

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. A.

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION 2008-23

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

RESOLUTION DETERMINING IF
THERE ARE AREAS WITHIN THE
JURISDICTION OF THE COUNCIL OF
FRESNO COUNTY GOVERNMENTS
WITH UNMET PUBLIC TRANSPORTATION
NEEDS WHICH CAN REASONABLY BE MET

WHEREAS, the California Public Utilities Code, Section 99401.5 requires that the transportation planning agency hold a public hearing and make a determination that there are no unmet transportation needs within its jurisdiction which can be reasonably met before claims for Local Transportation Funds for streets and roads may be approved; and

WHEREAS, the Council of Fresno County Governments (Fresno COG) in compliance with Section 99401.5, defines unmet public transportation needs as those public transportation or specialized transportation services that are identified in the Regional Transportation Plan and/or documented through the Fresno COG's Annual Unmet Transit Needs Public Hearing Process that have not been implemented or funded.

WHEREAS, the Fresno COG Board, after consultation with its Social Services Transportation Advisory Council, held such public hearing on June 26, 2008 and received testimony from all interested persons; and

WHEREAS, the complete report contains responses delivered to all comments received during the information gathering meetings; and

WHEREAS, the Cities of Fresno and Clovis will provide fixed route transit service in accordance with Federal and State policies, and also will provide demand-responsive public transportation service to the general public, elderly and disabled residents within its jurisdiction; and

WHEREAS, the following jurisdictions are members of the Fresno County Rural Transit Agency (FCRTA) and provide service under contract with that joint powers agency: Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma and Fresno County; and

WHEREAS, such contracts for service and direct service results in the delivery of public transportation service within Fresno COG's jurisdiction and is in conformance with and satisfies the service requirements of the adopted Regional Transportation Plan for Fresno County.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments, pursuant to California Public Utilities Code Section 99401.5(d,2), finds for each of the following entities that there are no unmet transit needs that are reasonable to meet: Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma and Fresno County.

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



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MEMORANDUM

DATE: May 9, 2008

TO: COFCG Social Service Transportation Advisory Council;
COFCG Transportation Technical Committee;
COFCG Policy Advisory Committee;
COFCG Policy Board; and
THE GENERAL PUBLIC

FROM: BARBARA GOODWIN, Executive Director

SUBJECT: STAFF REPORT AND RECOMMENDATIONS FOR "UNMET PUBLIC
TRANSPORTATION NEEDS" PUBLIC HEARING - JUNE 26, 2008

Recommendation

It is recommended that the Council of Fresno County Governments Policy Board find that there are no unmet public transportation needs that are reasonable to meet within the County of Fresno.

Discussion

On June 26, 2008, the Council of Fresno County Governments (COFCG), as the Regional Transportation Planning Agency (RTPA) for Fresno County, will hold a legally noticed Public Hearing. The purpose of the hearing is to receive public testimony to determine if public transportation needs within Fresno County will be reasonably met in Fiscal Year 2009 (July 1, 2008, through June 30, 2009), prior to approving claims of Local Transportation Funds (LTF) for streets and roads. The time and place of the Public Hearing have been noticed as follows:

Date: June 26, 2008
Time: 7:00 p.m.
Place: Council of Fresno County Governments, Sequoia Room
2035 Tulare St., Suite 201
Fresno, California 93721-2004

Transportation Development Act (TDA) - Local Transportation Funds are derived from the State Sales Tax. Of the State's portion of the sales tax revenue, 1/4 of a cent goes to the Local Transportation Fund and may be used for transportation projects. In FY09, the estimated Local Transportation Funds for Fresno County are \$33,000,000, of which \$133,000 is programmed for administration and audits, and

\$917,975 is programmed for regional transportation planning. Table-1 identifies the amount of project funding each local agency will receive in FY09.

Of the Local Transportation Funds available for public transportation and streets and roads, priority must first be given to public transportation, the net difference is then available for street and road projects.

TABLE-1
Available TDA-Local Transportation Funds
For Projects by Local Agencies FY09

Agency	Bicycle & Pedestrian Facilities	Social Service Transportation	Regional Transportation Planning	Public Transportation	Total
Clovis	\$66,559	\$173,475	\$92,949	\$3,005,360	\$3,338,343
Coalinga	\$13,458		\$18,794	\$607,683	\$639,935
Firebaugh	\$4,808		\$6,715	\$217,119	\$228,642
Fowler	\$3,934		\$5,493	\$177,622	\$187,049
Fresno City	\$343,191		\$479,267	\$15,496,228	\$16,318,686
Huron	\$5,332		\$7,447	\$240,772	\$253,551
Kerman	\$9,798		\$13,682	\$442,398	\$465,878
Kingsburg	\$7,947		\$11,098	\$358,847	\$377,892
Mendota	\$6,909		\$9,649	\$311,986	\$328,544
Orange Cove	\$7,606		\$10,622	\$343,450	\$361,678
Parlier	\$9,407		\$13,137	\$424,769	\$447,313
Reedley	\$18,062		\$25,223	\$815,557	\$858,842
Sanger	\$17,682		\$24,693	\$798,407	\$840,782
San Joaquin	\$3,192		\$4,457	\$144,119	\$151,768
Selma	\$16,438		\$22,956	\$742,239	\$781,633
Fresno County	\$123,017		\$171,793	\$5,554,646	\$5,849,456
FCRTA	\$0	\$499,312	\$0	\$0	\$499,312
FCEOC (Urban)	\$0	\$937,696	\$0	\$0	\$937,696
TOTALS	\$657,340	\$1,610,483	\$917,975	\$29,681,202	\$32,867,000

Pursuant to Section 99401.5 of the California Public Utilities Code, COFCG, as the Regional Transportation Planning Agency, must make a finding after holding a Public Hearing that there are no unmet public transportation needs within the jurisdiction of claimants which can be reasonably met before it may approve Local Transportation Fund claims for streets and roads.

Definition of "Unmet Transit Needs," and needs that are "Reasonable to Meet"

Section 99401.5(c) of the California Public Utilities Code specifies that "The transportation planning agency shall determine its definitions of the terms 'unmet transit needs' and 'reasonable to meet' for the purposes of this section which shall be documented by resolution or within the minutes of the agency."

The COFCG defined these terms by Resolution 90-15 as follows:

A. Unmet Transit Needs

“Those public transportation or specialized transportation services that are identified in the Regional Transportation Plan and/or documented through the COFCG's Annual Unmet Transit Needs Public Hearing Process that have not been implemented or funded.”

B. Reasonable to Meet

“Those public transportation services identified in the Regional Transportation Plan, or proposed amendment thereto, which meet the following criteria:”

- (1) Services which, if implemented or funded, would not cause the responsible operator or service claimant to exceed its appropriations limitation as set forth by Proposition 4 (Gann Limit).
- (2) Services which, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of:
 - (a) Local Transportation Funds and State Transit Assistance Funds which may be available for such operator to claim;
 - (b) Federal Transit Administration (FTA) funds or other support for public transportation services which are committed by Federal and/or State agencies by formula or tentative approval of specific grant requests; and
 - (c) Farebox and local funding in compliance with PUC Section 99268 et.seq.

The fact that an identified need cannot fully be met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.

- (3) Services which, if implemented or funded, would result in the responsible operator or service claimant meeting the farebox recovery and local support requirements as set forth by PUC Section 99268 et. seq. Evaluation of existing operators shall be based on records provided to COFCG by operators pursuant to the Transit Productivity Evaluation Process (PUC Section 99244).

Evaluation of proposed new service shall be based upon a feasibility analysis that includes, but is not limited to:

- (a) Forecast of anticipated ridership if service is provided.
- (b) Estimate of capital and operating costs for the provision of such services.
- (c) Estimate of fares and local support in relation to estimated operating costs for providing such services.

- (d) An estimated fare which the COFCG Board would determine to be sufficient to meet farebox recovery requirements, but would not be so high that it would pose a financial burden on transit dependent patrons.

Social Services Transportation Advisory Council (SSTAC)

The COFCG Policy Board established its Social Service Transportation Advisory Council (SSTAC) on May 26, 1988, to aid in its review of transit issues with emphasis on the annual identification of transit needs within Fresno County. These needs include the needs of transit dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited means. The COFCG's establishment of this Advisory Council is consistent with State Law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of this body. A list of SSTAC members is included with this report (Attachment A).

The purpose of the SSTAC is to:

- (1) Annually participate in identification of transit needs (Unmet Transit Needs Public Hearing Process).
- (2) Review and recommend appropriate action by the COFCG for a jurisdiction which finds by resolution, that:
 - (a) There are no unmet transit needs;
 - (b) There are no unmet transit needs that are reasonable to meet;
 - (c) There are unmet transit needs that are reasonable to meet.
- (3) Advise the COFCG on any other major transit issues, including the coordination and consolidation of specialized transportation services.

SSTAC Unmet Transit Needs Process

The SSTAC has developed an annual process for soliciting unmet transit need comments from the public. Approximately 435 letters are sent to agencies and individuals interested in providing feedback on their public transportation needs within Fresno County (Attachments B-1, B-2 and B-3). The letter was prepared in English and Spanish versions, and included a request for information regarding any unmet transit needs within Fresno County. Respondents were requested to include the following information to assist Staff in an initial evaluation of proposed services:

- Where new service is needed, and where the potential trips would start and end;
- When, and how often trips would need to be scheduled; and
- A description of the individuals needing the service including age group, financial constraints, and whether they have disabilities requiring special services.

As part of the information gathering process, SSTAC held three public meetings (Attachment C) to seek Unmet Transit Needs comments from residents throughout the County.

The first meeting was held in the City of Mendota at the City Hall Council Chambers on February 12, 2008. The location was selected to facilitate comments from the residents of Western Fresno county including: Coalinga, Firebaugh, Huron, Kerman, Mendota, San Joaquin, and the surrounding unincorporated communities. The meeting was held at 6:00 p.m. during the regularly scheduled City Council meeting and had approximately fifteen (15) people in attendance. There were no comments received at this time.

The second meeting was held in the City of Selma at the Selma Senior Center on February 20, 2008. The meeting location was set to facilitate comments from the residents of Eastern Fresno county including: Fowler, Kingsburg, Orange Cove, Parlier, Reedley, Sanger, Selma, and the surrounding unincorporated communities. The meeting was held at 2:30 p.m.

There were six individuals in attendance including SSTAC members. The only comments received came from Mr. Cheng Thao of the Empowerment Institute, who expressed a need for translation services countywide. Mr. Thao explained that the Southeast Asian community was disconnected from public transit because of a lack of communication. SSTAC did not find this to be an unmet need; however, Bill Hyatt, Central Valley Regional Center, Jeff Webster, FCRTA General Manager, and Mr. Thao will continue a dialogue to address the language concerns.

