unexpended, Held By Claimant.....	\$ _____	\$ _____
Audit Exception - G. F. Payback.....	\$ _____	\$ _____

Project Description**Project Cost****Consolidated Trans Service Agency (Prop.)**TOTAL \$2,442,747(Prior Year) \$ 2,423,341Percentage Change 1 %

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts	Operating	Capital
LTF (Article 4.5)	\$ <u>499,312</u>	\$ _____
LTF (Article 8c)	\$ _____	\$ _____
STA	\$ _____	\$ _____
Fares	\$ _____	\$ _____
Other: Social Service Match.....	\$ <u>1,778,580</u>	\$ _____
Other:	\$ _____	\$ _____
Unexpended, Held By Claimant.....	\$ <u>164,855</u>	\$ _____
Audit Exception - G. F. Payback.....	\$ _____	\$ _____

Date: May 7, 2008Claimant: Fresno County EOC-Transit Systems- Rural

PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM SUMMARY SHEET

REQUIRED OPERATING/FAREBOX CALCULATIONS

General Transportation Services:

1. Total Operating Expenses Minus Exclusions* \$ _____
(Amount Excluded \$ _____)
2. Farebox Revenues..... \$ _____
3. Other Local Support..... \$ _____
4. Total Local Support (add lines 2 & 3)..... \$ _____
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)..... % _____
6. Required Minimum Ratio..... % _____
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1) % _____
8. Required Minimum Ratio..... % _____

Elderly/Handicapped Service:

1. Total Operating Expenses Minus Exclusions..... \$ _____
(Amount Excluded \$ _____)
2. Farebox Revenues..... \$ _____
3. Other Local Support..... \$ _____
4. Total Local Support (add lines 2 & 3)..... \$ _____
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)..... % _____
6. Required Minimum Ratio..... % _____
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1) % _____
8. Required Minimum Ratio..... % _____

Consolidated Transportation Service Agency Service:

1. Total Operating Expenses Minus Exclusions..... \$ 2,442,747
(Amount Excluded (\$ _____))
2. Farebox Revenues..... \$ _____
3. Social Service Agency Match \$ 1,778,580
4. Total Local Support (add lines 2 & 3)..... \$ 1,778,580
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)..... % _____
6. Required Minimum Ratio..... % _____
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1) % 72.8%
8. Required Minimum Ratio..... % 55%

Summary Totals

1. Total of All Operating Expenses Plus Exclusions \$ 2,442,747
(All excluded costs should be added back to the total)
2. Total of All Capital Projects..... \$ _____
3. Grand Total..... \$ 2,442,747

Revenue Source and Amount

	LTF Art. 4	LTF Art. 4.5	LTF Art. 8c	STA	Local Support	Fed\State Grants	Other	TOTAL
OPERATING		664,167			1,778,580			2,442,747
CAPITAL								
TOTAL		664,167			1,778,580			2,442,747

Date: May 7, 2008

Claimant: Fresno County EOC-Transit Systems- Rural

CONTINGENCY PROJECT LISTING

Should additional Local Transportation Fund or State Transit Assistance Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:

[] **ARTICLE 3, BICYCLE & PEDESTRIAN FACILITIES**

Project Title & Brief Descriptions

Project Cost

1. Various Bicycle and Pedestrian facilities throughout.....\$ Amount of Add'l
the claimant's jurisdiction funds made available
in current FY.

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

[] **ARTICLE 4, PUBLIC TRANSPORTATION**
OR

[] **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions

Project Cost

1. \$

2. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

[] **ARTICLE 8, STREETS AND ROADS**

Project Title & Brief Descriptions

Project Cost

1. Development, Construction and Maintenance of Facilities\$ Amount of Add'l
throughout the claimant's jurisdiction funds made available
in current FY.

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

Date: May 7, 2008

Claimant: Fresno County EOC-Transit Systems- Rural

SUPPLEMENTAL INFORMATION REQUIRED OF TRANSIT CLAIMANTS (CCR 6632)

Attached to the claim are submitted the following documents:

- ☒ [X] Budget (or proposed budget) for the (2006/2007) year
- ☒ [X] Statement for prior year revenues and expenditures (projections acceptable)
- ☒ [X] California Highway Patrol Certification pursuant to PUC 99251 (No claim may be approved unless accompanied by this certification). Date on this certification must be within 13 months of the proposed claim approval date.
- ☐ [] Transit Efficiency Calculation - PUC 99314.6

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

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 the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the Fresno County Economic Opportunities Commission has submitted a Transportation Funding Claim for fiscal year FY 2008-09; and

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the Fresno County Economic Opportunities Commission has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED, that the Fresno COG hereby approves the Transportation Funding Claim submitted by the Fresno County Economic Opportunities Commission and allocates monies from the Local Transportation Fund (LTF) in accordance with the attached claim which is hereby made a part of this resolution.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 26th day of June, 2008.

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 26th day of June, 2008.

Signed: _____
Tony Boren, Executive Director

Date: May 7, 2008

Claimant: Fresno County EOC- Transit Systems- Urban

**TRANSPORTATION FUNDING CLAIM
FOR FISCAL YEAR: 2008/09**

TO: Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, California 93721

FROM: Applicant: Fresno County EOC
Address: 3120 W. Nielsen # 101
City: Fresno Zip Code: 93706
Contact: Gary Joseph Phone: (559)486-6587

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment	\$ <u>937,696</u>
Surplus (Prior Years)	\$ _____
Unexpended, Held by Claimant	\$ <u>1,062,105</u>
Other Agency	\$ _____

State Transit Assistance Fund

Estimate	\$ _____
Prior Year Carryover	\$ _____
Unexpended, Held by Claimant	\$ _____

Other

Audit Exception/Impairment (required General Fund Payback)	\$ _____
Other	\$ _____

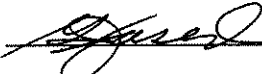
TOTAL..... \$ 1,999,801

In accordance with Title 21, Chapter 3, Subchapter 2 and 2.5 of the California Code of Regulations, it is requested that an allocation be made in the total amount of

One Million Nine Hundred Ninety Nine Thousand Eight Hundred One Dollars

(spell out amount)

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund

Authorized Signature: 

Title: Fresno County EOC Transit Systems and Food Services Director

Date: May 7, 2008

Claimant: Fresno County EOC- Transit Systems- Urban

PURPOSE	AMOUNT	SUB-TOTAL
1. Bicycle & Pedestrian Facilities (Art. 3)	\$ _____	
(Art. 8a)	\$ _____	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
		SUB-TOTAL \$ _____
2. Regional Transportation Planning		SUB-TOTAL \$ _____
3. Public Transportation (Art. 4)	\$ _____	
(Art. 8c)	\$ _____	
Other Agency ()	\$ _____	
Other Agency ()	\$ _____	
State Transit Assistance Funds	\$ _____	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
Other, specify ()	\$ _____	
		SUB-TOTAL \$ _____
4. Community Transit Service (CTSA, Art. 4.5)		SUB-TOTAL \$ 1,999,801
5. Streets & Roads (Art. 8a)	\$ _____	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
		SUB-TOTAL \$ _____
6. To Be Claimed By: (Fresno County Rural Transit Agency).....	\$ _____	
(Consolidated Transp. Serv. Agency)	\$ _____	
Other ()	\$ _____	
Other ()	\$ _____	
		SUB-TOTAL \$ _____
7. Reserved in Fund Pending Further Claiming		SUB-TOTAL \$ _____

GRAND TOTAL PAYABLE TO CLAIMANT \$ 937,696

Page 2

Date: May 7, 2008

Claimant: Fresno County EOC- Transit Systems- Urban

BICYCLE AND PEDESTRIAN FACILITIES

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

Project Title and Brief Description	Project Cost
1. (Generic) Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction;	\$
AND/OR	
1. (Specific)	\$
2. (Specific)	\$
(add sheets if necessary)	
TOTAL PROJECT COSTS	\$

Revenue Source & Amount

LTF (Article 3) \$
LTF (Article 8a) \$
Other: \$
Other: \$
Audit Exception - G.F. Payback ... \$

STREETS AND ROADS CLAIM

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

Project Title and Brief Description	Project Cost
1. (Generic) Development, Construction and Maintenance of Facilities	\$
AND/OR	
1. (Specific)	\$
2. (Specific)	\$
(add sheets if necessary)	
TOTAL PROJECT COSTS	\$

Revenue Source & Amount

LTF (Article 8a) \$
Other: \$
Other: \$
Audit Exception - G.F. Payback ... \$

Date: May 7, 2008Claimant: Fresno County EOC- Transit Systems- Urban

PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM CLAIM FOR OPERATING AND CAPITAL EXPENSES

Project Description**Project Cost****General Transportation Service (Proposed)**

.....TOTAL \$ _____

(Prior Year) \$ _____

Percentage Change %

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts.....	Operating	Capital
LTF (Article 4)	\$ _____	\$ _____
LTF (Article 8)	\$ _____	\$ _____
STA	\$ _____	\$ _____
Fares	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Unexpended, Held By Claimant.....	\$ _____	\$ _____
Audit Exception - G. F. Payback.....	\$ _____	\$ _____

Project Description**Project Cost****Elderly/Handicapped Service (Proposed)**

TOTAL \$ _____

(Prior Year) \$ _____

Percentage Change %

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation) (* pls. see budget detail in OPB 08/09.)

Revenue Source & Amounts.....	Operating	Capital
LTF (Article 4)	\$ _____	\$ _____
LTF (Article 8)	\$ _____	\$ _____
STA	\$ _____	\$ _____
Fares	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Unexpended, Held By Claimant.....	\$ _____	\$ _____
Audit Exception - G. F. Payback.....	\$ _____	\$ _____

Project Description**Project Cost****Consolidated Trans Service Agency (Prop.)**TOTAL \$ 6,129,734(Prior Year) \$ 5,324,240Percentage Change 15.0%

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts.....	Operating	Capital
LTF (Article 4.5)	\$ <u>512,496</u>	\$ <u>425,200</u>
LTF (Article 8c)	\$ _____	\$ _____
STA	\$ _____	\$ _____
Fares	\$ _____	\$ _____
Other: Social Service Match.....	\$ <u>3,685,512</u>	\$ _____
Other: FTA Grant	\$ _____	\$ <u>444,421</u>
Unexpended, Held By Claimant.....	\$ _____	\$ <u>1,062,105</u>
Audit Exception - G. F. Payback.....	\$ _____	\$ _____

Date: May 7, 2008Claimant: Fresno County EOC- Transit Systems- Urban

PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM SUMMARY SHEET

REQUIRED OPERATING/FAREBOX CALCULATIONS

General Transportation Services:

1. Total Operating Expenses Minus Exclusions* \$ _____
(Amount Excluded \$ _____)
2. Farebox Revenues..... \$ _____
3. Other Local Support..... \$ _____
4. Total Local Support (add lines 2 & 3)..... \$ _____
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)..... % _____
6. Required Minimum Ratio..... % _____
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1) % _____
8. Required Minimum Ratio..... % _____

Elderly/Handicapped Service:

1. Total Operating Expenses Minus Exclusions..... \$ _____
(Amount Excluded \$ _____)
2. Farebox Revenues..... \$ _____
3. Other Local Support..... \$ _____
4. Total Local Support (add lines 2 & 3)..... \$ _____
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1) % _____
6. Required Minimum Ratio..... % _____
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1) % _____
8. Required Minimum Ratio..... % _____

Consolidated Transportation Service Agency Service:

1. Total Operating Expenses Minus Exclusions..... \$ 4,198,008
(Amount Excluded (\$ _____))
2. Farebox Revenues..... \$ -0-
3. Social Service Agency Match \$ 3,685,512
4. Total Local Support (add lines 2 & 3)..... \$ 3,685,512
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)..... % _____
6. Required Minimum Ratio..... % _____
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1) % 87.8%
8. Required Minimum Ratio..... % 55%

Summary Totals

1. Total of All Operating Expenses Plus Exclusions..... \$ 4,198,008
(All excluded costs should be added back to the total)
2. Total of All Capital Projects..... \$ 1,931,726
3. Grand Total..... \$ 6,129,734

Revenue Source and Amount

	LTF Art. 4	LTF Art. 4.5	LTF Art. 8c	STA	Local Support	Fed\State Grants	Other	TOTAL
OPERATING		512,496			3,685,512			4,198,008
CAPITAL		1,487,305				444,421		1,931,726
TOTAL		1,999,801			3,685,512	444,421		6,129,734

Date: May 7, 2008

Claimant: Fresno County EOC- Transit Systems- Urban

CONTINGENCY PROJECT LISTING

Should additional Local Transportation Fund or State Transit Assistance Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:

[] **ARTICLE 3, BICYCLE & PEDESTRIAN FACILITIES**

Project Title & Brief Descriptions

Project Cost

1. Various Bicycle and Pedestrian facilities throughout.....\$ Amount of Add'l
the claimant's jurisdiction funds made available
in current FY.

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

[] **ARTICLE 4, PUBLIC TRANSPORTATION**
OR
[] **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions

Project Cost

1. \$

2. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

[] **ARTICLE 8, STREETS AND ROADS**

Project Title & Brief Descriptions

Project Cost

1. Development, Construction and Maintenance of Facilities\$ Amount of Add'l
throughout the claimant's jurisdiction funds made available
in current FY.