The third meeting was held in City of Fresno at the Manchester Center Office of CalTrans on February 21, 2008. The meeting location was selected to facilitate comments from the residents of the Fresno-Clovis Metropolitan Area (FCMA) and surrounding unincorporated communities. The meeting time was held at 6:30 p.m. The only comments received came from Ms. Bertha Hansen, a transit advocate, who expressed a need for express bus service from northeast Fresno to Downtown.

In addition to the comments received at the information gathering meetings, SSTAC received one written comment. The written comment came from Mr. David Moll, Assistant Vice President of Risk Management and Sustainability for California State University, Fresno (CSUF). The letter listed six areas where CSUF asked for service changes or enhancements which included the following:

1. Increase the hours of transit operation during the weekdays for faculty, staff, students and visitors using FAX or Clovis Transit in their commutes to the campus;
2. Increase the hours of transit operation on weekends for faculty, staff students and visitors to the University;
3. Address the east-west route deficiencies of the FAX system, adding routes to serve primarily the areas west of campus;
4. Continue to expand transit service in the northeast and northwest sections of the city;
5. Provide better transit service to Fresno State from outlying communities;
6. Implement an on-campus transit center;

The SSTAC's Comments Regarding Submitted "Unmet Transit Needs" Requests

At its March 18, 2008 meeting, after reviewing written comments and the information collected during the public meetings, SSTAC agreed that based on public comments received up to this point, there were no unmet needs brought forth that were reasonable to meet. SSTAC directed staff to prepare written responses to the letter received from Mr. David Moll, Assistant Vice President of Risk Management and Sustainability for California State University, Fresno, as well as the verbal comments received from Mr. Cheng Thao of the Empowerment Institute and Ms. Bertha Hansen. A copy of the comment letter and staff response letters is included in Attachment D (D-1, D-2, D-3, and D-4).

To fulfill their role in making a recommendation to forward onto the COFCG Advisory Committees and ultimately to the COFCG Policy Board, the SSTAC (following an expressed opportunity for public comment) made the following recommendation, based on its April 15, 2008, findings:

In consideration of these actions, and in reference to the contents of the COFCG's Regional Transportation Plan and supporting implementation documents, specifically:

- the Short Range Transit Plan for the Fresno-Clovis Urbanized Area, July 2007 to June 2012;
- the Short Range Transit Plan for the Rural Fresno County Area, 2007-2012;
- the Consolidated Transportation Service Agency's Operations Program and Budget 2008-2009 for the Fresno Urban CTSA, the Clovis CTSA and the Fresno Rural CTSA; and
- the Fresno County Rural Transit Agency's 2008-2009 Budget.

Pending additional public testimony at the legally noticed Public Hearing scheduled before the COFCG's Board of Directors on June 26, 2008, the SSTAC hereby has reached the following conclusion:

Motion:

A motion was made by Shonna Halterman (Clovis Transit), and seconded by Jan Kafton (NFB), to make the following recommendation:

The SSTAC, through its recent efforts to solicit comments, is therefore, recommending the finding that there are no unmet transit needs that are reasonable to meet within the following jurisdictions:

- | | |
|----------------------|-------------------------|
| 1. City of Clovis | 9. City of Mendota |
| 2. City of Coalinga | 10. City of Orange Cove |
| 3. City of Firebaugh | 11. City of Parlier |
| 4. City of Fowler | 12. City of Reedley |
| 5. City of Fresno | 13. City of Sanger |
| 6. City of Huron | 14. City of San Joaquin |
| 7. City of Kerman | 15. City of Selma |
| 8. City of Kingsburg | 16. Fresno County |

The voice vote was taken and the motion passed unanimously.

Public Transportation Plan Summary

A. Overview

The Regional Transportation Plan (RTP) for public transportation services contains a Fresno-Clovis Metropolitan Area (FCMA) component, a rural component, and a Social Service Transportation component. The Metropolitan Area component is actualized through the "Short-Range Transit Plan (FCMA SRTP) for the Fresno-Clovis Urbanized Area July 2007 - June 2012" and was adopted on June 28, 2007 at the Fresno COG Board Meeting. It analyzes the metropolitan transit service needs and provides a detailed service plan for implementation over a five-year period. The Rural Area component is actualized through the "Short-Range Transit Plan (Rural SRTP) for the Fresno County Rural Area 2007-2012" and was also adopted on June 28, 2007 at the Fresno COG Board Meeting. It analyzes rural transit service needs, and provides a detailed service plan for implementation over a five-year period.

In addition to these Short-Range Transit Plans for public transportation, the Fresno COG annually adopts an Operations Program and Budget for the coordination and consolidation of transportation for specialized social service programs within Fresno County. The 2008 - 2009 "Operations Program and Budget for the Fresno CTSA, the Clovis CTSA, and the Rural CTSA" is scheduled to be adopted on June 26, 2008.

It must be emphasized that to "reasonably meet transit needs," it is necessary to satisfy the planned service requirements documented by the Regional Transportation Plan components described above (Administrative Code Section 6656). Further, State law (Administrative Code Section 6651) prescribes that expenditure of Local Transportation Funds must be in conformance with the Regional Transportation Plan. Fresno COG's Legal Counsel has interpreted these two State law requirements as establishing what must be done (i.e., implement the planned transit service as contained in the Regional Transportation Plan) and what must not be done (i.e., do not provide transit service where it is *not* recommended by the Plan).

These dual requirements may appear inconsistent to individuals and organizations who believe that there may be needs for service in areas of Fresno County where the Regional Transportation Plan does not now propose service, or where less service is proposed than they would desire. The inconsistencies are overcome through a continuous transportation planning process. Those who testify that an unmet transit need does exist can be assured either their desired service has previously been analyzed and found to be unreasonable to meet, or their proposal will be evaluated to determine if it will be reasonable to amend the Plan and provide the desired service.

B. Fresno-Clovis Metropolitan Area (FCMA)

The Regional Transportation Plan calls for fixed-route service within the Metropolitan Area to be provided by the City of Fresno's Fresno Area Express (FAX), with financial participation from the City of Clovis and Fresno County for service to non-Fresno City residents within FAX's Service Area. Demand responsive Handy-Ride service is provided through FAX under contract with MV Transportation Services, Inc. The Short-Range Transit Plan for the Fresno-Clovis Urbanized Area sets forth the specific service implementation plan for the five fiscal year period of July 2007 to June 2012. It is this Short-Range Transit Plan (SRTP) that actualizes the more general service goals and objectives of the Regional Transportation Plan. The FCMA SRTP was adopted on June 28, 2007.

The Regional Transportation Plan and the FCMA Short-Range Transit Plan also continue to emphasize specialized service for disabled and elderly residents who are unable to utilize the fixed-route buses.

The estimated cost for operation of FAX in FY 2009 is \$43.5 million. Service will be funded with \$21.1 million in State Transportation Development Act - Local Transportation Funds and State Transit Assistance Funds. FAX is anticipating \$10.6 million in Measure C, and an additional \$11.5 million will be funded by the Federal Transit Administration. The remaining funds are derived from farebox revenues and special services provided under contracts with outside agencies such as the City of Clovis, Fresno County, and Children's Hospital of Central California. Although the City of Fresno does not propose to expend any Local Transportation Funds on streets and roads in FY 2009, a "transit needs finding" is necessary to be consistent with SB-498. SB-498 states the lack of available resources shall *not* be the sole reason for finding a transit need is *not* reasonable to meet.

The City of Clovis operates two types of public transit service. Clovis Stageline provides general public fixed-route service within the City Limits. Clovis Round Up operates specialized demand-responsive service for the elderly and disabled residents. The City of Clovis has designated Round Up services as the Consolidated Transportation Services Agency (CTSA) for the Clovis Transit Service Area. The estimated cost for operation of Clovis Transit in FY 2009 is \$3.44 million.

C. Rural Areas

The Regional Transportation Plan calls for service to rural portions of Fresno County, including intra-city service in and around thirteen (13) rural incorporated cities, two dozen unincorporated communities, and inter-city service linking those cities to the Fresno Metropolitan Area on the following corridors:

- (1) Firebaugh - Mendota - San Joaquin - Kerman Corridor to Fresno.
- (2) Kingsburg - Selma - Fowler Corridor to Fresno.
- (3) Orange Cove - Reedley - Parlier - Sanger Corridor to Fresno.
- (4) Coalinga - Huron - O'Neill's - Five Points - Lanare - Riverdale - Caruthers - Raisin City - Easton Corridor to the Fresno.

During the latter part of FY79 and the beginning of FY80, in cooperation with rural incorporated cities in Fresno County, Fresno COG prepared and adopted specific short-range Transit Development Programs to define implementation of rural public transportation service in conformance with the Regional Transportation Plan. In September 1979, Fresno County Rural Transit Agency (FCRTA) was formed and assigned responsibility for implementing the service requirements of the Regional Transportation Plan as set forth by the Transit Development Programs. Services set forth by the Regional Transportation Plan and the Transit Development Programs were fully implemented by mid-February 1980.

A comprehensive Short-Range Transit Plan (Rural SRTP) for the Rural Fresno County Area, which updated the individual Transit Development Programs, was adopted on November 17, 1983. The five-year Rural SRTP is updated biannually. The latest update of the "Short-Range Transit Plan for the Rural Fresno County Area 2007-2012" was adopted on June 28, 2007. The estimated cost for the operation of FCRTA in FY09 is \$6,248,214. Service will be funded with \$3,699,257 in State Transportation Development Act - Local Transportation Funds and State Transit Assistance Funds. FCRTA will utilize \$720,805 from Measure C for operating assistance (Measure C funds for capital assistance totals \$3,188,543; \$2,325,947 for specified capital assistance, and \$862,596 for capital reserve). An additional

\$1,090,640 will be funded by the Federal Transit Administration (FTA). The remaining funds are derived from farebox revenues \$684,244, and interest \$45,268.

D. Social Service Transportation

The updated Social Service Transportation Action Plan and Inventory, adopted January 29, 1998, continues to co-designate the City of Fresno and the Fresno County Economic Opportunities Commission (FCEOC) as the Fresno Urban Consolidated Transportation Service Agency (CTSA). The Action Plan further designates City of Clovis, as the Clovis CTSA, and the Fresno County Rural Transit Agency (FCRTA) and the FCEOC as the Fresno Rural Area CTSA. The Fresno COG has set aside each year, since FY83, five percent (5%) of Local Transportation Funds (Table 1) for social service transportation. An Operations Program and Budget (OPB) has been prepared for the Fresno Urban CTSA, Clovis CTSA, and the Fresno Rural CTSA. The FY09 OPB's, scheduled for adoption on June 26, 2008, document commitments for matching funds from participating social service agencies and defines the types of coordinated/consolidated services to be provided so that funds may be released.