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

Date: May 7, 2008

Claimant: Fresno County EOC- Transit Systems- Urban

SUPPLEMENTAL INFORMATION REQUIRED OF TRANSIT CLAIMANTS (CCR 6632)

Attached to the claim are submitted the following documents:

- ☒ [X] Budget (or proposed budget) for the (2008/2009) year
- ☒ [X] Statement for prior year revenues and expenditures (projections acceptable)
- ☒ [X] California Highway Patrol Certification pursuant to PUC 99251 (No claim may be approved unless accompanied by this certification). Date on this certification must be within 13 months of the proposed claim approval date.
- ☐ [] Transit Efficiency Calculation - PUC 99314.6

BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION NO. 2008-15

In the Matter of:) RESOLUTION RECOGNIZING THE WITHDRAWAL
The Joint Powers Agency) OF THE CITY OF SELMA FROM THE FCRTA
EFFECTIVE JUNE 30, 2008

WHEREAS, the Fresno County Rural Transit Agency (FCRTA) has existed since it was enabled on September 27, 1979 as a Joint Powers Agency with membership from the thirteen rural incorporated Cities of Fresno County and the County of Fresno; and

WHEREAS, the mutual agreement stipulated conditions for possible withdrawal (Section 19.B.):

"A party may withdraw from this agreement as of the first day of July of any year, following six months' notice to the other parties, by resolution of intent to withdraw adopted by the governing body of the party. FCRTA assets represented by the accumulated capital contribution account of the withdrawing party shall be returned to the withdrawing party."; and

WHEREAS, The Selma City Council did pass such a Resolution (Number 2007-73R) on December 3, 2007, and did forward copies to the FCRTA and its other member agencies; and

WHEREAS, the City of Selma continues to intend to withdraw from the FCRTA, effective June 30, 2008; and

WHEREAS, FCRTA staff have reviewed its capital asset records and notes that none of the City of Selma's Transportation Development Act Claimed funds for the FCRTA have ever been used to acquire any of the capital assets utilized to provide services as Selma Transit; and

WHEREAS, the FCRTA has acquired its capital assets with State and Federal Grant Funds for the entire Agency; and

WHEREAS, the FCRTA has previously designated equipment to implement the existing service previously constituted as Selma Transit; and

(RESOLUTION NO. 2008-15, Continued)

WHEREAS the FCRTA shall transfer the following referenced capital assets to the City of Selma: Vehicles

- R-63 (1997 modified Ford, 14 passengers, ADA Accessible, CNG powered Van);
- R-95 (2002 Ford, 22 passenger, ADA Accessible, CNG powered Van;
- R-106 (2006 ElDorado Ford, 22 passengers, ADA Accessible, CNG powered Van; and
- R-107 (2006 ElDorado Ford, 22 passengers, ADA Accessible, CNG powered Van)
- with base station radio and mobile radios, and
- accessory equipment, and
- existing installed CNG pumps; and
- the existing portion of the Public Works Yard Vehicle Storage Facility, and

WHEREAS, the FCRTA shall retain R-83 (2001 Ford, 22 passenger, ADA Accessible, Gasoline powered Van) to continue providing transit service to residents living beyond the Selma City Limits and within the City of Selma's Sphere of Influence as defined by the Local Agency Formation Commission (LAFCO); in order to satisfactorily address the existing transit needs of the County of Fresno; and

NOW, THEREFORE BE IT RESOLVED, that the Fresno County Rural Transit Agency does hereby accept the withdrawal of the City of Selma effective June 30, 2008, and hereby directs it staff to transfer said equipment on June 1, 2008, and any other financial residual assets to the City of Selma following the annual independent Certified Public Accountant Audit of FCRTA records for 2007-08.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 26th day of June, 2008.

(RESOLUTION NO. 2008-15, Continued)

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad Rodriguez Chairman

I hereby certify that the foregoing
is a true copy of a resolution of
the Fresno County Rural Transit
Agency duly adopted at a meeting
thereof held on the 26th day of
June, 2008.

Signed: _____
Jeffrey D. Webster, General Manager

BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION NO. 2008-08

In the Matter of:)
2008-2009 Budget)

RESOLUTION ADOPTING THE
BUDGET FOR FY 2008-2009

WHEREAS, the Fresno County Rural Transit Agency (FCRTA) has prepared a comprehensive Draft Budget reflecting anticipated revenues and expenditures for both capital and operations associated with the Agency's twenty (20) sub-system service providers; and

WHEREAS, the Draft Budget was subjected to a forty-five (45) day review process; and

WHEREAS, each Member Agency's Policy Board has had the opportunity to specifically review the Budget; and

WHEREAS, each Member Agency supports the Budget, and has agreed to set-aside negotiated Transportation Development Act (TDA) funds for stipulated purposes; and

WHEREAS, the Board of Directors has invited the general public to comment on the Budget, and

WHEREAS, the Budget must be adopted in order to continue providing the necessary financial support to the rural public transit system.

NOW, THEREFORE BE IT RESOLVED, that the Fresno County Rural Transit Agency does hereby adopt its Budget for 2008-2009 totaling six million, two hundred and forty-eight thousand, two hundred and fourteen dollars (\$6,248,214).

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 26th day of June, 2008.

(RESOLUTION NO. 2008-08, Continued)

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: Trinidad Rodriguez Chairman

I hereby certify that the foregoing
is a true copy of a resolution of
the Fresno County Rural Transit
Agency duly adopted at a meeting
thereof held on the 26th day of
June, 2008.

Signed: Jeffrey D. Webster, General Manager



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

May 28, 2008

MEMORANDUM

TO: FCRTA Board of Directors;
COFCG / FCRTA Policy Advisory Committee;
COFCG Transportation Technical Committee; and
The General Public.

FROM: Jeffrey D. Webster, General Manager

SUBJECT: Approve 2008-2009 Federal Transit Administration Section 5311 Grant Application, Resolution 2008-12.

ACTION ITEM

Staff is preparing the 2008-2009 Federal Transit Administration (FTA) Section 5311 Capital and Operating Assistance Grant Application for submittal to COFCG and Caltrans.

Our 2008-2009 FCRTA Budget is scheduled for adoption on June 26, 2008. It expressly reflected the Fresno County Regional Apportionment to be \$1,098,640. This amount is formally reflected in the Fresno COG's updated draft of the 2008 Federal Transportation Improvement Program (FTIP) that is scheduled for adoption on July 31, 2008..

Federal Regulations require a separate authorization Resolution to proceed with the actual Application submittals. Resolution 2008-12 is available for Board action, following an opportunity for public comment.

RECOMMENDATION

The General Manager recommends approval of the Application by adopting Resolution 2008-12.

Attachment

BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION 2008-12

In the Matter of)	RESOLUTION SUPPORTING
Federal Transit)	CLAIM AND SUBSEQUENT ACTIONS
<u>Administration Grant)</u>	TO RECEIVE FY 2008-2009
	FTA SECTION 5311 FUNDS

WHEREAS, Title 21 of the California Administrative Code, Section 1666 requires that the Council of Fresno County Governments (COFCG), as the Regional Transportation Planning Agency (RTPA) for Fresno County plan and program projects of local significance for which funds are requested by applicants of the Federal Transit Administration (FTA) Section 5311 program and submit such programs of projects to the State of California, Department of Transportation, (Caltrans); and

WHEREAS, the Fresno County Rural Transit Agency (FCRTA) is an eligible applicant for such funds; and

WHEREAS, FCRTA has participated in the on-going rural public transportation process with the COFCG; and

WHEREAS, the FCRTA does approve the contents and intent of an "operating assistance" application for Section 5311 funds for 2008-2009, for submittal to the COFCG for their action; and

WHEREAS, the COFCG, at its June 26, 2008 Meeting acted to include FCRTA's 2008-09 Federal Transit Administration (FTA) Operating Grant Application in its 2008-09 Federal Transportation Improvement Program (FTIP) including reference to the Caltrans "Program of Projects" (POP) Cycle 29 as "Appendix-E"; and

WHEREAS, the COFCG shall transmitted Certification and Assurance of the recommended Application directly to the Caltrans District 06 Office by their stipulated deadline; and

WHEREAS, the Application Process requires that the FCRTA Board of Directors affirm by Resolution its policy (as contained in the Agency's official and legal Joint Powers Agreement) to seek, support, and enter into grant agreements or contracts for and in behalf of its Member Agencies, and in this specific case make the necessary FTA Section 5311 Assurances to be recipient of said funds

for the purpose expressed in its submitted Grant Application; and

WHEREAS, the FCRTA Board of Directors does hereby authorize its General Manager to execute any and all said Agreements and Contracts pertaining to the aforementioned Grant program.

NOW THEREFORE, BE IT RESOLVED, that the FCRTA does affirm its intent to be the sole (thus not requiring each Member Agency's policy board to act individually in the matter) recipient and contracting authority for its 2008-2009 FTA Section 5311 funds.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 26th day of June, 2008.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad Rodriguez, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a regular meeting thereof held on the 26th day of June, 2008.

Signed: _____
Jeffrey D. Webster, General Manager

BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION NO. 2008-13

In the Matter of:)
)
MEASURE "C")
TRANSPORTATION)
PLANNING CLAIM)

RESOLUTION OF APPROVAL
MEASURE "C" FUNDING CLAIM
FOR THE FRESNO COUNTY
RURAL TRANSIT AGENCY, 2008-09

WHEREAS, The Fresno County Transportation Authority (Authority) is the administrator of Retail Transactions and Use Tax (1/2 cent) Funds collected pursuant to the Fresno County Transportation Improvement Act as provided by Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Public Utilities Code Sections 14200, et seq, and

WHEREAS, The Fresno County Rural Transit Agency ("claimant") is an eligible claimant of funds for local transportation program pursuant to California Public Utilities Code Section 142257, and

WHEREAS, The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year 2008-09's estimated revenue setting 3.99% of \$58,000,000 for the Regional Public Transit Program, Public Transit Agencies - FCRTA sub program funds available to claimant, and

WHEREAS, the Regional Public Transit Program, Public Transit Agencies - FCRTA are not being used to substitute for property tax funds which claimant had previously used for local transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257, and

WHEREAS, claimant has segregated property tax revenues from claimant's other general fund revenues used to support the Regional Public Transit Program, Public Transit Agencies - FCRTA sub program funds so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to claimant's general fund, and

WHEREAS, claimant shall account for the Regional Public Transit Program, Public Transit Agencies - FCRTA sub program funds received pursuant to Public Utilities Code Section 142257. Claimant shall maintain current records in accordance with generally accepted accounting principles, and shall separately record expenditures for each type of eligible purpose. Claimant shall make such records available to the Authority for inspection or audit at any time.

NOW, THEREFORE, BE IT RESOLVED, that the Fresno County Rural Transit Agency hereby adopts the Regional Public Transit Program, Public Transit Agencies - FCRTA sub program funds Claim and authorizes the General Manager to sign the Certification and Claim Form.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 26th day of June, 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 Fresno County Rural Transit Agency duly adopted at a regular meeting thereof held on the 26th day of June, 2008.

Signed: _____
Jeffrey D. Webster, FCRTA General Manager

BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION 2008-14

In the Matter of
Vehicle Procurement)

RESOLUTION TO PURCHASE
TEN TWENTY-TWO PASSENGER
EXPANSION VEHICLES

WHEREAS, the Fresno County Rural Transit Agency (FCRTA) has adopted its 2008-09 Budget which includes the programmed purchase of ten (10) additional twenty-two (22) passenger expansion vehicles to be purchased with budgeted Measure-C funds; and

WHEREAS, the FCRTA has an "option" to purchase additional vans through an existing Bid Award; and

WHEREAS, the FCRTA shall exercise its "option" to purchase ten (10) twenty-two (22) passenger vans; in accordance with previously stipulated specifications and purchase order for a total purchase price of \$1,230,948.80 (\$123,094.88 each), including applicable sales taxes, less possible stipulated penalty fee assessments for unwarranted delivery delays.

NOW THEREFORE, BE IT RESOLVED, that the FCRTA Board of Director, following an expressed opportunity for additional public comment, does hereby exercise its "option" for ten (10) additional vehicles for the agreed purchase price.

BE IT FURTHER RESOLVED, that the FCRTA Board of Directors does hereby direct its General Manager to execute binding agreements, in accordance with previously stipulated Contract Stipulations and Agreements.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 26th day of June 2008.

AYES:

NOES:

ABSTAIN:

ABSENT:

Page 2 of Resolution 2008-14

Signed: _____
Trinidad Rodriguez, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a regular meeting thereof held on the 26th day of June, 2008.

Signed: _____
Jeffrey D. Webster, General Manager

Social Services Transportation Advisory Council
Membership List
Updated April 2007

Potential Transit User 60 Years of Age or Older (minimum of 1)			
Appointment	Resident/of Geographic Representation	Term Expires	Ethnic Background
Terri Staples	Fresno/Fresno County	5-2009	Caucasian
Representatives of the Local Social Service Providers for Seniors (minimum of 2)			
Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Linda Descoteaux, FMAAA	Fresno/Fresno County	3-2009	Caucasian
Phyllis Baltierra, Firebaugh Sr.Site Coordinator	Firebaugh/Fresno County	3-2009	Hispanic
Potential Transit User Who Is Disabled (minimum of 1)			
Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Jan Kafton, NFB	Fresno/Fresno County	3-2009	Caucasian
Carlos Duarte, FAX	Fresno/Fresno County	3-2009	Hispanic
Bill Sheen	Clovis/Fresno County	4-2009	Caucasian
Representative of the Local Social Service Provider for Disabled (minimum of 2)			
Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Bill Hyatt, CVRC	Fresno/Fresno County	6-2009	Caucasian

Representative of a Local Social Service Provider for Persons of Limited Means (minimum of 1)

Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Bob Hand, Ctr. for Independent Living	Fresno/Fresno County	6-09	Caucasian

Representatives from the Local Consolidated Transportation Service Agency (minimum of 2)

Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Shonna Halterman, Clovis Transit	Clovis/Fresno County	9-2009	Caucasian
Gary Joseph, FCEOC/CTSA	Fresno/Fresno County	6-2009	Caucasian
Jeffrey Webster, FCRTA	Fresno/Fresno County	6-2009	Caucasian
Judith Nishi, FAX	Sanger/Fresno County	6-2009	Asian American

Representatives of General Public

Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background

**Council of Fresno County Governments
Third Quarter Progress Report for FY 2007-08
Ending March 31, 2008**

REGIONAL TRANSPORTATION PLANNING

WE 110 - Regional Streets and Highways

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

Accomplishments:

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

[DEVERE]

WE 111 - Regional Transportation Modeling

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

Accomplishments:

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

[BITNER]

WE 112 - Regional Traffic Monitoring

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

Accomplishments:

- Coordinated the *Traffic Counts Program* and provided technical assistance to member agencies.
- Provided traffic counts in response to public requests.
- Selected Omni-Means for the Traffic Monitoring Program Review and Update Project. Work on the project commenced in June. Reviewed initial contract reports. Project completion by July 2008.

[BITNER]

WE 113 – Regional Transportation Planning Studies

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

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

[BOREN]

WE 114 – Fresno-Madera County Freeway Interchange Deficiency Study

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

Accomplishments:

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

[BITNER]

WE 115 – Regional Transportation Mitigation Plan

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

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

- Study Approach
- Guiding Policies
- Study Needs
- Rational Nexus
- Impacts and Benefits
- Fair Share
- Indirect and Cumulative Impacts
- Review/update of Project Cost Estimates

The consultants (PB Americas) on the study, continue to work with project sponsors to refine project cost estimates. The next meeting of the RTMF Subcommittee is scheduled for April 22, 2008.

[BOREN]

WE 120 - Regional Public Transportation Planning - Urban

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

Accomplishments:

- *Demand-Responsive Service Evaluation:* Staff continues to monitor the system for productivity, cost effectiveness, contract compliance, as well as compliance with ADA regulations.
- *Management Information Systems:* Staff continues to develop and maintain various MIS programs and services. Major work included updating the passenger data collection and reporting database.
- *National Transit Database Report:* National Transit Data Base (NTDB) annual operating statistics for FY2006-07 have been completed and submitted to Federal Transit Administration for their review. NTDB data collection is an ongoing process.
- *Coordinate with Air District:* Staff reviews Air District's plans and rule making and attends workshops on topics related to transit planning. Staff also works closely in developing funding request strategies from the SJVUAPCD for related TCM's such as alternative fuels funding and transit pass subsidy funding.
- *Review Development Proposals:* Staff continues to work closely with the development community in order to promote pedestrian and transit-friendly development through review and comment on development proposals.
- *Community Outreach and Public information:* FAX information continues to be maintained on the World Wide Web at <http://www.fresno.gov/index.html>. Staff continues to work with major employers to promote public transit, and to find creative ways to increase transit's market share. Staff has participated in several community outreach activities with various local agencies.
- *Social Service Transportation Advisory Council (SSTAC):* The SSTAC initiated the Annual Unmet Transit Needs process in January 2006. Three public information-gathering meetings were held during this quarter and the process is nearly complete.
- *Clean Air Express Vanpool Program:* Staff continues to oversee the downtown Fresno commuter vanpool program that operates eighteen vanpools. The program is expected to reduce emissions by more than ½ ton annually.

- *Service Coordination:* The Clovis/FAX Metro pass continues to be a success, and FAX continues to include transit service schedules and information for Clovis Stageline in the FAX Schedule Guide.
- *Long-Range Master Transit Plan:* the Draft Bus Rapid Transit Plan has been posted on the FAX and COG websites, and the consulting team is evaluating possible 'Urban Growth Management Transit District' for Fresno.
- *Fresno Downtown Transportation Infrastructure Study (DTIS):* The DTIS is a City of Fresno planning effort that is being managed by COG/FAX staff. Although the study is complete, the technical advisory committee and the consultant are pursuing a more detailed way of finding a planning process with remaining funds.
- *Public Transportation and Infrastructure Study (PTIS):* Staff prepared an RFP for the next phase of the PTIS. The RFP is scheduled for release in early April.
- *Regional Farebox:* Staff continues to work on the regional farebox initiative.

[DOWNS]

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

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

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

The human services transportation coordination provisions include the following activities:

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

Accomplishments:

- Conducted public outreach to stakeholders to solicit their input into the implementation process.
- Wrote up a report based upon findings gathered during the development process of the Human Transportation Services Provider Consolidated Plan.
- Completed the draft Human Services Transportation Provider Consolidated Plan for Fresno County and submitted it to the Fresno COG Policy Board for adoption. Plan was adopted January 2008.
- Released a call for project for 2006, 2007, and 2008 apportionments for the urban component of the JARC Section 5316 grant.
- Developed a process to grade grant applications received for the JARC Section 5316 program.

[SOBRADO]

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

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

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

The human services transportation coordination provisions include the following activities:

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

Accomplishments:

- Conducted public outreach to stakeholders to solicit their input into the implementation process.
- Wrote up a report based upon findings gathered during the development process of the Human Transportation Services Provider Consolidated Plan.
- Completed the draft Fresno County Human Services Transportation Provider Consolidated Plan and submitted it to the Fresno COG Policy Board for adoption. Plan was adopted January 2008.
- Released a call for projects for the rural component of the 2006, 2007 and 2008 apportionments of the New Freedom Section 5317 grant program.
- Developed a program to grade grant applications received for the New Freedom Section 5317 program. [SOBRADO]

WE 130 - Regional Public Transportation Planning - Rural

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

Accomplishments:

- The staff of the Fresno County Rural Transit Agency and the Rural Consolidated Transportation Service Agency prepared and completed their respective sections of the 2006-07 *Transportation Productivity Evaluation Report*. The Fresno COG's Social Service Transportation Advisory Council (SSTAC) and the Policy Board approved report during the Third Quarter
- The Fresno COG's Social Service Transportation Advisory Council conducted its annual "Unmet Transit Needs" outreach process during the Third Quarter. Mass mailings were sent to nearly 600 interested

individuals and parties of record. Three community outreach meetings were conducted in February in Mendota for the Western, in Selma for the Eastern, and in Fresno for the Central areas. The Council will review the staff's analysis during the Fourth Quarter before reaching a finding recommendation regarding that transit needs will be reasonably met. For the coming fiscal year.

- FCRTA staff circulated the final analysis report towards a Demonstration Service for the South Sierra Foothill Communities of Dunlap, Miramonte, Pinehurst, and Squaw Valley. The Board of Directors authorized a three month program to begin after March 1st. Four attempts to hire a local driver have delayed implementation into the Fourth Quarter.

[WEBSTER]

WE 150 - Other Modes - Aviation & Rail

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

Accomplishments/Aviation:

- Monitored aviation issues and legislation important to Fresno County.

Accomplishments/Rail:

- Monitored rail issues and legislation important to Fresno County.
- Monitored activities of the California High-Speed Rail Authority and other activities related to high-speed rail in California. Attended a meeting of the High-Speed Rail Authority in Sacramento on February 6, 2008, at which the preferred alignment between the San Francisco Bay Area and the San Joaquin Valley was selected and alternative alignments and station locations for a potential station in the Visalia, Tulare, Hanford area were discussed.
- Attended a meeting of the San Joaquin Valley Rail Committee in Fresno on March 27, 2008. In addition to regular agenda items (marketing, train and bus operations, budgets, legislation, etc.), special agenda item included a presentation, discussion and approval of the San Joaquin Corridor Strategic Business Plan. Also, a new chair and vice-chair were selected, a new video regarding Amtrak rail service in California was previewed, and a presentation was given on intercity rail day at the State Capital on February 21.
- Conducted a meeting of the COG Rail Committee on March 28, 2008. Agenda items included a discussion of rail abandonment in Tulare County and its implications for Fresno County. The Chairman of the Committee sent a letter supporting Tulare County's objection to the abandonment. Other items included the potential for a joint high-speed rail/rail consolidation study and a presentation by the city of Fresno and discussion regarding a major development project on both sides of the Union Pacific Corridor in northwest Fresno.
- Continued efforts with Fresno Area Residents for Rail Consolidation (FARRC) and other interested citizens and organizations regarding the potential rail consolidation project in Fresno and other projects.

[THOMPSON]

WE 151 – Bicycle and Pedestrian

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

Accomplishments:

- Monitored bikeway issues and legislation important to Fresno County.

Staff sits as a voting member representing the San Joaquin Valley on Caltrans Bicycle Advisory Committee (CBAC). The purpose of the CBAC is to advise Caltrans on technical issues related to bikeways planning and

implementation. Attended a meeting of the CBAC on February 7, 2008. Agenda items included various status reports and discussions of side paths, parking in bicycle lanes, and the preferred pedestrian direction on paths.
[THOMPSON]

WE 170 - Regional Transportation Plan

Objective: To develop and publish on a four-year basis the Regional Transportation Plan (RTP) for Fresno County which addresses at a minimum a twenty year planning horizon. The plan shall include both long-range and short-range strategies and actions for implementing an integrated intermodal transportation system. The plan will address the federally required Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) planning factors. The final rule for SAFETEA-LU implementation was released in February 2007 with an effective date of March 16, 2007.

Accomplishments:

- Worked with local agency representatives to ensure accurate information continues to be included in RTP updates.

[PAUKOVITS]

WE 172 - Congestion Management Planning

Objective: To respond to federal congestion management planning requirements.

Accomplishments:

- Continued work on update of congestion management process to be compliant with SAFETEA-LU.

[PAUKOVITS]

WE 180 - Air Quality Transportation Planning

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

Accomplishments:

- Worked on an on-going basis with local, State, and Federal agencies regarding air quality and transportation issues.
- Continued participation in the Statewide Air Quality/Conformity Working Group.
- Continued to participate with the other seven Valley TPAs in the San Joaquin Valley Modeling and Air Quality Committees to address pertinent transportation, modeling, air quality, and conformity analysis issues.
- Continued contract administration for the Valley-wide Air Quality Planning and Coordination consultant. Managed the efforts of the air quality consultant (including strategy and review of all materials) on behalf of the eight Valley TPAs.
- Managed the contract for the Valley-Wide Air Quality Policy Services consultant.
- Participated in conference calls with staff from ARB, EPA, FHWA, Caltrans, and various members of the other San Joaquin Valley TPAs.
- Attended and participated in San Joaquin Valley Clean Cities Coalition Board Meetings.
- Attended Air District Board meetings and workshops.
- Presented air quality updates to the San Joaquin Valley TPA Director's Association and Regional Policy Council.

- Reviewed relevant information for the PM2.5 State Implementation Plan (SIP).
 - Drafted procedures to analyze air quality impacts from the San Joaquin Valley Blueprint process.
 - Developed procedures for the conformity analysis related to the 2009 FTIP.
 - Developed board resolution to adopt greenhouse gas policies, including voluntary measures to reduce greenhouse gas emissions suggested by the CA Attorney General.
 - Developed final draft of the Memorandum of Understanding (MOU) with the Air District.
 - Developed and distributed the Congestion Mitigation and Air Quality (CMAQ) 2009 Federal Transportation Act Cycle 1 Call for Projects. Hosted workshop in February for eligible agencies. Reviewed 45 applications totaling over \$25 million that were submitted for consideration (approximately \$11 million was available for project funding)..
 - Analyzed air quality impacts of Fresno County Green Commute program.
- [PAUKOVITS]

TRANSPORTATION PROGRAM DEVELOPMENT

WE 210 – Measure C Reauthorization

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

Accomplishments:

- Obtained 78% voter approval for Measure “C” Reauthorization which went to voters on November 7, 2006.
- Reconvened Measure “C” Steering Committee to begin process of developing Strategic Plan for expenditure of Measure “C” revenues collected after July 1, 2007.
- Began meeting with Measure “C” Implementing subcommittees and project sponsors for regional projects.
- 2007-2027 Measure C Expenditure Implementation Plan, Part 1 – Local Agency Pass-Through Fund Handbook completed and submitted for approval by COG Board
- Selected consultant for Regional Transportation Mitigation Fee Program, July 2007.
- Development of the Measure “C” Strategic Implementation Plan is underway, with a number of Subcommittees performing work and establishing policies and guidelines for the various “C” programs. Subcommittees that have met to date including:
 - Local Transportation Subcommittee
 - Public Transit Subcommittee
 - Regional Program Subcommittee
 - Regional Transportation Mitigation Fee Subcommittee
 - New Technology Reserve Subcommittee
- To date, only the Local Transportation Program component of the Measure “C” Strategic Implementation Plan has been adopted by the Fresno COG Policy Board. It is anticipated that the Public Transit, New Technology, & Alternative Transportation Program will be adopted by the Policy Board at their February, 2008 meeting
- To date, the following Measure “C” programs have been adopted by the Fresno COG and the Fresno County Transportation Authority: Public Transportation Infrastructure Study/Transit Consolidation Subprogram, ADA/Seniors/Paratransit Subprogram, Farmworker/Car/Vanpools Program, New Technology Reserve Subprogram, Rail Consolidation Subprogram. [BOREN]

WE-220 – Transportation Program Development

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

Accomplishments:

- COG staff continues to work with its member agencies in an effort to develop/maintain a financially constrained transportation improvement program.
 - Correspondence with Agency staff and Caltrans regarding delivery/preparation of the Obligation Plan for FFY 2007/08.
 - Development and posting of the Annual listing of projects.
 - The Fresno COG SAFETEA-LU Programming Subcommittee met in January to determine details and funding breakdowns for the 2008 Call for Projects dealing with FFY 2009/10 and FFY 2010/11 apportionments of both CMAQ and RSTP.
 - The Fresno COG Policy Board approved and released the 2008 Call for Projects on February 29, 2008.
 - COG staff accepted applications for new projects between February 29th and March 28th, 2008.
 - The 2007 FTIP was adopted by the COG Policy Board July 20, 2006 and approved by the Federal Highway Administration (FHWA) on October 2, 2006. COG staff continues intergovernmental coordination and public notification for all formal amendments to the FTIP. COG staff also continues to conduct administrative amendments to the FTIP as needed.
 - Formal Amendment 1 to the FTIP was approved on November 30, 2006 by FHWA.
 - Formal Amendment 2 to the FTIP was approved on February 5, 2007 by FHWA.
 - Formal Amendment 5 to the FTIP was approved on April 12, 2007 by FHWA
 - Formal Amendment 7, SAFETEA-LU compliance, was adopted by the COG Policy Board on May 31, 2007 and was approved on June 29, 2007 by FHWA.
 - Formal Amendment 10 to the FTIP was approved on by FHWA on January 16, 2008.
- [BOREN/DEVERE]

SERVICES AND GENERAL COORDINATION ACTIVITIES

WE 310 - Intergovernmental Coordination

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

Accomplishments:

- Continued to provide staff support to the Association for the Beautification of State Route 99. Organized bimonthly meetings for the Association, assisted with correspondence, conducted research, and prepared staff reports.
- Continued efforts towards implementing the *2000 Highway 99 Beautification Plan* by recommending the adoption of a draft Highway Beautification Overlay Zoning District by the Cities of Kingsburg, Selma, Fowler, Fresno, and Fresno County.
- Continued monitoring other SR 99 beautification efforts such as the Great Valley Center's Highway 99 Project and Caltrans' *Highway 99 Plan*.

- Provided ongoing support to member agencies of the Abandoned Vehicle Abatement Service Authority in the establishment of this new program in Fresno County. Issues discussed over the course of the quarter include election of Chair and Vice-Chair of the Authority and a determination of time standards and personnel costs for use in calculating program costs.
 - Staff continues to outreach to the Native American Tribal governments, both federally and non-federally recognized, in Fresno County to solicit their input and to seek their participation in COG activities. Staff continues to provide all of the tribes with ongoing meeting notifications and any other pertinent information that may be of interest to the tribes.
 - Called for Washington D.C. "One Voice" projects from member agencies and community organizations. Identified selection committee that will meet to recommend top priorities to COG Board for approval during second quarter.
 - Accomplished third annual Sacramento One Voice trip on March 10th and 11th. Led a delegation of 33 members including elected officials, city managers, local agency staff, and members representing local business interests and education to Sacramento to meet with representatives from the state legislature and state agencies to advocate for a list of legislative issues of importance to Fresno County.
 - Accomplished first ever Valley Voices advocacy trip to Sacramento with the San Joaquin Valley Regional Policy Council. The Policy Council went to Sacramento on Wednesday, March 12th to meet with our state legislative representatives, the Governor's office, the California Transportation Commission, and key staff from State agencies to advocate for four legislative issues of importance to the San Joaquin Valley
 - Staff participated in the first two meetings of the Caltrans SR 99 Business Plan committee in January and March. The committee includes Caltrans employees and staff from the eight Valley COG's working together to update the Caltrans SR 99 Business Plan.
 - Begin process of member agency outreach to provide update on the SJV Regional Blueprint Planning Process.
 - Continued outreach with staff and administrators of member agencies to gather input for the Blueprint.
 - Provide ongoing updates to member agencies on progress with Blueprint activities.
 - Hired marketing firm to assist with intensive Phase 3 outreach on Blueprint scenarios.
 - Continue to work with eight Valley COGs on project management of SJV Blueprint.
 - Worked with Merced County Association of Governments (MCAG) to provide information needed for request for third year funding of Blueprint funding.
 - Assisted MCAG with hiring marketing firm that will develop Valleywide Blueprint materials.
 - Engage in second round of meetings with all member agencies at their policy board meetings.
 - Staff continues involvement/collaboration on Intelligent Transportation Systems (ITS) projects of local, valley-wide, and State interest.
 - Continued involvement, participation and monitoring of monthly California Transportation Commission meetings, Regional Transportation Planning Agency meetings, and Self-Help County Coalition meetings.
- [BOREN/DEVERE/STECK/DANSBY]

WE 311 - Public Information and Participation

Objective: To provide the public with information on activities, meetings, planning documents and reports, and to seek advice from the public on COG's planning activities. This work element is intended to highlight the COG's desire to encourage more public participation in the transportation planning process, consistent with TEA 21 requirements. This will include public involvement in the development stages of plans and programs as well as throughout the adoption process. COG's Public Involvement Procedures will be consulted and followed during each phase of plan or program development.