Fresno County's CTSA process has been very successful in coordinating metropolitan and rural social service transportation needs. The Fresno COG's latest annual "Transit Productivity Report 2006-07" indicates that the CTSA's continue to provide a significant number of trips throughout Fresno County. An inventory of social service agencies is being updated to determine if additional social service agencies may be interested in participating in the CTSA process.

Analysis of Proposed Public Transportation Services and Recommended Findings for Local Agencies FY 2009

A. City of Clovis

The City of Clovis contributes funds to the operation of three (3) transit services within its jurisdiction. First, it operates the Clovis CTSA Round Up service on a demand-responsive basis to its elderly and disabled social service clients. Second, it operates Clovis Stageline to serve general public patrons with five (5) coordinated fixed routes; and third, it provides funding to Fresno Area Express (FAX) which operates fixed route service on Route 28 into Clovis.

Inter-city service to Fresno is available on Clovis CTSA's Round Up and Fresno Area Express / Handy-Ride.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Clovis will be reasonably met. Service requirements contained within the Regional Transportation Plan will be satisfied.

B. City of Coalinga

The City of Coalinga, under an inter-agency agreement with the FCRTA, provides intra-city and inter-city service using vehicles owned by the FCRTA. All FCRTA vehicles are lift equipped for elderly and disabled accessibility.

The Coalinga Transit intra-city demand responsive service operates with one (1) vehicle during an approximate eight (8) hour service period Monday through Friday.

Coalinga Transit also provides inter-city fixed route service, with route deviation to pick-up disabled passengers, between Coalinga and Fresno. The bus provides one (1) round trip through Pleasant Valley Prison, Huron, Five Points, Lanare, Riverdale, Caruthers, Raisin City and Easton, during an approximate eleven (11) hour period, Monday through Saturday.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Coalinga, Sphere of Influence, and surrounding Area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

C. City of Firebaugh

The FCRTA, under an inter-agency services agreement with the City of Firebaugh continues to contract with Fresno County Economic Opportunities Commission (FCEOC) as the Rural Consolidated Transportation Service Agency (Rural CTSA) for the provision of transportation services. Demand responsive service within Firebaugh's Sphere of Influence, and surrounding Area is available by two (2) of FCRTA's lift equipped vans, Monday through Friday for approximately nine and a half (9-1/2) hours per day.

The FCRTA also contracts with the Rural CTSA to operate Westside Transit as a multiple round trip general public commuter service, during a nine and a half (9-1/2) hour period, Monday through Friday, using a lift equipped bus that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Firebaugh, Mendota, San Joaquin and surrounding communities, Kerman, and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Firebaugh, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

D. City of Fowler

The FCRTA, under an inter-agency services agreement with the City of Fowler contracts with the Fresno County Economic Opportunities Commission (FCEOC) as the Rural Consolidated Transportation Service Agency (Rural CTSA) for the provision of transportation services within its Sphere of Influence and surrounding area. Two (2) lift equipped FCRTA vans service the area, approximately nine and a half (9-1/2) hours per day, Monday through Friday.

The FCRTA also contracts with the Rural CTSA to operate Southeast Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday, using a lift equipped bus that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Kingsburg, Selma, and Fowler and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Fowler, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

E. City of Fresno

Fresno Area Express (FAX) provides fixed route service seven days-a-week throughout the Fresno-Clovis Metropolitan Area. The City of Clovis and Fresno County financially participate for service to non-Fresno City residents within Fresno Area Express' Service Area. Fresno Area Express contracts with MV Transit Services, Inc. for weekday and weekend demand-responsive service on Handy-Ride. This service is oriented toward those who are unable to use the fixed-route service.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Fresno will be reasonably met. Service requirements contained within the Regional Transportation Plan will be satisfied.

F. City of Huron

The FCRTA, under an inter-agency services agreement with the City of Huron contracts with the Fresno County Economic Opportunities Commission (FCEOC) as the Rural CTSA for the provision of general public transportation service within the Sphere of Influence, and surrounding area utilizing two (2) FCRTA wheelchair accessible modified vans. The intra-city services are available, during an approximate eleven (11) hour period, Monday through Friday.

The City of Huron continues to provide funding for an inter-city "life-line" service to Coalinga. Two (2) round trips are provided during a five (5) hour period, Monday through Friday.

Coalinga Transit also provides inter-city fixed route service, with route deviation to pick-up disabled passengers, between Coalinga and Fresno. The bus provides one (1) round trip through Pleasant Valley Prison, Huron, Five Points, Lanare, Riverdale, Caruthers, Raisin City and Easton, during an approximate eleven (11) hour period, Monday through Saturday.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Huron, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

G. City of Kerman

The FCRTA, under an inter-agency services agreement with the City of Kerman, provides demand responsive public transportation service with a FCRTA vehicle within its Sphere of Influence and surrounding area using a lift equipped FCRTA van, for approximately eight (8) hours a day, Monday through Friday.

The FCRTA also contracts with the Rural CTSA to operate Westside Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday, using a lift equipped bus that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Firebaugh, Mendota, San Joaquin and surrounding unincorporated communities, and Kerman, and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Kerman, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

H. City of Kingsburg

Two (2) FCRTA wheelchair lift equipped vans are available for providing public transportation services to Kingsburg Area residents. These transit services are provided by the Fresno County Economic Opportunities Commission (FCEOC), as the Rural CTSA, to the City of Kingsburg under an inter-agency services agreement with FCRTA. Service within the Sphere of Influence, and surrounding area, are available on a demand responsive basis during an approximately ten (10) hour service period, Monday through Friday and approximately eight (8) hours on Saturday utilizing just one (1) vehicle.

The FCRTA also contracts with the Rural CTSA to operate Southeast Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday, using a lift equipped bus that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Kingsburg, Selma, and Fowler and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Kingsburg, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

I. City of Mendota

The FCRTA, under an inter-agency Agreement with the City of Mendota, contracts with the Fresno County Economic Opportunities Commission (FCEOC), as the Rural CTSA, to provide demand responsive service within its Sphere of Influence and surrounding area using a FCRTA lift equipped van. This service is provided Monday through Friday, for approximately nine and a half (9-1/2) hours per day.

The FCRTA also contracts with the Rural CTSA to operate Westside Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday using a lift equipped bus that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Firebaugh, Mendota, San Joaquin and surrounding unincorporated communities, and Kerman, and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Mendota, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

J. City of Orange Cove

The FCRTA, under an inter-agency services agreement with the City of Orange Cove contracts with the Fresno County Economic Opportunities Commission (FCEOC), as the Rural CTSA, for the provision of transportation services. Orange Cove Transit operates a FCRTA lift equipped van on a demand responsive basis within its Sphere of Influence, and surrounding area for approximately nine and a half (9-1/2) hours per day, Monday through Friday.

Orange Cove Transit also provides lift equipped inter-city fixed route service. The service is provided on a scheduled fixed route to serve patrons "between" Orange Cove, Reedley, Parlier, Sanger, and "to" and "from" Fresno. Multiple round trips are available each service day. The inter-city service is provided, during an approximately nine and a half (9-1/2) hour period, Monday through Friday.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Orange Cove, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

K. City of Parlier

Under an inter-agency services agreement, the City of Parlier and FCRTA currently contracts for transportation services with the Fresno County Economic Opportunities Commission (FCEOC), as the Rural CTSA. Parlier Transit operates a lift equipped demand responsive service within its Sphere of Influence, and surrounding area using a wheelchair lift equipped FCRTA van. Service is currently provided, during an approximate eight (8) hour period, Monday through Friday.

The FCRTA also contracts with the Rural CTSA to operate Orange Cove Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday, using a lift equipped bus that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Orange Cove, Reedley, Parlier, Sanger, and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Parlier, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

L. City of Reedley

The City of Reedley, through an inter-agency services agreement with the FCRTA, provides demand responsive public transportation within its Sphere of Influence and surrounding area, using five (5) vehicles on an eight (8) hour staggered basis during an approximate nine and a half (9-1/2) hour service period, Monday through Friday, and one (1) vehicle on Saturdays during an approximate eight (8) hour period.

The FCRTA also contracts with the Rural CTSA to operate Orange Cove Transit as a multiple round trip general public commuter service, during an approximately nine and a half (9-1/2) hour period, Monday through Friday using a lift equipped bus that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Orange Cove, Reedley, Parlier, Sanger, and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Reedley, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

M. City of Sanger

To provide public transportation service within the Sanger Sphere of Influence and the surrounding area, the FCRTA, under an inter-agency services agreement, with the City of Sanger contracts with Transportation Specialties. Two (2) wheelchair accessible FCRTA vehicles offer service in Sanger. The vehicles provide staggered service during an approximate nine and a half (9-1/2) hour period, Monday through Friday, and one (1) vehicle during an eight (8) hour period on Saturday.

FCRTA also contracts with the Rural CTSA to operate Orange Cove Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday, using a lift equipped bus that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Orange Cove, Reedley, Parlier, Sanger, and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Sanger, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

N. City of San Joaquin

The FCRTA, under an inter-agency agreement with the City of San Joaquin, contracts with the Fresno County Economic Opportunities Commission (FCEOC), as the Rural CTSA, for demand responsive Intra-City service within their Sphere of Influence and surrounding area. Inter-community service is also provided between the unincorporated communities of: Cantua Creek, El Porvenir, Halfway, Three Rocks, and Tranquility. Inter-City service to Kerman and Mendota is also available. These services are provided, during a (10) hour period, Monday through Friday using a FCRTA lift equipped van.

The FCRTA also contracts with the Rural CTSA to operate Westside Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday, using a lift equipped bus that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Firebaugh, Mendota, San Joaquin and surrounding unincorporated communities, and Kerman, and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of San Joaquin, its Sphere of Influence, and the surrounding area with its identified unincorporated communities will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

O. City of Selma

Service has been provided weekdays primarily by three (3) demand responsive vehicles, operated eight (8) hours each per weekday, on a staggered basis from 7:00am to 5:30pm. One (1) on a fixed route vehicle has been operated during an eight (8) hour period, Monday through Friday from 8:00am to 5:00pm, with a mid-day lunch hour for the driver. A fifth (5th) vehicle has been operated for four (4) hours to cover the other drivers lunch periods. Saturday service has been contracted to the FCEOC to operate one vehicle from 8:00am to 5:00pm, with a mid-day lunch hour for the driver. Ridership in Selma continues to grow.

Staff was interested in working with the City Staff and Selma City Council on a suggested proposal to consider operating three (3) vehicles on a fixed route basis and the fourth (4th) vehicle to be on a demand responsive basis to address the needs of frail elderly and disabled patrons who may not be able to access the accessible fixed route vehicles. A common lunch hours could be observed. The ramification of such a change appears to be mixed. Service on Saturdays would probably continue to be provided on a demand responsive basis with one (1) vehicle from 8am to 5pm, with a mid-day lunch period for the driver.