It is Fresno COG's desire that the citizens of Fresno County and its cities assist in delineating values, goals, and objectives of transportation-related services and planning documents. Further, it is Fresno COG's intent that those same citizens, charged with the responsibility of providing feedback on a continuous basis, will

participate in the selection of transportation facilities and programs for planning and programming under Fresno COG's authority. Finally, it is the goal of Fresno COG to adequately provide information to and solicit input from historically underserved community of Fresno County (i.e. elderly, minority groups, youth, disabled, and lower income people).

Accomplishments:

- Prepared agenda packages, reports, and notices for COG's three monthly public meetings
 - Filled requests for information about Fresno COG and/or their member agencies and updated various listings
 - Designed and printed graphic design materials for Fresno COG staff as requested
 - Developed agendas for and staffed two Measure C Citizen Oversight Committee (COC) meetings
 - Pursued media coverage to publicize the Blueprint Scenarios release and two One Voice trips
 - Continued updating Fresno COG's website with a variety of graphics and material
 - Continued involvement in the Valley Blueprint process:
 - Participated on the Valleywide media committee
 - Sent out a What's New in Blueprint email to all contacts
 - Interviewed Marketing/Communications firms and began developing outreach materials, scheduling public workshops in each incorporated city in Fresno County, and forming a Blueprint public information plan for April 2008
 - Reprinted the 2007 Fresno County Transportation Guide
- [LAUCHNER]

WE 312 - COGView Internet Home Page

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

Accomplishments:

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

WE 313 – Environmental Justice Activities

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

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

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

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

Fresno COG staff is completing the Environmental Justice Report. When completed, the report will be circulated to Environmental Justice Task Force members for review and comment. Once all comments from the task force has been received and incorporated into the Plan, the document will be released for public comment and subsequent adoption by the Fresno COG Policy Board. It is expected that this process will be completed in the Fourth Quarter of 07-08.

As a result, of the Fresno County Environmental Justice Plan, the Environmental Justice Task Force has plans to begin meeting on a quarterly basis. The purpose of these meetings is to review the activities being undertaken by COG and examine the impacts that they may be having upon the environmental justice populations identified in the Fresno County Environmental Justice Plan. The populations identified in the plan include minority, low-income, elderly, and special needs communities throughout Fresno County.

Accomplishments:

- The Fresno County Environmental Justice Plan will be completed and circulated to members of the Environmental Justice Task Force for review and comment.
- Discussion has taken place with members of the Environmental Justice Task Force on how to reconvene the task force going forward.

[SOBRADO]

WE 320 - Technical Assistance to Members

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

Accomplishments:

- *Rural Communities Collaborative of Fresno County (RCCFC):* Served on RCCFC Steering and General Committees. The RCCFC is a volunteer organization geared toward helping rural communities to become self-sufficient through increased social and economic development. The Collaborative acts as a catalyst in identifying available federal, state, and local resources available to serve local community needs and provides access to and dissemination of those resources. Fresno COG staff also continues to participate in

I-5 Business Development Committee activities, which focus on identifying economic development opportunities on the westside of Fresno County .

- *I-5 Business Development Corridor:* COG staff continues to participate in this work activity which focuses attention on planning, growth and economic issues facing the communities in western Fresno County. [BOREN]

WE 330 – Outside Technical Assistance

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

Accomplishments:

- No activity this quarter. [BITNER]

WE 340 – Traffic Demand Management Program

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

Accomplishments:

Ridematching:

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

Information Services:

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

Administration:

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

[LAUCHNER]

WE 350 - Fresno Regional Data Center

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

Accomplishments:

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

[CHUNG]

REGIONAL COORDINATION OF TRANSPORTATION, LAND USE AND HOUSING

WE 410 – San Joaquin Valley Regional Blueprint Planning Process

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

Accomplishments:

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

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

- Met with Partnership Secretariat to ensure connection of two projects
- Met with Farmland Conservation Model Program folks to coordinate modeling tasks between two projects.
- Fresno COG's team continues to attend statewide Blueprint Learning Network (BLN)
- Assist CCRL to plan BLN programs around the state
- Continue to meet with Valley COG project managers on a bi-weekly basis to coordinate progress on project
- Continue to meet with Blueprint Roundtable, the advisory committee to COG Policy Board, on a monthly basis
- Submitted final Values/Vision report for approval by COG Policy Board
- Continue to coordinate with modeling staff in development of status quo and single focus model runs
- Continue to coordinate with Blueprint Regional Advisory Committee (BRAC) which is staffed by Great Valley Center
- Continue outreach to member agency staff and community partners on Blueprint progress.
- Continue to work with California Center for Regional Leadership (CCRL) on steering committee for Blueprint Learning Network
- Continue to work with CCRL on California Regional Progress Report
- Assist and facilitate Valleywide Blueprint Planners group to ensure that "end users" of the Blueprint have a part in its development.
- Continue to work with SJV Partnership and its working groups to coordinate activities and assist with continuity on progress.
- Worked with Local Government Commission to advise on Water Symposium for the San Joaquin Valley.
- Attended Blueprint Learning Network meeting in Oakland with 4 member COG Blueprint team.
- Continued activities with Valleywide Blueprint coordinating committee, modeling committee and media committee.
- Attended BRAC meeting at UC Merced with 6 members of the Fresno BRAC contingent.
- Met with media to tell story of base case scenario and set the stage for upcoming alternatives analysis.
- Worked with MCAG to develop Request for Bids for Valleywide Vision and other aspects of Valley components
- Developed Request for Bids for Fresno activities pertaining to advertising and marketing
- Made presentations to Fresno COG's 16 member agencies at city council and board of supervisor meetings
- Made presentations to several community organizations on Blueprint progress.
- Continued coordination with modeling staff on Blueprint scenarios
- Continued facilitating Blueprint Roundtable activities and met with sub-committees as necessary
- Met with Fresno Bee Editorial Board on Blueprint
- Made presentations on preliminary Blueprint scenarios to all member agencies as well as community organizations.
- Developed outreach strategy for Phase 3 community outreach
- Hired marketing firm to assist with intensive Phase 3 outreach at Fresno County level.
- Continued bi-monthly meetings with valley project managers (coordinating committee)
- Assisted MCAG with efforts to hire consultant to develop Valleywide Blueprint materials
- Continued efforts as project manager for Fresno COG Blueprint efforts

[STECK]

WE 411 – Farmland Conservation Model Program

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

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

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

The deliverables for the Farmland Conservation Model Program include:

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

Accomplishments:

- A detailed work plan has been completed.
- Fresno County Farmland Conservation Model Program Steering Committee members have been meeting on a regular basis since June 2007.
- Key variables affecting agriculture have been identified and analyzed to determine the significance upon agriculture in Fresno County.
- The GIS or mapping component of the Farmland Conservation Model Program has been completed and a definition of ‘strategic farmland’ has been created.
- The Fresno County Farmland Conservation Model Program Advisory committee has been defined and convened to review and provide feedback on the development of the Farmland Conservation Model Program. Advisory Committee meetings are scheduled to take place on an ongoing basis throughout the duration of the development of the program.
- The public outreach component of the Farmland Conservation Model Program has been completed. Members of the general public and the agricultural community were targeted in the outreach. Feedback and comments from the outreach process have been incorporated into the program.
- Development of a ‘planner’s toolkit’ has begun. This is a large collection of best practices, trends, methodologies and the like pertaining to farmland conservation that is catered to the unique needs of Fresno County and the San Joaquin Valley.

[SOBRADO]

WE 420 – Fresno Regional Housing Needs Plan

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

Accomplishments:

- During the month of October, 2007, staff initiated correspondence and conducted meetings to discuss and resolve allocation revisions proposed by the City of Kingsburg and the County of Fresno. These efforts were successfully concluded and the 2007 Fresno County Regional Housing Needs Allocation Plan was adopted by Council of Fresno County Governments on November 29, 2007.
- In response to comments made by the State Department of Housing and Community Development, staff developed technical revisions to the RHNA Plan allocations and presented them to the Policy Advisory Committee and Policy Board for adoption at the January 2008 cycle of meetings.

[THOMPSON]

VALLEYWIDE COORDINATED ACTIVITIES

WE 810 - Valley RTPA Coordination

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

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

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

[BOREN/DOWNS/STECK]

WE 811 – San Joaquin Valley Goods Movement Study

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

Analysis Branch. The San Joaquin Valley region is one of the four major international trade regions in California, designated in the 2002 Global Gateways Development Program.

Accomplishments:

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

[BOREN/BITNER/TWEBSTER]

ADMINISTRATIVE ACTIVITIES

WE 910 – COG Administration

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

Accomplishments:

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

[BESHEARS/BOREN]

WE 911 – Overall Work Program and Budget Development

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

Accomplishments:

- Staff monitored funding levels, expenses and budgets. 2007/08 Overall Work Program was adopted May 2007.
- Amendment #1 was approved June 28, 2007.
- Development of the 2008/09 Overall Work Program began in January 2008.
- 2008/09 Overall Work Program will be adopted May 2008.

[BESHEARS/BOREN]

WE 912 - Local Transportation Funds Administration

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

Accomplishments:

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

[BESHEARS]

WE 920 – Fresno County Rural Transit Agency Administration

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

Accomplishments:

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

[WEBSTER]

WE 930 – Fresno County Transportation Authority Administration

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

Accomplishments:

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

[BESHEARS]

WE 940 - Freeway Service Patrol

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

Accomplishments:

- Administered the FSP tow contracts. This primarily included reviewing and paying invoices for towing services and radio use, both on a monthly basis, and paying for radio repairs and miscellaneous supplies (i.e. brochures) on an as-needed basis.
- Ongoing coordination and communication with the Freeway Service Patrol Statewide Oversight Committee and with Caltrans Traffic Operations, including annual program benefit/cost evaluations.
- Issued on February 5, 2008, a Request for Proposals for towing service for fiscal years 2008-09 through 2010-11. In response to the RFP, three proposals were submitted by the deadline of March 24, 2008. [THOMPSON]

WE 950 – Abandoned Vehicle Abatement Program

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

Accomplishments:

- Ongoing communication with AVA Service Authority members, particularly regarding eligible expenses for reimbursement and reporting requirements.
- Calculated payment amounts to eligible local jurisdictions for AVA expenses.
- Conducted an AVA Working Group meeting on March 28, 2008 to discuss issues of mutual interest regarding the program, including reporting requirements and clarifications/changes as the result of enacting into law AB 4681.
- Provided FY 2007-08 First and Second Quarter Summary Reports to the Fresno COG Policy Advisory Committee and Policy Board at, respectively, the January and March cycle of meetings.
- Provided adjustments to the City of Sanger hourly rate and the standard hourly rate to the Fresno COG Policy Advisory Committee and Policy Board for adoption at the March cycle of meetings.

[THOMPSON]

WE 960 - Fresno Yosemite Village Revitalization Implementation Plan

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

- Develop conceptual pedestrian-oriented street design guidelines for the project area and identify pedestrian circulation paths, street trees and linkages to community services in accordance with the West Fresno Community Vision plan and the adopted Fresno General Plan “Landscape of Choice” and the Ahwahnee

Principles to improve mobility, access to services and equity in providing for an improved quality of life for the project area.

- Promote cooperation between the public agencies and resident community members in improving their access to critical community services
- Promote the development of Healthy Communities and Sustainable Sites in accordance with the West Fresno Community Vision plan, the adopted Fresno General Plan "Landscape of Choice" and the Ahwahnee Principles, and developing access to critical services
- Promote the development of Healthy Communities and Sustainable Sites. Develop energy efficiency strategies for the community's transportation infrastructure and quantify the resulting energy savings and air quality benefits
- Promote adoption of these guidelines within the community and among Fresno regulatory agencies (City of Fresno and Fresno Redevelopment Agency)

Accomplishments:

- Staff is working with Caltrans and the Housing Authority of the City of Fresno staff to facilitate contract agreement on this Environmental Justice Grant. Work on the project cannot commence until this is accomplished.
- Staff continues to work with Caltrans to pursue Fund Transfer Agreement. This project has been "in the pipeline" for 9 months and we have yet to receive the papers necessary from Caltrans to move this forward.
- Received Fund Transfer Agreement from Caltrans and entered into contract with Housing Authority of the City of Fresno (sub-recipient) so that they can proceed with their project.
- Consulted with sub-recipient regarding their progress and their billing procedures with COG.
- Continue to work with sub-recipient to facilitate progress on their work program.
- Worked with sub-recipient to extend contract to February 28, 2008.
- Encouraged grant sub-recipient to move project forward in order to complete by new deadline.
- The Housing Authority of the City of Fresno has completed approximately 75% of the project. Between the months of October and December 2007, two meetings were conducted bringing the community together with the sole purpose of gaining insight on future planning and development in southwest Fresno. The third and final community meeting is scheduled for January 9, 2008. Output results from the three community workshops/charettes, planning studies and proposals for improvement will be submitted to the City of Fresno at the conclusion of the grant.
- The Housing Authority of the City of Fresno is working with Fresno West Coalition for Economic Development (FWCED) in the coordination and planning strategies for the community workshops/charettes. FWCED is a local non-profit organization and is a growing community development corporation committed to facilitating economic and social change in West Fresno. FWCED provides services and programs that develop affordable housing opportunities and engage local residents and other community organizations to promote self-sufficiency and stability.
- The initial meeting held on October 17, 2007 brought together approximately 65 community members who were willing to participate in an exercise designed to gain perspective on the existing community, opinions on future development and input on what they would like to see in their neighborhood. Participants were able to provide insight for the consultants who will be analyzing and preparing deliverables for the City of Fresno. This first workshop proved invaluable and was a strong kick-off for the secondary meeting held in November.
- During the November meeting, approximately 80 participants (many of whom participated in the first workshop) came together to assess the proposed plans created by the consultants based on the inputs from the initial workshop. Three plans, each with a unique perspective, were presented to the participants with the idea of creating a "preferred plan". Participants were asked to vote on their favorite plan, and then to modify the plan with any changes they felt may be necessary to suit their needs of the community and present their preferred plan citing modifications that were incorporated. Upon completion of the secondary meeting, design consultants will combine and produce the overall preferred plan. Upon completion of a proposed preferred plan, the community will once again be engaged in a third and final workshop to review

the plan. Any modifications will be incorporated into the preferred plan prior to submission to the City of Fresno.

- The two workshops have proven consistent in attendance from the community and should hold true with participation for the third and final meeting. The southwest Fresno community is full of optimism as they are beginning to see growth and interest in their community. There is strong belief that the community has really come forth and provided the necessary tools to assist in the development of their neighborhoods.
- Reviewed draft and final plan for project
- Processed final grant documents and requests for payment

[STECK]

COUNCIL OF FRESNO COUNTY GOVERNMENTS
 SCHEDULE OF FUNDS ALLOCATED & EXPENDED
 For the Quarter Ended March 31, 2008

	Percent	Budget Authorized	Year to Date	Local Resources	FHWA PL	FTA MFO 5303	FTA X077	Partner Planning	BTH	Cal Blueprint	FTA 5307	PPM01 6086(024) 6086(022)	FSP 6086(024) 6086(021)	Environ Justice #74A0249	SPR 06A1024
2007/08 OWP Allocated Funds:															
110 Regional Streets & Roads	63%	287,587	179,928	20,638	159,290										
111 Regional Transp. Modeling	82%	306,253	252,028	22,178	229,850										
112 Regional Traffic Monitoring	68%	329,730	223,709	25,660	198,049										
113 Reg. Transp. Studies	0%	500,000	0												
114 Traffic Deficiencies	32%	300,000	96,661	19,332				77,329							
115 Reg. Transp. Mitigation Fee	38%	500,000	191,700	21,988	169,712	33,402									
120 Public Trans. - Urban	46%	853,923	391,109	187,788			21,099								
121 JARC	4%	484,614	21,099												
122 New Freedom	0%	332,938	0												
130 Public Trans. - Rural	40%	28,500	11,268	1,292		9,976									
150 Other Modal Elements	82%	42,100	34,403	34,403											
151 Bicycle & Pedestrian	75%	50,000	37,587	4,311	33,276										
170 Regional Transp. Plan	63%	265,080	166,337	19,079	124,242	23,016									
172 Congestion Management Plan	73%	5,000	3,641	418	760	2,463									
180 Air Quality	64%	195,376	124,196	14,245	100,478	9,473									
210 Measure "C"	75%	295,000	220,288	220,288								68,351			
220 Transportation Prog. Dev.	73%	187,500	136,852	7,858	60,643										
310 Intergov. Coordination	86%	234,500	201,839	201,839	35,551	16,918									
311 Public Info. and Partic.	45%	132,356	59,267	6,798		10,966									
312 COG View Internet	80%	15,500	12,387	1,421											
313 Environmental Justice	47%	5,000	2,348	270	1,039										
320 Technical Assist. Members	104%	9,000	9,401	9,401											
330 Outside Technical Serv.	23%	55,000	12,693	12,693											
340 Rideshare Program	66%	63,250	41,890	41,890											
350 Regional Data Center	56%	71,400	40,212	4,613	16,631	18,968				118,162					
410 California Blue Print	45%	389,786	178,570	60,408				57,019							
411 Farmland Trust	23%	200,000	57,019												
420 Regional Housing Needs	101%	7,000	7,065	7,065											
810 Valley RTPA Coordination	66%	186,000	122,124	110,150		11,774									
811 Valley Goods Movement Phs III	84%	360,000	301,635	95,932											
910 COFG Admin.	74%	229,932	170,841	170,841											
911 OWP & Budget	77%	20,000	15,333	1,759	2,896	10,678									
912 Transportation Funds Adm.	70%	127,000	89,358	89,358											
920 FCRTA Admin.	78%	245,960	185,798	185,798									140,377		
940 Freeway Service Patrol	82%	2,500	2,058	2,058											
950 Abandon Vehicle Abatement	60%	297,000	177,702	37,325										197,710	
960 Yosemite Village Revitalize	91%	9,500	8,660	8,660											
961 Non Pt. Source Water Quality	81%	250,000	202,573	4,863											
Total Allocated Funds	50%	7,985,045	3,991,599	1,652,820	1,132,417	148,373	21,099	77,329	57,019	118,162	172,219	68,351	140,377	197,710	205,723

Federal Transit Administration
5316 Job Access and Reverse Commute
and
5317 New Freedom

Program Management Plan

Council of Fresno County Governments

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Adopted May 29, 2008

FRESNO URBANIZED AREA

JOB ACCESS & REVERSE COMMUTE and NEW FREEDOM PROGRAM MANAGEMENT PLAN

BACKGROUND

With The passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), (Pub. L. 109-059), the Job Access and Reverse Commute program (JARC) [Section 5316] was changed from a discretionary funding program to a formula program and the New Freedom Program (Section 5317) was created. Congress has allocated JARC and New Freedom funds for use in the Fresno Urbanized Area, which is identified in the map at Exhibit 1.

JARC SCOPE / Eligibility: JARC provides formula funding to state and designated recipients to support the development and maintenance of projects designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to employment. Reverse Commute projects provide transportation services to transport residents of urbanized (over 200,000 in population and areas under 200,000 in population) to suburban employment opportunities. JARC funds can be used for capital, planning and operating costs.

New Freedom / Eligibility: The New Freedom Program provides for new public transportation services beyond those required by the Americans with Disabilities Act of 1990 (ADA) and new public transportation alternatives beyond those required by ADA that assists individuals with disabilities with transportation, including transportation to and from jobs and employment support services. New Freedom funds can be used for both capital and operating costs.

PROGRAM MANAGEMENT PLAN

The purpose of this program management plan is to document policies and procedures for administrating the JARC and New Freedom Programs.

The Federal Transit Administration (FTA) Circulars allow the designated recipient to establish arrangements to administer and conduct the competitive selection process. Fresno Council of Governments (Fresno COG) will issue the call for projects. Fresno COG has been designated by the State of California as the Designated Recipient for FTA Section 5316 and 5317 grant programs. Because of Fresno COG's designated recipient status and its desire to expedite the use of JARC and New Freedom funds, Fresno COG will submit grant program applications, receive the resulting FTA contracts, and manage both grant programs. Fresno COG may request reimbursement for administrative costs resulting from their program participation. Successful applicants will be subrecipient(s) to Fresno COG and will be subject to meeting the operational and reporting requirements for each FTA funding program.

Fresno COG will use the Fresno COG Social Services Transportation Advisory Council (SSTAC) to select projects for funding through a competitive process and recommend funding levels from the JARC and New Freedom Programs. Beginning in FY 2008, projects selected for funding must be included in the applicable metropolitan Transportation Improvement Plan (TIP), Statewide Transportation Improvement Plan (STIP), and the Regional Coordinated Human Services Transportation Plan, locally developed by Fresno COG in collaboration with public transportation stakeholders in Fresno County.

JARC AND NEW FREEDOM PROGRAM ADMINISTRATION

Fresno COG will be responsible for:

- Developing a project selection criteria;
- Issuing the Call for Projects;
- Mobilizing the Fresno COG Social Services Transportation Advisory Council (SSTAC) to review and select projects through a competitive selection process,
- Certifying that each project is derived from the Fresno County *Coordinated Human Services Transportation Plan* ;
- Incorporating the selected projects into the TIP and STIP;
- Notifying eligible recipients of program funding availability;
- Ensuring the fair and equitable distribution of program funds;
- Publishing a list of projects / sponsors selected for funding;
- Applying for and receiving the FTA grants for these programs on behalf of subrecipient(s) and performing on-going project management;
- Receiving, verifying, and submitting for reimbursement from FTA all eligible project expenses;
- Passing through the reimbursements received from FTA for all eligible project expenses;
- Receiving financial and progress reports from all subrecipients;
- Completing financial and progress status reports in the FTA's transportation electronic grants management system (TEAM); and
- Other such grant administrative actions as necessary to ensure project completion in accordance with the appropriate Federal rules, regulations and circulars.

PROGRAM GOALS

The goals of the Fresno Urbanized Area JARC and New Freedom grant programs include but are not limited to:

- Fostering delivery of improved regional transportation services;
- Complementing or “filling-in” gaps in existing transportation services;
- Avoiding duplication of existing administrative or transportation services provided within the region; and
- Funding eligible projects that provide service within the scope of both the JARC and New Freedom program purposes.

Applications that do not support the above goals will be considered non-responsive and will not be evaluated.

ELIGIBLE SUBRECIPIENTS

Any state or local government authority, private nonprofit organization, and / or operator(s) of public transportation are eligible for grant funding. Applicants must demonstrate and document committed availability and sources of local matching funds as part of the application process.

ADMINISTRATION, PLANNING and TECHNICAL ASSISTANCE

Each subrecipient may include up to 10% (ten percent) of the net application project amount to fund administrative costs including administration, planning, and technical assistance (AP&TA). Administration cost may be funded at 100% Federal share. Allowable administrative costs may include, but are not limited to, general administrative and overhead costs, staff salaries, office supplies, and development of specifications for vehicles and equipment. Guidance on eligible costs can be found in the Office of Management and Budget (OMB) Circular A-87.

Applicants who choose to use the 10% AP&TA option must include separate documentation for these costs in the application (as outlined). Applicants who request reimbursement of allocated overhead must provide details on the overhead program's approval by the appropriate Federal agency.

LOCAL SHARE AND LOCAL FUNDING REQUIREMENTS

Federal funding for capital, planning and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to employment is available in the JARC program at no more than 80% of the net cost of capital and planning costs. The Federal share of the eligible operating costs for the JARC program may not exceed 50% of the net operating costs of the activity.

New Freedom funds may be used to finance capital and operating expenses to provide new public transportation services beyond those required by the ADA. The Federal share of eligible operating costs for the New Freedom program may not exceed 50% of the net operating costs of the activity.

All of the local share must be provided from sources other than Federal Department of Transportation (DOT) funds. Possible sources of eligible local matching funds include: other non-DOT Federal funds, dedicated tax revenues, private donations, revenue from human service contracts, net income generated from advertising, and concessions. The non-cash share such as donations, volunteer services and in-kind contributions is eligible to be counted toward the local match. The value of any non-cash share should be documented as representing a cost which would otherwise be eligible under the program, and must be included in the net projects in the project budget.

Income from contracts to provide human service transportation may be used to reduce the net project cost (treated as revenue) or to provide local match for either JARC or New Freedom operating assistance. In case of either treatment, the cost of providing the contract services should be included in the total project cost.

Local share documentation is required as part of the grant application.

APPLICATION PROCESS

At the time a call for projects is issued, Fresno COG will provide a grant application form to any person or agency requesting the form. A copy of the application will be available in an electronic format on Fresno COG's website: www.fresnocog.org.

If project sponsors are unable to access the Internet, Fresno COG will mail a paper copy to the potential applicant. In addition to the grant application, project selection schedule, estimated available funds and this Program Management Plan will be posted on Fresno COG's website or forwarded to project sponsors, if requested.

Fresno COG staff will meet with applicants to explain program requirements, application process, and project selection process, as well as to provide an opportunity for project sponsors to ask questions about the application process. Fresno COG staff will also make themselves available to answer questions via e-mail or telephone calls.

After applications have been received and the submission deadline passed, the Fresno COG SSTAC will receive a copy of each application, the selection criteria, project evaluation form, and this Program Management Plan. The SSTAC will have a previously agreed upon amount of time to perform the technical evaluations, at the end of which they will meet to decide on final project scores.

APPROVAL PROCESS

The Project Evaluation Team consists of members of Fresno COG's Social Services Transportation Advisory Council. Fresno COG SSTAC will determine project scores for the competitive selection process that will distribute the available funds.

When the scoring process is complete, Fresno COG's SSTAC will select projects for funding.

APPLICATION CYCLE

Pursuant to directions in Section 5316 and Section 5317 circulars, Fresno COG will conduct a competitive selection process for projects seeking FTA JARC or New Freedom funds apportioned to the Fresno Urbanized Area. This competition will initially select projects to receive funding from the FY2006/2007 appropriations. In subsequent years, the competition will occur annually, with initiation of the application process approximately one-two (1 to 2) months after the publication of the Fresno Urbanized Area allocation in the *Federal Register*.

The competition selection process was developed by Fresno COG in cooperation with:

- Fresno County Transit Operators; and
- Fresno COG's Social Services Transportation Advisory Council.

PROJECT SELECTION CRITERIA AND METHODOLOGY

Project Selection Criteria

Projects will be scored on the following criteria.

1. **Project Definition /Implementation – 60 points**
 - a. Does the project provide new/expanded services for a currently unserved/underserved population (as defined in applicable FTA Circulars)?
 - b. Does the funding for existing activities expire on or before the end of the application calendar year?
 - c. Does the project duplicate existing regional *transportation* services?
 - d. Does the project meet or exceed current service in the geographic area?
 - e. Does the project duplicate existing existing regional *administrative* activities?
 - f. Does the performance time scheduled look reasonable for the work to be done?
 - g. Does the project include activities coordinated with other groups and/or transportation providers in the geographic area?
 - h. Are the activities supported by current grant funds scheduled to continue after the grant funds are fully spent?
 - i. If vehicles are used, does the plan include other uses to serve special needs populations to prevent idle down-time?

2. **Addresses in Area with Few or No providers and with existing Unmet Needs** – 20 points
 - a. Are the activities in the project new?
 - b. Does the proposed geographic service area have an existing similar service available?
 - c. Does the proposed project complement or expand existing services?
3. **Part of Long-Range Strategy or Package of Projects** – 10 points
 - a. Does the project meet one of the adopted goals and strategic objectives found in the *Fresno COG Coordinated Human Services Transportation Plan*?
 - b. Can the new transit service or alternative(s) proposed be adopted by other regional agencies?
 - c. Does the project have wide support as evidenced by matching financial contributions from other local agencies?
4. **Proposed Project is Cost Efficient** – 10 points
 - a. The proposed project combines multiple existing services.
 - b. The new transit service or alternatives cost per person appear to be reasonable for the type of service proposed.
 - c. The service can be sustained after JARC and/or New Freedom funds have been fully expended.