On December 3, 2007, the Selma City Council voted to unanimously to declare its intent to withdraw from the Joint Powers Agency, effective July 1, 2008. They stated their desire to explore whether provisions of transit service by a private entity under contract with the City of Selma may prove better, more efficient and less costly transit service. A meeting took place mid-March to address some issues. An option to contract the service through the Fresno County Economic Opportunities Commission (FCEOC) as the Rural Consolidated Transportation Service Agency (CTSA) (similar to the arrange with 13 other subsystems) was discussed. Financial savings were estimated and provided for City consideration.

The City review a proposal submitted by MV Transportation at a May 5th City Council Workshop. A number of questions resulted. The Council requested that FCRTA submit its option for providing the service. The initial, May 2nd, 45 Day Review Draft of this Budget reflected FCRTA proposal for the FCEOC to assume the Selma Transit service.

On June 2, 2008, the Selma City Council unanimously approved a subsequent Resolution to rescind the previous Resolution. They expressed a desire to maintain the status quo with regards to its status with the Joint Powers Agency and its current services. This updated draft Budget reflects those changes for the coming Fiscal Year.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Selma, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

P. Fresno County

Fresno County financially participates through the Fresno County Rural Transit Agency for provision of service to unincorporated area residents within the Spheres of Influence and surrounding areas of the thirteen (13) rural cities and two dozen unincorporated communities situated on established fixed routes.

Fresno County also provides the funding for four (4) other unincorporated area transit services.

Auberry Transit is provided, through an inter-agency service agreement between the FCRTA and the Fresno County Economic Opportunities Commission (FCEOC), as the Rural CTSA. The service area includes the communities of: Alder Springs, Auberry, New Auberry, the Big Sandy Indian Rancheria, Burrough Valley, Cold Springs Indian Rancheria, Jose Basin, Marshall Station, Meadow Lakes, Mile High, Prather, Sycamore, and Tollhouse. A lift equipped vehicle provides, approximately six (6) hours of service per day, Monday through Friday. A second Auberry Transit van is to provide "life-line" inter-city service from the foothill communities and through Friant and the Table Mountain Indian Rancheria to the Fresno-Clovis Metropolitan Area, one (1) day a week during an eight (8) hour service period.

Del Rey Transit operates as a general public demand responsive service. The Rural CTSA continues to fund the service four (4) hours per service day and Fresno County TDA monies fund the remaining four (4) hours. The service is under contract for driver services through the Rural CTSA and continues to be available during an approximate eight (8) hour period Monday through Friday. The operation will continue to maintain priority service to seniors attending the mid-day Hot Meal Nutrition Program. The service transports passengers within the community on a shared ride basis; arranges passenger grouping for trips to Sanger; and transfers passengers in Sanger to access Orange Cove Transit for service to Fresno.

Laton Transit continues to be provided by the FCRTA through an ongoing inter-agency services agreement with Kings Area Rural Transit (KART). Round trip, inter-community service between the unincorporated Community of Laton and the City of Hanford, in Kings County, is available Monday through Friday. An existing inter-County service by KART from Hanford through Selma (Kaiser Clinic) and Hospitals in Fresno and the Central Valley Children's Hospital in Madera County was expanded from a twice (2) a week operation to three (3) times a week (with Fresno County funding) in 2006-07.

South Sierra Transit will provide service from the foothill communities of Dunlap, Miramonte, Pinehurst, and Squaw Valley Monday through Friday during an eight (8) hour period. Services are intended between the mountain communities, and the Cities of: Orange Cove, Reedley, Parlier, Sanger, Clovis, and Fresno. Interested general public residents have indicated a willingness to travel by their own means to a central pick-up location in Squaw Valley to catch a wheelchair accessible FCRTA van. The service is to be initiated on a three (3) month demonstration basis to determine if sufficient ridership would warrant continuation after September 2008.

The City of Dunlap (in Tulare County) has expressed an interest in providing an inter-County connection

between Dinuba and Reedley (in Fresno County). They have residents who want to travel from their Vocational Training Center to the Sierra Kings Hospital (on-the-job training) and Reedley College. Over the years we have had residents who have expressed interest in traveling to regional retail and entertainment centers in Dinuba. Both entities are proposing to utilize a portion of their locally approved ½ cent sales tax (Measure R in Tulare County and Measure C in Fresno County) to split the costs of this transit expansion program for the coming fiscal year, as a Demonstration Program. The service would be implemented in mid-August, the beginning of the school year at Reedley College, and operated on a scheduled fixed route service during a twelve (12) hour period, Monday through Friday. The service will be fully coordinated with Reedley Transit's Intra-City services and Orange Cove Transit's Inter-City services, to facilitate connectivity between Orange Cove, Reedley, Parlier, Sanger and Fresno. The service will be carefully monitored to ensure performance standards compliance.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the unincorporated portions of the County of Fresno will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

Attachment A
Social Services Transportation Advisory Council
Membership List
Updated May 2008

Potential Transit User 60 Years of Age or Older (minimum of 1)			
Appointment	Resident/of Geographic Representation	Term Expires	Ethnic Background
Phyllis Baltierra, Firebaugh Sr.Site Coordinator	Firebaugh/Fresno County	3-2009	Hispanic
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
Potential Transit User Who Is Disabled (minimum of 1)			
Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Janet Carmichael, CSRD	Fresno/Fresno County	6-2007	Caucasian
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	6-2007	Caucasian
Bob Hand, CIL Fresno	Fresno/Fresno County	5-2010	Caucasian
Landon Henderson, VACCHCS	Fresno/Fresno County	11-2007	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
Victor Ruiz, FCHSS/ET&A	Fresno/Fresno County	6-2007	Hispanic
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	9-2007	Caucasian
Gary Joseph, FCEOC/CTSA	Fresno/Fresno County	6-2007	Caucasian
Jeffrey Webster, FCRTA	Fresno/Fresno County	6-2007	Caucasian
Judith Nishi, FAX	Sanger/Fresno County	6-2007	Asian American
Representatives of General Public			
Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background

Acronym	Agency Name
FMAAA	Fresno Madera Area Agency on Aging
CVRC	Central Valley Regional Center
UCP	United Cerebral Palsy
ET&A	Fresno County Department of Employment & Temporary Assistance
FCEOC	Fresno County Economic Opportunities Commission
CTSA	Consolidated Transportation Service Agency
FCRTA	Fresno County Rural Transit Agency
FAX	Fresno Area Express
VAC CA HCS	Veterans Administration Central California Health Care System
FCHSS	Fresno County Health and Social Services
NFB	National Federation of the Blind
CSRD	California State Rehabilitation Department

Attachment B-1
Unmet Transit Needs Request for Comments Letter

February 1, 2008

MEMORANDUM

TO: Interested Individuals and/or Organizations

FROM: BILL HYATT, Chairman
Social Services Transportation Advisory Council

SUBJECT: UNMET PUBLIC TRANSPORTATION NEEDS

The Council of Fresno County Governments (COG), as the Regional Transportation Planning Agency, is responsible for annually ensuring that public transportation needs are being "reasonably met". Each year the Fresno COG conducts an extensive process to plan, program, and evaluate existing and potential general public and social service transit services within Fresno County.

The COG's Social Services Transportation Advisory Council (SSTAC) was established to address transit issues within Fresno County. It is composed of a broad representation of social service agencies, transit operators and users, and is responsible for forwarding recommendations to the COG Policy Board regarding transit needs and issues.

As part of the annual process to identify possible unmet transit needs within Fresno County, we invite individuals and organizations such as you, to contribute comments. If you are aware of a specific transit need that is not currently being met by one of the existing general public, social service or private sector operators, ***we request that you submit information regarding any unmet transit needs to assist staff in evaluating the potential for additional transit service.*** In order to evaluate potential services, we are asking you to provide as much information as possible. The specific information that will be most helpful includes:

- Where new service is needed, and where the potential trips would start and end;
- When and how often trips would need to be scheduled;
- A description of the individuals needing the service including age group, financial constraints, and whether they have disabilities requiring special services.

The information will be used by the SSTAC to evaluate potential new services before it makes a determination and recommendation regarding "unmet transit needs" to the COG Policy Board prior to its public hearing on this matter. The public hearing will be held on June 26, 2008 during the COG Policy Board Meeting.

If you have questions about transit services in your area, please contact the appropriate staff representatives to the Council:

- **City of Fresno** - Mr. Jeff Long, COG Transit Planner, 621-1436
- **City of Clovis** - Ms. Shonna Halterman, General Services Manager, 324-2770
- **Rural Communities** - Mr. Jeffrey Webster, FCRTA General Manager, 233-6789
- **Social Services Programs** - Mr. Gary Joseph, CTSA Transit System Director, 486-6594

If you have any specific written comments, please forward them to me, with the required aforementioned supporting information by March 14, 2008:

Bill Hyatt, SSTAC Chairman
Central Valley Regional Center Inc.
4615 North Marty
Fresno, California 93722
Fax number: 800-856-8647

In addition to our request for written comments, SSTAC will be holding three information-gathering meetings during the month of February, 2008. The meeting times and locations are as follows:

Tuesday, February 12, 2008 – 6:00 p.m.

Westside of Fresno County
City of Mendota, City Hall, Council Chambers
643 Quince Street, Mendota, CA 93640

Wednesday, February 20, 2008 – 2:30 p.m. to 3:30 p.m.

Eastside of Fresno County
City of Selma, Senior Center
2301 Selma Street, Selma, CA 93662

Thursday, February 21, 2008 – 6:30 p.m. to 7:30 p.m.

Fresno-Clovis Metropolitan Area
City of Fresno
CalTrans, Manchester Center Office (Yosemite Room)
2015 E. Shields Avenue, #100, Fresno, CA 93726

The meeting rooms and restrooms are ADA accessible. Representatives or individuals with disabilities should contact Fresno COG (559-233-4148), at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting.

Thank you in advance for your assistance and cooperation. If you have any questions, please call me at 276-4341, or email at BHyatt@cvrc.org.

Attachment B-2
Unmet Transit Needs Request for Comments Letter in Spanish

1 de febrero, 2008

MEMORANDUM

PARA: Organizaciones o Individuos Interesados

DE: BILL HYATT, Presidente
Consejo Consultivo del Transporte de los Servicios Sociales

TEMA: NECESIDADES INCUMPLIDOS DE TRANSPORTE PUBLICO

El Consejo de los Gobiernos del Condado de Fresno (COFCG), como la Agencia de Planeamiento Regional del Transporte, es responsable anualmente de asegurarse de que las necesidades públicas del transporte "razonablemente se están resolviendo". Cada año el COFCG conduce un proceso extenso para planear, programar, y evaluar los servicios del tránsito que ahora existen y servicios potenciales dentro del Condado de Fresno para el publico general.

Establecieron al Consejo Consultivo del Transporte de los Servicios Sociales de COFCG's (SSTAC) para tratar ediciones del tránsito dentro del Condado de Fresno. Se compone de una amplia representación de las agencias del servicio social, de los operadores del tránsito y de los usuarios. El Consejo es responsable para dar recomendaciones al Tablero de la Política de COFCG acerca de las necesidades y ediciones del tránsito.