PROGRAM ADMINISTRATION REQUIREMENTS

Subrecipients that are public or private providers of public transportation must follow the requirements of 49 CFR Part 18 for management of grant funds awarded. Private nonprofit organizations must follow 49 CFR Part 19 for management of grant funds awarded.

Procurement Requirements

Quarterly reports are due to Fresno COG by the 15th of the month following calendar quarters ending in December, March, June, and September.

Program Measures – The subrecipient is required to gather and submit quarterly reports to Fresno COG on both quantitative and qualitative information on each of the following indicators:

JARC

- a. Increase in access to jobs to geographic coverage and/or service times that impact the availability of transportation services for low-income individuals as a result of the JARC project(s) implemented in the current reporting period.

- b. Increase in number of rides for reverse commute job access in the current reporting period.
- c. Number of rides for low-income individuals as a result of the JARC project(s) implemented in the current reporting period.

New Freedom

- a. Increases or enhances related to geographic coverage, service quality and/or service times that impact availability of transportation services for individuals with disabilities as a result of the New Freedom project(s) implemented in the current reporting period.
- b. Additions or changes to environmental infrastructure (e.g. transportation facilities, side walks, etc.), technology, vehicles that impact availability of transportation services as a result of the New Freedom project(s) implemented in the current reporting period.
- c. Number of rides provided for individuals for individuals with disabilities as a result of the New Freedom project(s) implemented in the reporting period.

Milestone Activity Reports – The subrecipient will notify Fresno COG of revised project milestone completion dates as each revision is made. An explanation as to why the date changes are necessary should be in the notification. The subrecipient will also submit (in memo format) a report of activities completed for the quarter being reported and activities scheduled for the next quarter, and contract modifications exercised during the quarter.

Subrecipients who report no progress toward completing the grant funded activities in a quarter will be cautioned to expedite progress/project implementation. A second consecutive quarter of no activity (without sufficient justification) will subject the subrecipient to forfeiture of the grant funds that will be re-awarded to the next highest ranked, unfunded project for the application period.

Additionally, surplus funds resulting from projects that do not use the entire assigned grant budget will be reprogrammed by Fresno COG SSTAC to qualified but unfunded or under-funded projects received during the call for projects.

Reimbursement Requests – The subrecipient must submit requests for reimbursement to Fresno COG no more often than monthly. Such requests shall include sufficient documentation to support reimbursement of the expenditure, including copies of vendor invoices and checks from the subrecipient for payments on the invoices, employee time sheets, etc. Fresno COG staff shall review the reimbursement request for compliance with the grant's scope, terms and conditions. If questions arise regarding some portion of the reimbursement request, Fresno COG staff will contact

the appropriate subrecipient project manager for additional documentation. Upon approval of the request for payment, Fresno COG will submit a reimbursement request to FTA. Upon receipt of the reimbursement from FTA, Fresno COG shall transfer the reimbursed funds to the subrecipient within three working days.

Financial Status Report – The subrecipient must submit to Fresno COG quarterly Financial Status Reports (FSR) for each active grant using OMB Form 269 (see Exhibit 2). The FSR must include by project by activity (i.e., services, equipment purchase, labor/fringes, allocated overhead, etc.) the following information:

- Total prior expenses;
- Total expenses for the quarter being reported;
- Total current period expenses;
- Federal share of total current period expenses;
- Matching share of total current period expenses;
- Unpaid contract balances (aka Unliquidated Obligations);
- Federal share of unpaid contract balances;
- Matching share of unpaid contract balances;
- Federal budget assigned; and
- Remaining unobligated federal funds.

A subrecipient that wishes to revise an activity's budget should report such revision in writing to Fresno COG with an explanation of the reason for the change and the amount of the change identified.

FTA APPLICATION

As designated recipient for both JARC and New Freedom funds in the Fresno Urbanized Area, Fresno COG will complete the FTA on-line application(s) as separate grants, not as part of other FTA grant applications submitted by Fresno COG.

CIVIL RIGHTS

Subrecipients will certify compliance with the requirements of Title VI, Equal Employment Opportunity (EEO), and Disadvantaged Business Enterprise (DBE) law and regulations. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color and national origin for programs and activities receiving Federal financial assistance. Six Federal laws enacted between 1964 and 1991 comprise the Federal Equal Employment Opportunity (EEO) program; these laws prohibit job discrimination based on race, color, religion, sex, national origin, age, disabilities and provide monetary damages in cases of intentional employment discrimination. The Department of Transportation's Disadvantaged Enterprise (DBE) program, authorized by TEA-21 and continued in SAFETEA-LU, is intended to ensure nondiscrimination in the award and administration of DT-assisted contract.

Further information regarding Civil Rights compliance, laws and regulations (49 CFR, Part 21) is available at <http://www.fta.dot.gov/>.

DISCRIMINATION

Over time, the Federal government has enacted several pieces of legislation that prohibit discrimination against people. Section 504 is a civil rights law that prohibits discrimination against individuals with disabilities. The Americans with Disabilities Act of July 1990, has five subsections to provide accommodations to protect the rights of individuals with disabilities.

Subrecipients will be required to provide assurances to Fresno COG that certifies compliance with Section 504 and ADA regulations. Fresno COG will also have the right of subrecipient review for compliance with all Federal requirements associated with the JARC and New Freedom grants.

DRUG & ALCOHOL PREVENTION PROGRAM

In compliance with certain DOT regulations, Fresno COG has a Zero Tolerance for drug and alcohol use; subrecipients must also comply with the relevant DOT regulations. Exhibit 3 provides information regarding Fresno COG compliance with FTA's "Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations."

OTHER PROVISIONS

The Federal Transit Administration has issued guidance circulars for both the New Freedom and Job Access and Reverse Commute programs; these circulars are available on its website at <http://www.fta.dot.gov/>. Chapter Eight of these circulars summarizes applicable FTA and other Federal requirements.

Each subrecipient of either JARC or New Freedom funds is expected to be in full compliance with these and other applicable Federal regulations.

DESIGNATED RECIPIENT COMPLIANCE

Subrecipients will be required to comply with all appropriate federal rules, regulations and circulars, including but not limited to the regulations listed above. Fresno COG has policies and procedures in place and designated employees to confirm compliance with the rules and regulations that are part of FTA funding requirements, and will provide more detailed answers to any question(s) submitted regarding compliance with FTA or DOT regulations.

Urbanized Area Outline Map (Census 2000)
Fresno, CA

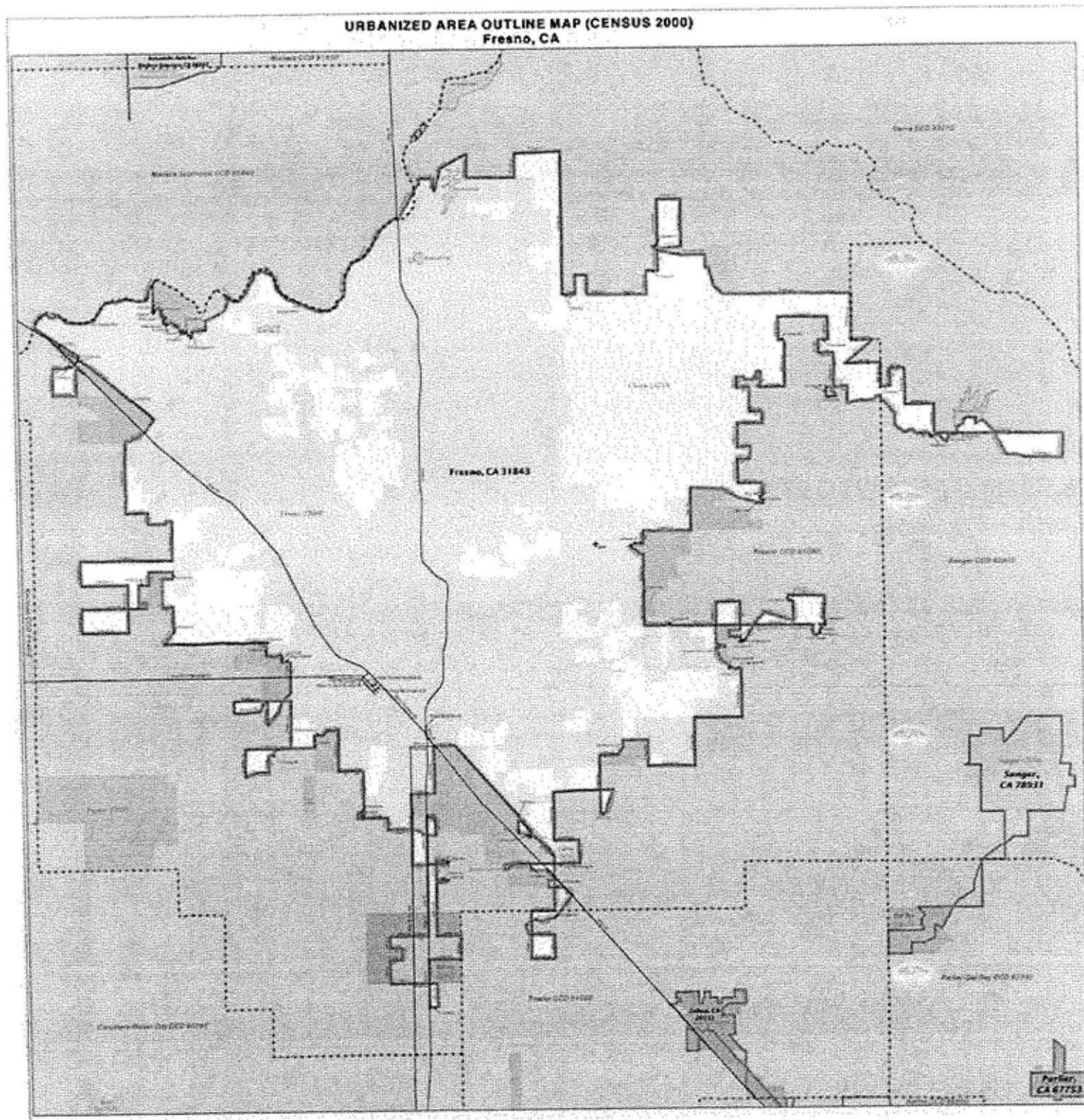


Exhibit 2

Financial Status Report

1. Federal Agency and Organizational Element To Which Report is Submitted Council of Fresno County Governments	2. Federal Grant or Other Identifying Number Assigned By Federal Agency	OMB Approval No.	Page	of
3. Recipient Organization (Name and complete address including ZIP code)				
4. Employer Identification Number	5. Recipient Account Number or Identifying Number	6. Final Report	7. Cash Basis	Accrual
8. Funding Grant Period From: (Month, Day, Year)	To: (Month, Day, Year)	Period Covered by This Report From: To:		
10. Transactions		I Previously Reported	II This Period	III Cumulative
a. Total outlays		0	0	0
b. Recipient share of outlays		0	0	0
c. Federal share of outlays		0	0	0
d. Total unliquidated obligations				0
e. Recipient share of unliquidated obligations				0
f. Federal share of unliquidated obligations				0
g. Total Federal share (Sum of lines e and f)				0
h. Total Federal funds authorized for this funding period				0
i. Unliquidated balances of Federal funds (Line h minus line g)				0
11. Indirect (a. Type of Rate: Based on Cost Allocation Plan (OMB-87)				
Provisional Predetermined Final Fixed				
Expenses	b. Rate	c. Base	d. Total Amount	e. Federal Share
12. Remarks: Attach any explanations deemed necessary or information required by Federal sponsoring agency in compliance with governing legislation.				
Certification: I certify to the best of my knowledge and belief that this report is correct and complete and that all outlays and unliquidated obligations are for the purpose set forth in the award documents.				
Typed or Printed Name and Title			Telephone	
Signature of Authorized Certifying Official			Date Report Submitted	

Exhibit 3

DRUG & ALCOHOL PREVENTION PROGRAM

Fresno COG, in accordance with 49 CFR Part 655, has a drug and alcohol testing program in place for all safety sensitive employees. The FTA-mandated drug and alcohol testing program is separate from and in addition to the provision of the Drug-Free Workplace Act (DFWA). Fresno COG must require its contractors and subcontractors with safety sensitive employees to have a drug and alcohol testing program.

Sub recipients will be required to submit their drug and alcohol policy to Fresno COG upon receipt of a JARC or New Freedom Grant. This procedure will be reviewed and approved by Fresno COG.

Fresno COG will monitor the sub recipient's drug and alcohol program proactively over the course of the sub recipient agreement. At a minimum, the FTA recommends that each contractor be required to provide a copy of its policy, employee and supervisor training documentation; name and location of the collection site, laboratory, MRO, SAP; a description of its random selection process; quarterly management report summarizing test results; and annual MIS reports. The information which Fresno COG requires will be clearly defined in the contract documents issued by Fresno COG and a conformed copy of the contract, including the specifications, maintained by Fresno COG.

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[illegible]

[illegible]

[illegible]

[illegible]

[illegible]



Legislation Summary June

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
AB 660 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 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	02/07/2008-Referred to Com. on T. & H. 06/10/08 1:30 p.m. - John L. Burton Hearing Room (4203) SEN TRANSPORTATION AND HOUSING	Watch	MERCED COG-support KERN COG-oppose

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	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 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	01/18/2008-In committee: Hearing postponed by committee. (Refers to 8/20/2007 hearing)	Watch	

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	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.			
<u>AB 981</u> 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 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.	05/07/2008-In committee: Set, first hearing. Hearing canceled at the request of author.	Watch	

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
AB 995 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	
AB 1077 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	08/30/2007-In committee: Set, first hearing. Held under submission.	Watch	

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	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.			
<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
<u>AB 1209</u> 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	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
	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 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.			
<u>AB 1221</u> Ma	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	05/13/2008-Read second time, amended, and re-referred to Com. on T. & H. 06/10/08 1:30 p.m. - John L. Burton Hearing Room (4203) SEN TRANSPORTATION AND HOUSING	Watch	CALCOG-support

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	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 require a transit village plan financed by bonds issued through an infrastructure financing district to include specified demonstrable public benefits regarding housing, and a provision that at least 20% of all revenues derived from the property tax increment be dedicated to increase, improve, and preserve housing that is affordable to vulnerable populations. This bill would also make technical, nonsubstantive changes.			
AB 1252 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	02/13/2008-To inactive file on motion of Senator Ducheny.	Watch	CALCOG-support

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	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 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-In committee: Hearing postponed by committee. (Refers to 8/20/2007 hearing)	Watch	

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
<u>AB 1358</u> 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 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.	02/13/2008-To inactive file on motion of Senator Ducheny.	Watch	
<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	04/14/2008-In committee: Set, second hearing. Hearing canceled at the request of author.	Watch	LEAGUE OF CITIES- support

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	current system of taxing road users through per-gallon fuel taxes. The bill would make legislative findings and declarations in that regard.			
<u>AB 1845</u> Duvall	Highway-railroad 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 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 reversion of any unallocated State Highway Account funds budgeted for grade separations to that account.	05/22/2008-In Senate. Read first time. To Com. on RLS. for assignment.	Watch	

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
AB 1850 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	
AB 1904 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.	05/22/2008--In committee: Set, second hearing. Held under submission.	Watch	
AB 2093 Jones	General plan: mandatory elements. The Planning and Zoning 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 and of any land outside its boundaries that bears relation to its planning. That law requires this general plan	05/23/2008--From committee: Amend, and do pass as amended. (Ayes 12. Noes 5.) (May 22). Read second time and amended. Ordered returned to second reading.	Watch	

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	to include several elements, including, among others, land use, open-space, safety, and conservation elements, which are required to meet specified requirements. The Office of Planning and Research is required to develop and adopt guidelines for the preparation and content of the mandatory elements required in city and county general plans. This bill, on or before specified dates, would require to be included in any mandatory element or combination of mandatory elements consideration to policies that reduce the effects of land use activities and general plan actions on the emission of greenhouse gases in order to help meet the goals of the California Global Warming Solutions Act of 2006. By adding to the elements that local officials are required to include in a general plan, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	05/27/08 33 ASM SECOND READING FILE		
AB 2182 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 \$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 \$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 Resources Agency , and would allocate \$10,000,000 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	05/23/2008-From committee: Amend, and do pass as amended. (Ayes 12. Noes 5.) (May 22). Read second time and amended. Ordered returned to second reading. 05/27/08 47 ASM SECOND READING FILE	Watch	LEAGUE OF CITIES- support in concept CALCOG- support in concept

Bill # Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	environmental impact reports, and charettes. This bill contains other related provisions.			
<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.	05/15/2008-Read second time. To third reading. 05/27/08 140 SEN THIRD READING FILE	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.	05/23/2008-From committee: Do pass. (Ayes 17. Noes 0.) (May 22). Read second time. To third reading. 05/27/08 275 ASM THIRD READING FILE	Support	SJV REGIONAL POLICY COUNCIL- 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	04/14/2008-In committee: Set, first hearing. Hearing canceled at the request of author.	Watch	

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	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 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	05/23/2008-From committee: Do pass. (Ayes 12. Noes 5.) (May 22). Read second time. To third reading. 05/27/08 287 ASM THIRD READING FILE	Support	

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	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. This bill contains other related provisions.			
AB 2500 Strickland	Grade separation projects. Existing law requires the Department of Transportation to prepare and submit to the Governor a proposed budget that includes \$15,000,000 for allocation to grade separation projects, as specified. This bill would increase the amount required to be budgeted for allocation to grade separation projects to \$165,000,000.	04/07/2008-In committee: Set, first hearing. Hearing canceled at the request of author.	Watch	
AB 2522 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 of up to \$2 on motor vehicles, and authorizes the districts to increase this fee to 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 to up to , but not exceeding , \$30 for incentive-based programs to achieve surplus emissions reductions, as specified. The bill would require the state board to assess the use of these fees in achieving and maintaining state and federal ambient air quality standards. This bill contains other related provisions.	05/23/2008-From committee: Amend, and do pass as amended. (Ayes 12. Noes 5.) (May 22). Read second time and amended. Ordered returned to second reading. 05/27/08 85 ASM SECOND READING FILE	Watch	SJV AIR DISTRICT-support CITY OF PARLIER-support

Bill # Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
AB 2596 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 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.	05/22/2008-In committee: Set, second hearing. Held under submission.	Watch	CSAC- concerned LEAGUE OF CITIES-oppose
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	04/14/2008-In committee: Set, first hearing. Hearing canceled at the request of author.	Watch	

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	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.			
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 until January 1, 2012 . This bill contains other existing laws.	05/15/2008-Referred to Com. on T. & H. 06/10/08 1:30 p.m. - John L. Burton Hearing Room (4203) SEN TRANSPORTATION AND HOUSING	Support	KERN COG- support CALCOG- support
AB 2870 DeSaulnier	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.	05/23/2008-From committee: Amend, and do pass as amended. (Ayes 12. Noes 5.) (May 22). Read second time and amended. Ordered returned to second reading. 05/27/08 113 ASM SECOND READING FILE	Watch	CALCOG- Sponsor

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	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 implement a regional blueprint plan and would specify that 5% of the surcharge revenue be transmitted to the council for performance of its functions. The bill would not require the council to perform these functions until the council received sufficient revenue from this source.			
<u>AB 3005</u> 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 an impact fee for mitigating traffic impacts of a housing development, to establish the fee at a rate that reflects a lower rate of automobile trip generation if the housing development meets specified criteria.	05/19/2008-In Senate. Read first time. To Com. on RLS. for assignment.	Watch	LEAGUE OF CITIES-oppose

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
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 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	05/23/2008-From committee: Do pass. (Ayes 12. Noes 0.) (May 22). Read second time. To third reading. 05/27/08 324 ASM THIRD READING FILE	Watch	

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	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 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.	05/08/2008-Referred to Com. on T. & H.	Watch	
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. May be heard in committee February 8.	Watch	

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
SB 27 Simitian	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 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.	04/30/2008-Set, first hearing. Held in committee and under submission.	Watch	
SB 240 Florez	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	

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
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 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.	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
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.	01/28/2008-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on APPR.	Oppose Unless Amended	SJV REGIONAL POLICY COUNCIL-oppose LEAGUE OF CITIES-oppose unless

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	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.			amended CSAC-support if amended TULARE COG - oppose MERCED COG -oppose RCRC-oppose
<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. The fee would either be a registration fee on vehicles subject to registration within the jurisdiction of the agency implementing the fee, or a fee on motor vehicle fuel, not to exceed \$0.10 per gallon, that is sold within the agency's jurisdiction. The bill would require the fee to be implemented pursuant to a plan, which would be required to contain an expenditure plan describing specified greenhouse gas mitigation 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 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 or by another appropriate agency, as specified.	03/06/2008-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on TRANS.	Watch	CALCOG- support

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
SB 494 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 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.	02/14/2008-Hearing postponed by committee. (Refers to 7/9/2007 hearing)	Watch	
SB 974 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	02/26/2008-From inactive file to third reading file. 05/27/08 335 ASM THIRD READING FILE	Support w/Amendments	

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	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.			
<u>SB 1165</u> Kuehl	Environment: environmental impact report. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA does not prohibit a person from submitting information or other comments to a public agency responsible for preparing an environmental impact report (EIR), draft EIR, negative declaration, or mitigated negative declaration. This bill would authorize a person to submit information or other comments to the lead agency and require the lead agency to consider and retain communications made to the lead agency or its consultants. The bill would require the lead agency to retain, in the ordinary course of business, administrative drafts, as defined, of its EIR, negative declaration, or mitigated negative declarations that are circulated among the project applicant and any public agencies when the draft EIR, negative declaration, or mitigated negative declaration is available for public comment. The bill would require the lead agency, which includes a local agency, to retain any administrative draft, thereby imposing a state-mandated local program by requiring an increase in the level of service provided by a local agency. This bill contains other related provisions and other existing laws.	05/21/2008-Read second time. To third reading. 05/27/08 47 SEN THIRD READING FILE	Watch	LEAGUE OF CITIES-oppose CSAC-oppose

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
<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 .	05/22/2008-Do pass as amended.	Watch	SJV REGIONAL POLICY COUNCIL- oppose SAN JOAQUIN COG-oppose KERN COG- oppose
<u>SB 1548</u> 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	05/22/2008-To Com. on L. GOV. 06/18/08 1:30 p.m. - Room 447 ASM LOCAL GOVERNMENT	Watch	

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	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.			
<u>SBX2 1</u> 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 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,	01/07/2008-Read third time. Passed. (Ayes 23. Noes 11. Page 20.) To Assembly.	Watch	

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	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			

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	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 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.	02/19/2008-From SECOND READING: Read second time and amended.To THIRD READING. (Enrolled Text Pulled.) 05/27/08 4 SEN THIRD READING FILE	Watch	

BUSINESS, TRANSPORTATION, AND HOUSING

The Business, Transportation and Housing Agency oversees programs that promote the state's business and economic climate, transportation infrastructure, affordable housing, and patient's rights. The Agency also promotes public safety through the California Highway Patrol and the Department of Alcoholic Beverage Control. The majority of funding is derived from special fund revenues, federal funds, and the proceeds from Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.

TRANSPORTATION PROGRAMS

- 2007-08 No Change
- 2008-09 \$126.1 million Other Funds

CAPITAL OUTLAY SUPPORT STAFFING

The Department of Transportation traditionally submits a zero-based request for Capital Outlay workload as part of the May Revision. This request is based on anticipated project allocations by the California Transportation Commission for the upcoming year and associated workload. The May Revision reflects a decrease of \$26.1 million in state special funds and bond funds, reflecting a decrease in workload due to declining gas tax revenues, and being close to peak workload for bond-funded projects. Approximately 89 percent of the decrease will come from a reduction of 247 positions and 11 percent will come from a reduction of 22 contract positions.

**GAS EXCISE TAX REVENUE – EFFECT ON STATE HIGHWAY
OPERATION AND PROTECTION PROGRAM**

Funding for the State Highway Operation and Protection Program (SHOPP) is \$100 million less than proposed in the Governor's Budget due to further declines in projections for gasoline excise tax (per gallon) revenues (gasoline usage year over year also is down). Total excise tax revenues are projected to be \$225 million lower in 2008-09, but \$125 million in carryover funds from 2007-08 will be available to offset part of the shortfall. Total funding for the SHOPP will be approximately \$2.5 billion in 2008-09.

**PUBLIC TRANSPORTATION ACCOUNT,
MASS TRANSPORTATION FUND**

- 2007-08 No Change
- 2008-09 -\$828 million General Fund
-\$437 million Other Funds

A portion of the revenue in the Public Transportation Account (PTA) is derived from "spillover" sales tax on gasoline. "Spillover" revenues occur when revenue derived from gasoline sales taxes is proportionately higher to revenue derived from all taxable sales pursuant to a statutory formula. These revenues generally reflect higher gas prices. The Governor's Budget projected \$909 million in spillover revenues for 2008-09. The May Revision reflects an increase of \$268 million, for a total of \$1.177 billion. Additionally, revenues from sales taxes on diesel fuel and Proposition 111 sales tax on gasoline are projected to increase from \$434 million to \$558 million. Revenues under Proposition 42 are projected to decrease from \$1.49 billion to \$1.43 billion.

Current law requires specified sales tax revenues on fuel go to the PTA, including half of the spillover sales tax revenues. The remaining half of spillover revenues goes to the Mass Transportation Fund to reimburse the General Fund for transportation-related debt service and loan repayments. The Governor's Budget did not propose any changes to these formulas.

The May Revision proposes to amend current law by funding the State Transit Assistance Program at \$306 million, the same level as the current year. Increased revenue projections for diesel fuel taxes and spillover totaling \$828 million are proposed to offset General Fund expenditures for K-12 home-to-school transportation (\$593 million reflected

in the Education portion of the Budget) and debt service on current and prior year transportation-related General Obligation bonds (\$235 million).

SECRETARY FOR BUSINESS, HOUSING AND TRANSPORTATION

- 2007-08 No Change
- 2008-09 \$2.0 million General Fund

CALIFORNIA PARTNERSHIP FOR THE SAN JOAQUIN VALLEY

The May Revision proposes \$2 million General Fund to be transferred to the California Economic Development Fund, created by Chapter 631, Statutes of 2007, to continue the implementation of the 10-Year San Joaquin Valley Strategic Action Proposal. Funding will sustain a public-private partnership to promote economic development, workforce development, education, transportation, land use and environmental issues. The California Economic Development Fund will allow state funding to complement potential federal, local, and private funds

HIGH-SPEED RAIL AUTHORITY

- 2007-08 No Change
- 2008-09 \$41.2 million Other Funds

In November, voters will have the opportunity to approve a \$9.9 billion bond for high-speed rail. While the Authority's current long-term plans could cost \$40 billion, it is expected that local and federal sources, as well as private investment, will provide the rest of the funding for construction of high speed rail. The High-Speed Rail Authority projects that once train service is operational, it will be self-supporting from fares.

- The May Revision includes \$10 million from the Public Transportation Account to sustain current engineering and project management work and mobilize contract resources for all corridors, prior to the election. The May Revision also proposes to appropriate \$8.2 million from Proposition 116 for additional environmental studies and engineering work on the Fresno-to-Sacramento segment. An additional \$23 million is proposed to be appropriated from the bond fund to continue work after the election.

The Administration will be proposing amendments to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to ensure an appropriate balance between

assuring that expenditures of the bond funds will result in operational high-speed rail services and providing the flexibility needed to attract federal and local government, as well as private sector, participation in funding, constructing, and operating the system. The following changes to the bond legislation are being proposed.

- Limit the amount of bond funding that may be used for engineering work, environmental studies needed to obtain permits, and preservation of right-of-way to enable project costs to be more accurately determined and project risk to be reduced before other parties' funds are fully committed. This will help pave the way for public and private partners to participate in the project, while limiting the amount of bond funds at risk.
- Before any construction or equipment purchase contracts can be signed for a portion of the system, there must be a complete funding plan that provides assurance that all funding needed to provide service on that portion of the system is secured.

LOANS FROM SPECIAL FUNDS

- 2007-08 No Change
- 2008-09 -\$288.7 million General Fund

\$288.7 million Other Funds

The May Revision proposes loans from various special funds to provide one-time funding to the General Fund to help close the budget gap. Loans from funds in the BTH Agency total \$288.7 million as noted below. The loans are proposed only from those funds in which the loss of revenue will not result in any impact to the programs supported by the fund, will not require fee increases, and will not need to be repaid prior to 2010-11. Budget Trailer legislation is proposed to provide the State Highway Account authority to borrow from the Pooled Money Investment Account to reduce the need to carry a large cash balance.