Como parte del proceso anual a identificar necesidades que esten incumplidos en el tránsito dentro del Condado de Fresno, invitamos a organizaciones y individuos como usted, que contribuyan comentarios. Si usted está enterado de una necesidad específica del tránsito que no esté siendo resuelta en parte de operadores de público en general, del servicio social o del sector privado, *solicitamos que usted someta la información, con respecto a cualquier servicio de tránsito que este incumplido, para asistir en la evaluación del potencial para servicios adicionales del tránsito.* Para evaluar servicios potenciales, estamos pidiendo que usted proporcione lo mas información posible. La información específica que será la más provechosa incluye:

- Donde está necesario el nuevo servicio, y donde los viajes potenciales comenzarían y terminarían;
- Cuando, y con cuánta frecuencia, se deberían programar los recorridos;
- Una descripción de los individuos que necesitan el servicio incluyendo categoría de edad, apremios financieros, y si tengan inhabilidades que requieren servicios especiales.

La información será utilizada por el SSTAC para evaluar nuevos servicios potenciales, antes de hacer una determinación y la recomendación, con respecto a "necesidades incumplidos del tránsito" al Tablero de la Política de COFCG antes de su Audiencia Pública en esta materia. La Audiencia Publica sera sostenido el 19 de junio, 2008 durante la junta del Tablero de la Política de COFCG.

Si usted tiene preguntas sobre servicios del tránsito en su área, por favor llame o escribe a los representantes apropiados del Consejo:

- **Ciudad de Fresno** - Sr. Jeff Long, Planificador de Tránsito de COFCG, 621-1436
- **Ciudad de Clovis** - Senorita Shonna Halterman, Supervisora de Tranisto Publico, 324-2770
- **Comunidades Rurales** - Sr. Jeffrey Webster, FCRTA Director General, 233-6789
- **Programas De los Servicios Sociales** - Sr. Gary Joseph, CTSA, Director Sistema De Tránsito 486-6594

Si usted prefiere hacer específico comentarios escritos, por favor escribeme, con la información requerida de soporte ya mencionada, antes del 14 de marzo, 2008:

Bill Hyatt, Presidente de SSTAC
Central Valley Regional Center Inc.
4615 N. Marty
Fresno, California 93722
Fax number: 800-856-8647

Además de pedir comentarios escritos, SSTAC tendrá tres reuniones de información durante el mes de febrero, 2008. La hora y localización de las reuniones son como sigue:

Martes, 12 de febrero, 2008 – 6:00 p.m.

Westside of Fresno County
City of Mendota, City Hall, Council Chambers
643 Quince Street, Mendota, CA 93640

Miércoles, 20 de febrero, 2008 – 2:30 p.m. to 3:30 p.m.

East Side of Fresno County
City of Selma, Senior Center
2301 Selma Street, Selma, CA 93662

Jueves, 21 de febrero, 2008 - 6:30 p.m. to 7:30 p.m.

Fresno-Clovis Metropolitan Area
City of Fresno
CalTrans, Manchester Center Office
2015 E. Shields Avenue, #100, Fresno, CA 93726

Nota: Las salas de conferencias y los sanitarios son accesibles para personas discapacitadas. Si usted requiere asistente auxiliar tal como un intérprete de la lengua de la muestra, por favor llame a El Consejo de los Gobiernos del Condado de Fresno (559-233-4148) por lo menos tres días antes de la reunión, así que las medidas necesarias pueden ser tomadas.

Gracias por su ayuda y cooperación. Si usted tiene preguntas, por favor llame a Bill Hyatt en 276-4341 o correo electrónico Bhyatt@cvrc.org.

Attachment B-3 Unmet Needs Letter Mailing List

Office of District Attorney 2220 Tulare St., #1700 Fresno, CA 93779	Director Asian Interpreting Svs. P.O. Box 8012 Fresno, CA 93747	Bilingual Counseling Balderas Elementary School 4625 E. Florence Ave. Fresno, CA 93725
Administrative Office Boys & Girls Clubs of Fresno 540 N. Augusta Fresno, CA 93701	Director of Social Services CA Armenian Home 6720 E. Kings Canyon Rd. Fresno, CA 93727	Social Service Coordinator CA Health Collaborative 1625 E. Shaw, #155 Fresno, CA 93710
President Canteen of Fresno 527 L St. Fresno, CA 93721	Marketing Director Carrington Pointe 1715 E. Alluvial Fresno, CA 93720	Director Central Valley YMCA P.O. Box 11248 Fresno, CA 93772-1248
Resources Referral Assistant Children Services Network 1911 N. Helm Ave. Fresno, CA 93727-1614	Assistant Ombudsman City Manager's Office 2600 Fresno St. Fresno, CA 93721	Community Service Officer Clovis Police Dept. 1033 Fifth St. Clovis, CA 93612
Community Svs. Mgr. Clovis Sr. Ctr. 850 4th St. Clovis, CA 93612	Social Service Coordinator Club 55 Plus 1111 E. Spruce Fresno, CA 93720	Coordinator Coalinga Sr. Center P.O. Box 386 Coalinga, CA 93210
Commissioner Commission on the Status of Women 3283 N. Dewey Fresno, CA 93722	Community Service Officer Crime Prevention Unit 2323 Mariposa St. Fresno, CA 93721	Executive Director CSUF Foundation 5310 N. Campus Dr., MS102 Fresno, CA 93740
Executive Director Ctr. For Independent Living 3008 N. Fresno St. Fresno, CA 93703-1124	Delno Terrace Elderly Housing 1480 N. Delno Fresno, CA 93728	Nutrition Site Coord. Edwin Blaynewy Sr. Ctr. 108 N. 3rd Fowler, CA 93625
Project Coordinator EOC Refugee Svs. 1920 Mariposa Mall Fresno, CA 93721	Director EOC Senior Aides 1900 Mariposa, #116 Fresno, CA 93721	Program Director Foster Grandparent Program 1920 Mariposa Mall Fresno, CA 93721
Social Service Coordinator Fresno Care Home Finding Svs. 6411 N. Dolores Fresno, CA 93711	Supervisor Fresno Co. Comm. Health 1222 Fulton Mall, MS 178 Fresno, CA 93721	Refugee Community Liaison Fresno Co. Dept. of Social Svs. 2600 Ventura Ave. Fresno, CA 93750

Fresno Co. Hispanic Commission on
Alcohol & Drug Abuse Svs. Inc.
444 Fulton St.
Fresno, CA 93721-1610

Fresno Co. Library, Bear Mtn. Branch
30733 Kings Canyon Rd.
Squaw Valley, CA 93675

Social Service Coordinator
Fresno Co. Mental Health Dept.
4441 E. Kings Canyon Rd.
Fresno, CA 93702

Nutrition Site Coord.
Fresno Learning Ctr.
240 Broadway Plaza, 1st Floor
Fresno, CA 93721

Postmaster
Fresno Main Office
1900 E St.
Fresno, CA 93706

Director of Student Affairs
Fresno Pacific University
1717 S. Chestnut
Fresno, CA 93702

J.A.R.E. Officer
Fresno Police Dept.
2324 Mariposa St.
Fresno, CA 93721

Multicultural/Multilingual Dept.
Fresno Unified School District
Tulare & M St.
Fresno, CA 93721

Administrator
Glen Agnes/Delno Terrace
530 W. Floradora
Fresno, CA 93728

Nutrition Site Coordinator
Highway City Sr. Ctr.
5140 State St.
Fresno, CA 93711

President
Hmong American Advisory
2333 N. Price Ave.
Fresno, CA 93703

Hy-Pana Convalescent Hospital
3510 E. Shields
Fresno, CA 93726

Coordinator
Kingsburg Senior Center
1450 Ellis St.
Kingsburg, CA 93631

Lao Buddhist Temple
4733 W. Vassar Ave.
Fresno, CA 93722

Director
Latino Issues Forum, Valley Reg. Office
550 E. Shaw Ave., Ste. 255
Fresno, CA 93710

Social Service Coordinator
Medical Claims Filing Service
4733 N. Crystal
Fresno, CA 93705

Nutrition Site Coord.
Mendota Sr. Ctr.
415 Sorenson
Mendota, CA 93640

Social Service Coordinator
Older Adult Care Solutions
204 W. Portland
Fresno, CA 93711

Orange Cove Family Health Ctr.
445 Eleventh St.
Orange Cove, CA 93646-2298

Reg. Service Admin.
Pioneer Systems
P.O. Box 2963
Oakhurst, CA 93644

Medical Interpreter Escort
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P.O. Box 11867
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Corrina Nunez Public Works & Planning Dept. Fresno County 2220 Tulare St., 6th Floor Fresno, CA 93721-21-4	Ken Okerekee Transportation Planner Caltrans, District 06 1352 W. Olive Fresno, CA 93728	Lorraine Olszowy Job Options 2171 N. Fine St. Fresno, CA 93727
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Olivia Ostergaard 525 E. Simpsonj Fresno, CA 93704	Mike Oxborrow Councilmember City of Coalinga 155 W. Durian Coalinga, CA 93210	Yolanda Padilla Councilmember City of Parlier 1100 E. Parlier Parlier, CA 93648
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Attachment C
Information Gathering Meeting Attendance Lists

UNMET TRANSIT NEEDS INFORMATION GATHERING MEETING FEBRUARY 12, 2008 CITY OF MENDOTA SIGN-IN SHEET		
NAME	ADDRESS	PHONE
JOHN DOWNS	COFCG	621-1502
ROB WEYANT	FCEOC	266-3663
JEFFREY D. WEBSTER	FCRTA	233-6789
JEFF LONG	COFCG	621-1436

UNMET TRANSIT NEEDS INFORMATION GATHERING MEETING SIGN-IN SHEET FEBRUARY 20, 2008 CITY OF SELMA		
NAME	ADDRESS	PHONE
GARY JOSEPH	FCEOC	266-3663
JEFFREY D. WEBSTER	FCRTA	233-6789
JUDITH NISHI	FAX	621-1455
BILL HYATT	CVRC	276-4341
JEFF LONG	COFCG	621-1436
CHENG THAO	EMPOWERMENT INST.	291-7587

UNMET TRANSIT NEEDS INFORMATION GATHERING MEETING SIGN-IN SHEET FEBRUARY 21, 2007 CITY OF FRESNO		
NAME	ADDRESS	PHONE
ROB WEYANT	FCEOC	266-3663
JUDITH NISHI	FAX	621-1455
JEFF LONG	COFCG	621-1436
JEFFREY WEBSTER	FCRTA	233-6789
JOHN DOWNS	COFCG	621-1502
BILL HYATT	CVRC	276-4341
BERTHA HANSEN	FRESNO	

Attachment D

Unmet Transit Needs Comment Letters and Responses



CALIFORNIA
STATE
UNIVERSITY,
FRESNO

February 21, 2008

Bill Hyatt, SSTAC Chairman
Central Valley Regional Center Inc.
4615 North Marty
Fresno, California 93722

Subject: UNMET PUBLIC TRANSPORTATION NEEDS

Dear Mr. Hyatt,

I am writing this letter in response to your memorandum dated February 1, 2007. Your invitation to bring unmet transportation needs to the forefront is greatly appreciated. California State University, Fresno is a commuter campus with a great need to facilitate the movement of students, faculty and staff on and off campus each day. Student financial needs, traffic congestion, limited campus space and Valley air quality issues demand that we continually strive to provide inexpensive, dependable and convenient transportation options for our campus community. To this end, our administrators are continuously working with their counterparts at Fresno Area Express and other Valley transit authorities.