TRANSPORTATION LOANS — \$238.1

- State Highway Account, State Transportation Fund—\$200 million
- Local Airport Loan Account—\$14.9 million
- Motor Vehicle Fuel Account—\$8 million

BUSINESS, TRANSPORTATION, AND HOUSING

- Bicycle Transportation Account, State Transportation Fund—\$6 million
- Environmental Enhancement and Mitigation Program Fund—\$4.4 million
- Historic Property Maintenance Fund—\$3 million
- Pedestrian Safety Account, State Transportation Fund—\$1.8 million

OTHER SPECIAL FUND LOANS—\$50.6

- Financial Institutions Fund – \$1.5 million
- State Corporations Fund – \$1.5 million
- Mobilehome Park Revolving Fund – \$2.5 million
- Mobilehome-Manufactured Home Revolving Fund – \$1 million
- Joe Serna, Jr. Farmworker Housing Grant Fund—\$1.2 million
- Housing Rehabilitation Loan Fund—\$12.9 million
- Real Estate Appraisers Regulation Fund—\$16.6 million
- Real Estate Fund—\$12.2 million
- New Motor Vehicle Board Account—\$1.2 million

OVERVIEW

Today, the Governor released his May Revision to his proposed 2008-09 state budget. In total, the updated proposed budget includes \$104.7 billion in available General Fund revenues, \$101.8 billion in expenditures, and a reserve of \$2 billion

Key aspects of the May Revision are as follows:

- ◆ Closes a projected shortfall of \$17.2 billion. The components of this number are as follows:
 - \$7.5 billion shortfall remaining from the January projection.
 - \$7.7 billion increase to the shortfall, consisting of revenue projections being revised downward by \$6 billion and various workload increases to expenditures totaling about \$1.7 billion.
 - \$2 billion proposed reserve.
- ◆ The \$17.2 billion shortfall is closed with the following rough estimate of solutions:
 - \$4.3 billion in cuts to education, similar to what was proposed in the January budget.
 - \$3.7 billion in other cuts contained in the January proposed budget. The Governor has, however withdrawn his proposals to close state parks and to release 22,000 prisoners early.
 - \$374 million diversion of sales tax on gasoline to General Fund purposes (on top of the \$454 million proposed in January for a total diversion of \$828 million).
 - \$627 million in major new cuts to health and human services including:
 - ◆ Cutting IHSS services and IHSS provider pay;
 - ◆ Intercepting federal SSI funds sent from Washington intended for the benefit of aged and disabled Californians;
 - ◆ Eliminating "SSI-like" benefits elderly and disabled legal immigrants and limiting access to medical care to needy

legal immigrants – all of whom have played by the immigration rules; and

- ◆ Making various CalWORKS cuts, including a 5 percent grant reduction.
- \$5.1 billion in borrowing by securitizing state lottery payments.
- \$2 billion in accounting changes.
- \$1 billion (approximately) in various other one-time revenues, including special funds loans and transfers and the acceleration of the LLC fee.
- ◆ Does not propose suspending Proposition 98. As a result of declining revenues projections in the budget year, the constitutional guarantee has fallen to the level funded in the Governor's May Revision. It is important to note that the while meeting the constitutional requirements, the Governor still proposes an historic cut to K-12 and Community Colleges totaling \$4.3 billion.
- ◆ Proposes securitizing the lottery to generate approximately \$15 billion over three years.
 - The lottery proposal is connected to the Governor's spending cap/robo-cut proposal and would require voter approval.
 - The spending cap/robo-cut proposal would also create third reserve fund (in addition to the existing Special Fund for Economic Uncertainties and the Budget Stabilization Account) that in theory the lottery revenues would be deposited. However, even before the reserve fund has been established, the Governor already is proposing to deplete it and transfer all its revenues to the General Fund.
 - The Governor projects that the \$15 billion can be achieved while maintaining the lottery's current \$1.2 billion support for schools. However, the annual payment to schools would only occur once the bond holders have been paid. This puts what has been a very reliable funding source for schools into jeopardy.
 - In the event the voters reject the Governor's proposal to securitize the lottery, the Governor proposes that such a rejection would trigger a one cent sales tax increase to replace the funds that otherwise would come from the lottery securitization.

Some key questions facing the Assembly as it crafts its version of the budget over the next couple of weeks are as follows:

- ◆ Just because it is constitutionally permissible, does it make sense to cut schools over \$4 billion – the single greatest cut in the entire proposed budget?
- ◆ Since the Governor's own solutions clearly show that the budget can not be balanced on cuts alone, should there be actual increases to revenues and not just temporary risky borrowing and accrual proposals?
- ◆ During tough economic times does it make sense to take money out of the pockets of those that can least afford it with such proposals as cutting SSI payments, increasing student fees, increasing costs for IHSS recipients, and cutting the pay for IHSS workers to minimum wage while there is no similar sacrifice from those that can afford it in a way that will not impact the economy?
- ◆ With skyrocketing gas prices and an increasing number of middleclass working families turning to public transit to get to work, does it make sense to cut support for public transit by over \$800 million?
- ◆ Is it conscionable to eliminate critical benefits for needy aging and disabled legal immigrants that have played by the immigration rules?

This report is intended to provide an immediate understanding of the Governor's proposed May Revision in the limited timeframe available. More information will come to light through the course of the budget subcommittee hearings that will begin the week of May 19th.

TRANSPORTATION

CALTRANS

- ◆ Reduces Proposition 42 projections by of \$600 million, from \$1.49 billion to \$1.43 billion as a result of lower gasoline consumption and the increased share of sales tax on gas going to the Spillover (which is then sent to the General Fund).
- ◆ Loans over \$200 million in transportation funds to the General Fund.
- ◆ Reduces funding for transportation work due to reduced gas tax revenues (instead of backfilling these reduced funds with existing gas tax revenues, those funds are loaned to the General Fund – see bullet above). The reduced work results in the Governor proposing to reduce 247 state staff positions and 22 contract positions for capital outlay support. This is contrary to the annual claim that contract positions are desirable to state staff positions because they can more easily be adjusted with fluctuating revenues.

State Transit Assistance (Local Public Transit)

- ◆ Reduces support for local public transit from the January proposal of \$743 million to \$306 million. This reduction allows for additional sales tax on gasoline revenues to be diverted to General Fund purposes.

High Speed Rail Authority

- ◆ Increases funding for the High Speed Rail Authority by \$41.2 million, with \$10 million from the Public Transportation Account, \$8.2 million from Proposition 116, and \$23 million from bond funds that would be available if the voters pass a bond in November.

Memorandum of Understanding
April 3, 2008

PARTIES

The following parties hereby enter into this Memorandum of Understanding (MOU), which shall be effective the _ day of _ 2008:

The Council of Fresno County Governments, Kern Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, San Joaquin Council of Governments, Stanislaus Council of Governments and Tulare County Association of Governments, herein referred to as regional planning agencies or "RPAs", are the Metropolitan Planning Organizations from all eight San Joaquin Valley counties, and are responsible for implementing the federal comprehensive transportation planning process, including associated air quality responsibilities.

The San Joaquin Valley Unified Air Pollution Control District (Valley APCD) is responsible for air quality planning in the San Joaquin Valley. The District is made up of eight counties: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and the Valley portion of Kern.

BACKGROUND

Whereas, in September of 1992, the eight Valley RPAs entered into an agreement with one another to ensure a coordinated regional approach to transportation and air quality planning efforts. The agreement was revisited in 2006 to update and solidify the partnership, and

Whereas, the San Joaquin Valley Regional Planning Agencies Policy Council was formed in 2006 to represent the Valley RPAs at public forums, including before the California Transportation Commission, the Governor and his/her administration, and before State and Federal legislative bodies that require a common voice. The Policy Council is comprised of elected officials from each of the eight Valley counties, and

Whereas, the Valley APCD is governed by a fifteen member Board that consists of representatives from the Board of Supervisors of all eight counties, five council persons from Valley cities and two appointed public members, and

Whereas, in 1992, the eight Valley RPAs and the Valley APCD entered into a Memorandum of Understanding to ensure a coordinated transportation/air quality planning approach. The parties agree that this agreement is in need of revision, and

Whereas, this Memorandum of Understanding supercedes and replaces the existing MOU from 1992, and

Whereas, air pollution levels in the San Joaquin Valley exceed several national and state ambient air quality standards causing the Valley to be designated "nonattainment" or "attainment-maintenance" for planning purposes, and

Memorandum of Understanding
April 3, 2008

Whereas, the federal Clean Air Act requires the EPA and ARB to periodically review ambient air quality standards, to revise existing standards or create new standards based on their review, and to redesignate areas based on new or revised standards or upon changes in air quality. This MOU will continue to apply as new air quality designations become effective for the San Joaquin Valley, and

Whereas, the federal Clean Air Act requires states to adopt a "State Implementation Plan" (SIP) to attain and maintain national ambient air quality standards, and

Whereas, the California Clean Air Act requires regional and local air pollution control districts to develop and periodically update plans to attain state standards, and

Whereas, the cities and counties within the San Joaquin Valley are projected to have significant increases in population, housing and employment during the next thirty years, including consistent growth in vehicle miles traveled, and

Whereas, Section 176(c) of the federal Clean Air Act prohibits any metropolitan planning organization, including the Valley RPAs, from approving any transportation project, program, or plan which does not conform to the SIP, and

Whereas, the federal Clean Air Act also requires the SIP to contain all reasonably available control measures, including Transportation Control Measures (TCMs), that are needed to attain and maintain ozone, PM_{2.5} and PM₁₀ standards. The Federal Act provides a list of TCMs that must be considered, and

Whereas, the Valley RPAs have, with the Valley APCD's concurrence, taken the lead in analyzing TCMs and other transportation-related control measures to determine which are reasonably available control measures to be included in the SIP, and

Whereas, interagency consultation provisions of the federal Clean Air Act and related regulations and guidance require that transportation-related SIP development decisions be made through interagency consultation. In the Valley the interagency consultation process is being used to conduct regional emissions analyses and demonstrate conformity for applicable pollutants, and,

Whereas, federal transportation regulations and guidance require that when multiple metropolitan planning organizations exist within designated air quality nonattainment areas they shall consult with each other and with the state in the coordination of plans, and

Whereas, the Valley RPAs and the Valley APCD are supporting a Valley-wide initiative to develop more efficient and effective transportation system and land use patterns through the integration of transportation, housing, land use, economic development and environmental protection elements, and

Memorandum of Understanding
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Whereas, federal and state initiatives to reduce greenhouse gas emissions are being expanded, and

Whereas, it is important to coordinate planning efforts with the appropriate state and federal agencies, including the California Air Resources Board (ARB), the California Department of Transportation (Caltrans), the U.S. Environmental Protection Agency (EPA), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) to insure good communication is maintained on issues important to the San Joaquin Valley, and

Whereas, the Valley APCD from time to time adopts rules and regulations that affect transportation plans, projects and Valley RPA priorities.

AGREEMENT

Therefore be it resolved that:

The formal relationship between the Valley RPAs and the Valley APCD is continued to ensure the effectiveness of regional transportation plans, comply with the requirements of State and federal law, and attain federal and State ambient air quality standards. This Memorandum of Understanding constitutes a statement of the intentions, obligations and policies of the parties.

The Valley APCD has the lead for air quality planning, but effective air quality strategies require the cooperation and joint actions of the Valley RPAs, other local, regional, state and federal government agencies, and the people of the San Joaquin Valley, and

The Valley RPAs will take the lead in developing the transportation control measure component of air quality plans (SIPs) for formal consideration by the Valley APCD. The Valley RPAs will coordinate among their member jurisdictions and seek to facilitate consensus on implementing measures to reduce transportation emissions. The Valley RPAs have limited legal authority to implement emission reduction measures directly, but will seek commitments from member jurisdictions, as appropriate, for inclusion in air quality plans, and

During SIP revisions, the Valley RPAs will take the lead in complying with Section 108 federal Clean Air Act requirements and other provisions addressing transportation sources. The Valley RPAs will submit an analysis and recommendation concerning which TCMs are reasonably available control measures for formal consideration by the Valley APCD, and

The Valley RPAs will take the lead in establishing and maintaining transportation conformity in the Valley as required by Section 176 (c) of the federal Clean Air Act. The Valley RPAs will work to ensure that regulatory requirements are met, federal funding and approval are given to highway and transit projects that are consistent with ("conform to") the air quality goals established by the SIP, and transportation activities will not

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cause new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards, and

The Valley APCD will support the conformity process by ensuring interagency involvement in SIP development, using the latest planning assumptions and emissions factors, consulting with the Valley RPAs on the development of motor vehicle emissions budgets, and adopt and forward required SIP revisions to the ARB/EPA. The Valley RPAs will work with the Valley APCD in keeping its transportation conformity rule current with federal requirements and guidance, as appropriate. The Valley APCD will also assist the Valley RPAs in obtaining appropriate and timely technical assistance from the ARB, and

The Valley RPAs will coordinate with the Valley APCD in preparing annual reports on the status of implementing local agency emission control measures described in adopted air quality plans, and

The Valley RPAs and Valley APCD will work jointly towards addressing state and federal initiatives directed at reducing greenhouse gas emissions. Recognizing the importance of this issue and the expertise necessary to develop comprehensive local and regional approaches, all parties will dedicate staff resources as needed to cooperatively address state and federal requirements for greenhouse gases, while still meeting individual core mission elements such as protecting public health and delivering safe and efficient transportation projects.

The Valley RPAs will determine the allocation of Congestion Management and Air Quality (CMAQ) funds to projects in a manner consistent with Federal law and through locally developed project selection criteria. The Valley RPAs will consult with the Valley APCD on project selection, and

The Valley RPAs will coordinate with the Valley APCD in development of the Valley Blueprint to ensure continuity of air quality planning approaches throughout the Valley.

The Valley RPAs and the Valley APCD agree that it is in their interests to work closely together and develop joint or consistent policy positions whenever possible when dealing with the State and federal air quality and transportation agencies. Each party has the responsibility to notify the other in a timely manner of anticipated or known policy issues with State and federal agencies, and to coordinate their response in an effort to present a common position. Toward that end, the Valley RPAs and the Valley APCD agree to participate in regularly-scheduled conference calls with local, state and federal agencies to discuss key issues related to air quality and delivery of transportation projects. If staff level coordination is not adequate to achieve a common position, either party has the option of bringing issues to senior management attention, and

In order to reduce and resolve conflicts that may arise between the Valley APCD and the Valley RPAs in a timely manner, each party agrees to establish an issues resolution coordination procedure within its own organization. Each party will designate a policy-

*Memorandum of Understanding
April 3, 2008*

level staff person as the point of contact and as “issues coordinator”. When either party believes a conflict exists or is emerging, it is their responsibility to alert the other party through their issues coordinators. Each party will choose its own manner of communicating internally, but communications between the parties will be coordinated through the issues coordinators. If staff level coordination is not adequate to achieve a common position, either party has the option of bringing issues to senior management attention.

The membership of the San Joaquin Valley Regional Planning Agencies Policy Council will be increased by one to accommodate a representative of the Valley APCD governing board. No member of the policy council shall simultaneously represent both the APCD and a RPA.

Will add signature blocks after further discussion as to who will review and sign the MOU.