As a result of this cooperation, and based on GIS analyses of residential and commuter data, we have identified a number of improvements that could be made in the public transportation systems to, from, and around our campus. Unfortunately, due in most cases to lack of funding, most of the initiatives we've identified have not been implemented. I am listing those below, in order of priority:

1. **Address the east-west route deficiencies of the FAX system, adding routes to serve primarily the areas to the west of campus where we know large numbers of students live.** A glance at the FAX system route map (attached) will show the lack of east-west service, primarily in the Barstow and Bullard corridors. In cooperation with FAX, we have identified four additional routes that would improve service to students and dovetail into current FAX routes. We have attached the route maps that are the result of this

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5048 N. Jackson Ave. M/S 1S140
Fresno, CA 93740-8022
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559.278.7422
Fax 559.278.6995

THE CALIFORNIA STATE UNIVERSITY

additional service study. Unfortunately, due to lack of funding, neither Fresno State nor FAX can afford this additional service. As a result, we are receiving and parking hundreds more cars per day than necessary.

2. **Increase the hours of transit operation during the weekdays for faculty, staff, students and visitors using FAX or Clovis Transit in their commute to the campus.** Currently FAX routes 9, 28, 38 and Clovis Transit route 10 serve the campus. FAX routes were extended during the week days (Monday through Friday) to provide transit service after 9 p.m. Clovis Transit provides no service beyond 6:30 pm during the week.
3. **Increase the hours of transit operation on weekends for faculty, staff, students and visitors to the University and add additional Service/Stops to accommodate the addition of Campus Pointe on the east side of the campus (Chestnut Ave.).** Weekend service continues to be an unmet need in regard to library visits, Student Recreation Center, football games, special events, and events at the Save Mart Center. Most events at the Save Mart Center extend beyond 10 p.m. especially on the weekends. This item continues to become more critical with the increasing number of events scheduled at the Save Mart Center, the addition of Campus Pointe, Library expansion and proposal to expand Bulldog Stadium. We currently have many events on campus (concerts, plays, and sporting events) that occur on the weekends and there is no transit service beyond 7:13 p.m. Clovis Transit provides no weekend service to the campus.
4. **Continue to expand transit service in the northeast and northwest sections of the city.** There is very little transit service north of Herndon Ave. in the west and Nees Ave. in the east. A large number of campus students, faculty and staff live in zip codes to the northwest and northeast of the campus. (93711, 93722, 93720, 93611).
5. **Provide better transit service to Fresno State from the outlying (rural) communities.** Our student populations commuting from the outlying areas of the Valley have no timely or efficient means of using transit to commute to the University. Students living in

communities such as Visalia, Madera, or Hanford need viable commuting options. The campus population from these areas continues to increase. Disabled students have expressed a concern for transportation from the outlying communities. There needs to be some coordination between Fresno County and surrounding counties to address unmet transit needs from outlying areas.

6. **Implement an on campus Transit Center.** An on campus transit center would benefit students, visitors, faculty and staff with campus interior transit service to campus. Bike lockers in the transit center area would also be beneficial for those opting to bicycle and to highly secure their bike in an enclosed locker. Arrival and departure times for buses could also be posted at this site.

Thank you for reviewing our concerns regarding unmet transit needs for Fresno State. I would appreciate hearing from you regarding how these needs will be met. Please contact me if you have additional questions.

Sincerely,



David M. Moll
Assistant Vice President
Risk Management and Sustainability

cc: Cynthia Teniente-Matson
Vice President for Administration

Chief David Huerta
University Police Department

Lt. Allen Gaad, Traffic Operations
University Police Department

Attachment D-2
Response Letter to CSUF

April 16, 2008

Mr. David M. Moll
Assistant Vice President
Risk Management and Sustainability
California State University, Fresno
5048 N. Jackson Ave. M/S LS140
Fresno, CA 93740-8022

Dear Mr. Moll:

SUBJECT: UNMET TRANSIT NEEDS

Thank you for your letter dated February 21, 2008, regarding unmet transit needs. Copies of your letter have been distributed to the Social Services Transportation Advisory Council (SSTAC) for its review and comment.

In your letter, you have requested the following service improvements:

7. Address the east-west deficiencies of the FAX system;
8. Increase the hours of transit operation during the weekdays for faculty, staff, students, and visitors using FAX or Clovis Transit in their commutes to the campus;
9. Increase the hours of transit operation on weekends for faculty, staff, students, and visitors to the University;
10. Continue to expand transit service in the northeast and northwest sections of the city;
11. Provide better transit service to Fresno State from outlying communities;
12. Implement an on-campus transit center;

SSTAC agrees the improvements you suggest would benefit Fresno State's students, faculty, staff, and visitors; however, as indicated in previous correspondence with Fresno State, three of the six requests are already identified in the Short-Range Transit Plan (S RTP) as Unmet Transit Needs that are not reasonable to meet.

Because the City of Fresno allocates all of its Local Transportation Funds (LTF) to public transit, an Unmet Needs finding will not serve to bring additional funds to Fresno. However, FAX has been successful in receiving grant funds to increase bus frequencies on three key routes all serving the CSUF campus. This service will be continued through funding from the 2006 reauthorization of Measure "C".

As with the City of Fresno, Clovis Transit is receiving additional funding from Measure "C". This has allowed Clovis Stageline to implement weekend service on all of its standard routes, effective November 17, 2008. However, at this time because of the requirement to maintain a minimum 20 percent farebox recovery, Clovis Transit will not be providing additional evening service. For Fiscal Year 2007, Clovis Stageline managed a 10.2 percent farebox recovery; nearly 10 points below the mandated minimum. The City of Clovis has relied on Measure "C" funds to augment Stageline's farebox in order to maintain the minimum 20 percent TDA requirement. In defining Unmet Transit Needs that are reasonable to meet, SSTAC has determined that systems that are unable to attain minimum productivity standards are not reasonable to meet. Because the current Clovis service to CSUF is unable to make minimum standards, we can be assured extensions of existing service will not attain minimum standards.

We note that the Fresno County Rural Transit Agency (FCRTA) provides regularly scheduled service into Fresno on a variety of routes. For example, service is available from as far away as Coalinga and Firebaugh in western Fresno County, and Orange Cove in eastern Fresno County. For the last five years, SSTAC has been conducting public meetings in communities such as Kerman, Reedley, Kingsburg, Mendota, and Orange Cove, Sanger, San Joaquin, Parlier and Coalinga and has not received any requests to provide additional service to Fresno State.

The specific communities you mention Visalia, Madera and Hanford, are outside of the COFCG's Jurisdiction (Fresno County), so SSTAC does not have the authority to make unmet transit needs recommendations for those communities. However, we will be happy to share your comments with associated Regional Transportation Planning Agencies (RTPA's) in Madera, Kings and Tulare Counties.

In the absence of a specific request for service that can be evaluated, and considering the high level of existing service that FCRTA provides to Fresno, SSTAC has determined that there is no unmet transit need, that is reasonable to meet, for service to Fresno State from outlying communities.

Thank you for your participation in the Unmet Transit Needs process. We look forward to your continued support of public transit in Fresno County.

If you have any questions, please feel free to call me at 559-621-1436, or if you prefer, you may send e-mail to jeff.long@fresno.gov.

Sincerely,

Jeff Long
Planning Coordinator III

Attachment D-3
Response Letter to Cheng Thao

April 16, 2008

Mr. Cheng Thao
Empowerment Institute, Inc.
5654 E. Westover Ave., Suite 101
Fresno, CA 93727

Dear Mr. Thao:

SUBJECT: UNMET TRANSIT NEEDS

Thank you for attending the Public Meeting on February 20, 2008, regarding Unmet Transit Needs. Your concerns regarding transportation accessibility for the Southeast Asian community have been communicated to the Social Services Transportation Advisory Council (SSTAC) for its review and comment.

SSTAC agrees a potential communication barrier for this population group exists; however, it does not qualify as an Unmet Transit Need that is reasonable to meet. The committee was informed by Chairperson Bill Hyatt, that a follow-up meeting occurred to discuss the opportunities in detail and SSATC is encouraged by the dialogue.

Thank you for your participation in the Unmet Transit Needs process. We look forward to your continued support of public transit in Fresno County.

If you have any questions, please feel free to call me at 559-621-1436, or if you prefer, you may send e-mail to jeff.long@fresno.gov.

Sincerely,

Jeff Long
Planning Coordinator III

Attachment D-4
Response Letter to Bertha Hansen

April 16, 2008

Ms. Bertha Hansen
P.O. Box 1972
Fresno, CA 93718

Dear Ms. Hansen:

SUBJECT: UNMET TRANSIT NEEDS

Thank you for attending the Public Meeting on February 21, 2008, regarding Unmet Transit Needs. Your concerns regarding transportation needs in the Fresno-Clovis Metropolitan Area (FCMA) have been communicated to the Social Services Transportation Advisory Council (SSTAC) for its review and comment.

The service you suggested, express buses from northeast Fresno to downtown, has been implemented by Fresno Area Express (FAX) on previous occasions as pilot programs. Past performance of the express service has demonstrated that the demand is insufficient to warrant continued operation.

Because the City of Fresno allocates all of its Local Transportation Funds (LTF) to public transit, an Unmet Needs finding in the FCMA will not serve to bring additional funds to Fresno.

Thank you for your participation in the Unmet Transit Needs process. We look forward to your continued support of public transit in Fresno County.

If you have any questions, please feel free to call me at 559-621-1436, or if you prefer, you may send e-mail to jeff.long@fresno.gov.

Sincerely,

Jeff Long
Planning Coordinator III

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. B.

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

In the Matter of: _____)

RESOLUTION ADOPTING
GREENHOUSE GAS POLICIES

GREENHOUSE GAS POLICIES)

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

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

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

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

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

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

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

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

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

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

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

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Climate Change Plan

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- A baseline inventory of total GHG (including CO₂, CH₄, and NO_x) emissions directly and indirectly from transportation in the County that currently exist. Fresno COG recognizes that definitive data sources do not exist for creating this inventory at this time, and information and data provided by the California Air Resources Board (ARB) and San Joaquin Valley Air District will be necessary for Fresno COG to include such an inventory in the plan; review of potential targets and timelines for achieving GHG reductions;
- Development of feasible GHG emissions reduction measures and strategies to achieve reductions in RTP GHG emissions. Such reduction measures may include construction of new transportation projects, modification of existing facilities or services, incentive or funding programs, pricing strategies, regulations or any other actions that reduce GHG emissions associated with RTP activities. The plan should consider:
 - Development of bid solicitation policies for construction of projects authorized in the current RTP and subsequent RTP updates, including:
 - Preferences for the use of alternative formulations of cement and asphalt with reduced GHG emissions to the extent that such cement and asphalt formulations are available at a reasonable cost in the marketplace.
 - Bonus points for use of alternative-fuel or cleaner diesel powered off-road construction equipment, to be determined at the time of RTP development and subject to the needs of each local jurisdiction.
 - Incorporation of shade trees into construction projects where feasible.
 - Recycle construction debris to the maximum extent feasible.
 - Adoption and implementation of the measures in the Plan; periodically evaluate the progress and make modifications to the Plan;
- State protocols and GHG emissions inventory mechanisms are necessary tools to track and monitor GHG emissions at the local level. Fresno COG and member agencies must determine, in cooperation with the state, the solutions that will best minimize its potential risks and maximize its potential benefits.

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Transportation

- Adoption of future RTP updates shall be conditioned upon incorporating any applicable future state laws and complying with the CTC guidelines pertaining to VMT reduction and climate change.
- Fresno COG shall review the performance measures to be included in the 2010 RTP and revise these measures to include criteria related to reduction in vehicle miles traveled and reduction in energy use. Performance measures in the 2010 RTP should support the use of discretionary funding for projects that will reduce VMT (i.e., transit projects; infrastructure to support and encourage walking and biking; projects that serve compact, mixed-use, higher density, transit-friendly development).
- Fresno COG shall continue to work with its member agencies to increase the number of Alternative Fuel Vehicles (AFVs) in municipally owned vehicles, as well as those owned by contractors of these cities, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable haulers.

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- Fresno COG acknowledges that particulate matter associated with diesel engine exhaust is of substantial concern to the health of the residents of the County. Furthermore, diesel exhaust is an important source of GHGs. Fresno COG shall work with its member agencies to discuss discretionary reduction of diesel exhaust emissions through:
 - Funding retrofit, repower or replacement of diesel vehicles with funding from applicable federal, state, and local sources
 - Limits on idling of diesel on-road and off-road vehicles subject to discretionary approval of local jurisdictions
 - Encouragement of technology, such as electrification, to provide alternatives to operating the heating and air conditioning, refrigeration units while idling at distribution centers, warehouses, truck stops and other facilities where diesel trucks may reside overnight or for periods of several hours.
- Fresno COG shall continue to take actions to implement a comprehensive carpool and vanpool program. Through Measure "C", funding will be used to subsidize carpool or vanpool programs that originate within Fresno County, spark the development of new vanpools/ carpools and offer financial support and assistance to existing vanpools.
- Fresno COG shall prepare an analysis of potential pricing strategies to reduce GHG emissions. Such strategies shall include but are not limited to reduced transit fares; fare-free zones on the transit system; transit vouchers; days on which transit is free; and imposing tolls on freeways and highways.
- Fresno COG shall support clean transportation programs that aim to reduce fuel consumption, promote the use of electricity as an alternative fuel, reduce dependence on foreign oil, and respond to state environmental priorities. Fresno COG shall incorporate electrification technologies (e.g., such as electric vehicle charging stations, electrified bus) that reduce GHG emissions into future RTPs and RTP updates as feasible.
- Fresno COG shall support efforts that further analysis of the GHG emission contribution from goods movement through transportation corridors, trucking, ports and other relevant freight movement practices.
- Fresno COG shall support the use of grants, loans, incentives and revenue raising authority to assist local governments with the implementation of climate change response activities and GHG reduction strategies.
- Fresno COG shall support state efforts to create standards and protocols for all new passenger cars and light-duty trucks that are purchased by the state and local governments that conform to the California Strategy to Reduce Petroleum Dependency.
- Fresno COG shall support state legislation to provide incentive funds to local governments to develop and implement GHG reduction programs.
- Fresno COG shall support efforts that will enable counties to purchase new vehicles for local fleets that conform to state purchasing standards, are fuel efficient, low emission, or use alternative fuels.

Land Use

Once complete, Fresno COG will work with local agencies to integrate the San Joaquin Valley Blueprint process into future and local regional planning efforts, including the 2010 Regional Transportation Plan and subsequent RTP Updates. The Regional Blueprint plans for population growth that is anticipated in

the region over the next 40+ years. This process will ultimately integrate land use, transportation and resource planning to form a preferred vision for future development through the year 2050. The Blueprint will address greenhouse gas emissions reductions through the following goals and objectives:

- Accommodate projected population growth by identifying appropriate areas for urban and rural growth, economic development, and multi modal transportation corridors that support smart growth principles.
- Promote 'downtowns' or 'urban centers' as the commercial, financial and social centers of communities. Promote higher density housing located adjacent to and within convenient walking distance of downtown, urban mixed use centers and/or transit corridors.
- Support and encourage policies and plans which direct growth to well planned neighborhoods and communities.
- Encourage the design and development of an effective transportation system that integrates all modes into a seamless, reliable, cost- efficient system, including intelligent transportation solutions and high tech communication options.
- Support intermodal travel including park-and-ride, rideshare, bicycle, rail and transit programs.
- Support increased mass transit connectivity and accessibility.
- Promote reduction of vehicle miles traveled.
- Promote the achievement and maintenance of State and Federal standards for air quality.
- Encourage General Plan, Community Plan and Specific Plan updates to include air quality elements, Greenhouse Gas Emission Reduction Plans, and mitigation measures that reduce air pollution and vehicle miles traveled from existing and new development.
- Encourage the reduction of air pollution impacts from new developments.
- Support and coordinate efforts that address strategies to reduce greenhouse gases and incorporate the latest scientific information into planning efforts.
- Promote energy efficiency, solar energy production, and other methods of reducing greenhouse gas production.
- Encourage local general plans to incorporate climate change strategies.
- Help establish baseline greenhouse gas emission rates for municipalities.
- Promote landscaping strategies that will reduce greenhouse gases.

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Energy

During the design and approval of transportation improvements implemented under the proposed 2007 RTP, the following energy efficiency measures shall be incorporated when applicable:

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Fresno COG shall encourage state and federal lawmakers and regulatory agencies to design programs to promote the expanded availability and use of renewable fuels.

Public Education

Fresno COG will conduct a public information program to educate the public about the connection between individual transportation behavior and global climate change, including options for reducing motor vehicle-related greenhouse gas emissions. This includes information on trip reduction, trip linking, public transit, bicycling and walking, and other transportation related issues provided through educational forums, informational resources and other communication opportunities. In addition, Fresno COG will work with cities and school districts to identify infrastructure needed to encourage walking, biking and carpooling, as well as develop and disseminate educational materials for students, teachers and parents.

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

In the Matter of: _____)

RESOLUTION ADOPTING
GREENHOUSE GAS POLICIES

GREENHOUSE GAS POLICIES)

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

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

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

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

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

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

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

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

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

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

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

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

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POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. F.

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2008-17

In the Matter of:)
)
Disadvantaged Business)
Enterprise Goals)

RESOLUTION ADOPTING THE
COG DISADVANTAGED
BUSINESS ENTERPRISE GOALS

WHEREAS, the Council of Fresno County Governments (COG) has been designated the Regional Transportation Planning Agency (RTPA) for Fresno County by the Secretary of the Business and Transportation Agency pursuant to Section 29532 of the California Code of Regulations (as amended by AB 402, 1977); and acting as the Metropolitan Planning Agency (MPO) (Federal Highway Act of 1974 and the Urban Mass Transportation Act of 1964, as amended, pursuant to the joint regulations-Code of Federal Regulations, Title 26, Part 450; Title 49, Part 613); and

WHEREAS, the COG is a recipient of Federal financial assistance; and

WHEREAS, the COG, as a condition of grant award, is required to adopt a goal for disadvantaged enterprise (DBE) participation in COG awarded contracts where federal financial assistance is provided pursuant to Code of Federal Regulations, Title 49, Part 26, as amended; and

NOW, THEREFORE, BE IT RESOLVED, that the COG adopts a goal of a minimum of 13% for DBE participation in federally assisted contract awards for the fiscal year 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: _____
Barbara Goodwin, Executive Director

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. H.

BILL NUMBER: AB 2522 AMENDED
BILL TEXT

AMENDED IN ASSEMBLY MAY 23, 2008

INTRODUCED BY Assembly Member Arambula
(Principal coauthor: Senator Florez)

FEBRUARY 21, 2008

An act to add Chapter 5.8 (commencing with Section 40610) to Part 3 of Division 26 of the Health and Safety Code, relating to air quality.

LEGISLATIVE COUNSEL'S DIGEST

AB 2522, as amended, Arambula. San Joaquin Valley Unified Air Pollution Control District.

~~(1) Existing~~

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 ~~by~~ to 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 quality standards.

The bill would authorize the San Joaquin Valley district to adopt rules and regulations to reduce vehicle trips in order to reduce air pollution from vehicular sources.

~~The district would be required to submit a specified proposal relating to vehicle fees. By imposing this duty on the San Joaquin Valley Unified Air Pollution Control District, the bill would impose a state-mandated local program.~~

~~(2) The bill would become operative only if SB 240 of the 2007-08 Regular Session is enacted and becomes effective.~~

~~(3) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.~~

~~This bill would provide that no reimbursement is required by this act for a specified reason.~~

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

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

SECTION 1. Chapter 5.8 (commencing with Section 40610) is added to Part 3 of Division 26 of the Health and Safety Code, to read:

CHAPTER 5.8. SAN JOAQUIN VALLEY CLEAN AIR ATTAINMENT PROGRAM

40610. The Legislature finds and declares as follows:

(a) Residents of the San Joaquin Valley suffer some of the worst air quality in the world. This poor air quality poses a significant threat to public health, the environment, and the economy of the valley.

(b) The extreme difficulty for the valley to meet state and federal ambient air quality standards requires an urgent and unified program that combines more strict clean air rules and regulations and ongoing funding to clean up those sources that cannot be regulated effectively.

(c) The purpose of this chapter is to establish a program for the San Joaquin Valley to achieve state and federal ambient air quality standards by the earliest practicable date.

40612. (a) In order to provide funding for air pollution control programs needed to achieve and maintain state and federal air quality, the district may do both of the following:

(1) Notwithstanding the limits on the amount of the motor vehicle fee specified in Sections 44223 and 44225, increase the fee established pursuant to these sections ~~by~~ to up to, but not exceeding, thirty dollars (\$30) per motor vehicle per year for the purposes of establishing and implementing incentive-based programs to achieve surplus emissions reductions that the district determines are needed to remediate air pollution harms created by motor vehicles on which the fee is imposed and that are intended to achieve and maintain state and federal ambient air quality standards required by the federal Clean Air Act (42 U.S.C. Sec. 7401 et seq.). Except for the amount of the fee, any increase shall be subject to Chapter 7 (commencing with Section 44220) of Part 5, including, but not limited to, the adoption of a resolution providing for both the fee increase and a corresponding program for expenditure of the moneys raised by the increased fees for the reduction of mobile source emissions.

(2) Notwithstanding Section 40717.9, adopt rules and regulations to reduce vehicle trips in order to reduce air pollution from vehicular sources.

(b) Fees adopted pursuant to this section are in addition to any other fees imposed by the district, and may be charged in any of fiscal years 2009-10 to 2023-24, inclusive. Fees may be assessed after the 2012-13 fiscal year only if the United States Environmental Protection Agency approves the district's proposed reclassification of its nonattainment status for ozone from severe to extreme. The fees adopted pursuant to this section are for the district portion of the total amount needed to achieve and maintain state and federal ambient air quality standards. At least ten million dollars (\$10,000,000) shall be used to mitigate the impacts of air pollution on public health and the environment in disproportionately impacted environmental justice communities in the San Joaquin Valley. The district board shall convene an environmental justice advisory committee, selected from a list given to the board by environmental justice groups from the San Joaquin Valley, to recommend the neighborhoods in the district that constitute environmental justice communities, and how to expend funds within these communities.

(c) (1) The fees adopted pursuant to this section shall become effective after the state board makes both of the following findings:

(A) The district has undertaken all feasible measures to reduce nonattainment air pollutants from sources within the district's jurisdiction and regulatory control.

(B) The district has notified the state board that fees have been adopted pursuant to this section and provided the state board with an estimate of the total funds that will be provided annually by each of those fees.

(2) The state board shall file a written copy of its findings made pursuant to this subdivision with the Secretary of State within two days of its determination.

(3) The fees adopted pursuant to this section shall be collected nine months after the requirements of paragraph (2) are met.

~~40613. (a) The Bureau of State Audits shall audit the district's assessment and expenditure of any fees authorized pursuant to Section 40612 every two years that the fee is assessed, and shall submit these audits to the Legislature within two weeks of their completion.~~

~~(b)~~

40613. The state board shall assess the district's progress in using any fees assessed pursuant to Section 40612 to achieve and maintain state and federal ambient air quality standards every two years that the fee is assessed, and shall submit these assessments to the Legislature within two weeks of their completion.

~~40614. The district shall submit an assessment to the Legislature by January 1, 2010, on the manner in which vehicle license fees or other types of fees could be imposed on vehicles that are not registered in the district, but that travel through the district.~~

~~SEC. 2. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.~~

~~SEC. 3. This bill shall only become operative if Senate Bill 240 of the 2007-08 Regular Session is enacted and becomes effective.~~

AB 2522

Page 1

ASSEMBLY THIRD READING
 AB 2522 (Arambula)
 As Amended May 23, 2008
 Majority vote

TRANSPORTATION 8-2 LOCAL GOVERNMENT 5-2

Ayes: DeSaulnier, Carter, Furutani, Karnette, Nava, Portantino, Ruskin, Solorio	Ayes: Caballero, De La Torre, Lieber, Saldana, DeSaulnier
Nays: Garrick, Huff	Nays: Houston, Smyth

APPROPRIATIONS 12-5

Ayes: Leno, Caballero, Davis, DeSaulnier, Eng, Huffman, Berg, Krekorian, Lieu, Ma, Nava, Solorio	
Nays: Walters, Emmerson, LaMalfa, Nakanishi, Sharon Runner	

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

- 1) Makes findings and declarations relative to the air quality of San Joaquin Valley and the need for expanded emission reduction programs in order to achieve and maintain state and federal ambient air quality standards.
- 2) Authorizes the San Joaquin Air District to increase the current \$6 vehicle license fee limit up to but not exceeding \$30 per vehicle per year for incentive-based programs to achieve surplus emissions reductions.

□

AB 2522

Page 2

- 3) Requires the adoption of a resolution providing for both the fee increase and a corresponding program for expenditure of the moneys raised by the increased fees for the reduction of mobile source emissions.
- 4) Authorizes the San Joaquin Air District to adopt rules and regulations to reduce vehicle trips in order to reduce air pollution from vehicular sources.
- 5) Authorizes the imposition of the fees until 2024. Provides that the fees may be imposed after fiscal year 2012-13 only if the United States Environmental Protection Agency approves the San Joaquin Air District's proposed reclassification of its nonattainment status for ozone from severe to extreme.
- 6) Requires that at least \$10 million of the fees collected be used to mitigate the impacts of air pollution on public health and the environment in disproportionately impacted environmental justice communities in the San Joaquin Valley.
- 7) Requires the San Joaquin Air District to convene an environmental justice advisory committee to recommend the neighborhoods that constitute environmental justice communities, and how to expend funds within those communities.
- 8) Prior to the fees being effective, requires the California Air Resources Board (ARB) to make two separate findings that the San Joaquin Air District:
- a) Has undertaken all feasible measures to reduce nonattainment air pollutants from sources within its jurisdiction and regulatory control; and,
 - b) Has notified ARB that fees have been adopted and has provided ARB with an estimate of the total funds that will be provided annually by the fees.
- 9) Requires ARB to file a written copy of its findings with the Secretary of State within two days of its determination.
- 10) Requires ARB to assess the San Joaquin Air District's progress in using any fees to achieve and maintain state and

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AB 2522

Page 3

federal ambient air quality standards every two years that the fees are assessed, and to submit these assessments to the Legislature within two weeks of their completion.

- 11) Provides that no local agency reimbursement is required from the State Mandates Claim Fund because the local agency has requested the authority from this legislation.

EXISTING FEDERAL LAW requires the United States Environmental Protection Agency, under the federal Clean Air Act, to establish national ambient air quality standards for criteria air pollutants at levels that are required to protect the public health with an adequate margin of safety. The federal act provides that state and local governments have primary responsibility for the control of air pollution.

EXISTING STATE LAW :

- 1) Establishes the San Joaquin Air District, consisting of the Counties of Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare, and that portion of the County of Kern that is within the San Joaquin Valley Air Basin, and requires the San Joaquin Air District to adopt and enforce rules and regulations to achieve and maintain ambient air quality standards, as provided.
- 2) Requires ARB to achieve the maximum degree of emission reduction possible from vehicular and other mobile sources in order to accomplish the attainment of state ambient air quality standards by the earliest practicable date.
- 3) Authorizes an air pollution control district designated by ARB as a state non-attainment area for any pollutant emitted by motor vehicles to levy a fee up to \$6 on motor vehicles registered within an air district. Requires an air district imposing such a fee to enact a resolution providing for both the fee increase and for a corresponding program for expenditure of the increased fees. The program must provide for the reduction of air

pollution from motor vehicles, and for related planning, monitoring, enforcement, and technical studies. After January 1, 2015, reduces the fee cap from \$6 to \$4.

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AB 2522
Page 4

- 4) Requires the San Joaquin Air District to adopt a schedule of fees on areawide or indirect emission sources that are regulated, but for which permits are not issued, to recover

its costs associated with these sources. Authorizes the San Joaquin Air District to impose an additional \$1 surcharge, to be paid to the Department of Motor Vehicles (DMV). DMV must deposit the revenue into the Motor Vehicle Account for allocation to the San Joaquin Air District for certain purposes, such as a clean fuels program and motor vehicle use reduction measures.

FISCAL EFFECT : According to the Assembly Appropriations Committee, substantial revenue, up to \$58 million in 2008-09 and \$78 million in 2009-10 and annually thereafter for up to 14 years, to the extent the San Joaquin Air District adopts a \$30 increase in the annual air pollution fee imposed on motor vehicles registered within the District and the fee is collected starting October 2009. Annual revenue generated by the increased fee would increase as the number of motor vehicles registered within the District increases.

COMMENTS : According to the author, "the San Joaquin Valley suffers some of the worst air quality in the world, which poses a significant threat to public health, the environment, and the economy of the valley. The Valley has the third highest fine particulate matter levels in the U.S. and is home to four of the five worst ozone-polluted cities in the U.S. One in three Valley families has a member with a respiratory ailment, and the poor air quality contributes to 460 deaths per year."

The author further asserts that this bill authorizes the San Joaquin Air District to increase the surcharge on vehicle licensing fees to \$30 annually, per motor vehicle. The funds generated will be used for incentive based air quality improvement programs to bring the San Joaquin Valley into compliance with state and federal air quality standards by the earliest practicable date.

Background: The Assembly Appropriations Committee contends that there are currently 2.6 million cars, trucks and motorcycles registered in the eight county area that comprises the San Joaquin Air District. Each owner of a motor vehicle registered in the Counties of Fresno, Kings, Madera, Merced, San Joaquin,

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AB 2522
Page 5

Stanislaus, and Tulare, and the valley portion of Kern County pays an annual \$6 fee, the revenue from which is earmarked for air quality programs related to vehicle use. In addition, the San Joaquin Air District is required to impose a \$1 fee on annual motor vehicle registration to reduce emissions through activities such as clean fuels programs and adoption of motor vehicle use reduction measures. These two fees combine to generate \$18 million annually, with a small percentage retained

by DMV to pay for its imposition and collection costs.

If the San Joaquin Air District fully exercises the authority provided by this bill, annual revenue generated by the \$36 air pollution fee would initially amount to \$94 million, an increase of \$76 million over current revenue generated by the combined \$7 in fees. Because population growth in the San Joaquin Valley is currently among the highest in California and is projected to continue to outpace the rest of the state, this revenue would increase substantially over the years.

Support: Supporters indicate that "poor air quality is a significant threat to public health, the environment, and the economy of the region. The San Joaquin Valley does not meet state and federal ambient air quality standards. Therefore, creating a program that combines more strict clean air rules and regulations and ongoing funding to clean up sources of air pollution is critical."

According to the San Joaquin Air District, "approximately 85% of the necessary emissions reductions will come from regulations, but a substantial increase in incentive funding will be necessary in order to achieve the remainder of the reductions necessary to attain federal air quality standards for ozone and particulate matter. The incentive funding is targeted at mobile sources of pollution that account for 80% of the nitrogen oxide emissions in the San Joaquin Valley."

Opposition: Writing in opposition, the Stop Hidden Taxes Coalition indicates that "In the past five years, the California Legislature and local governments have tried to impose more than \$7 billion in new taxes while avoiding constitutional approval requirements for tax increases. The strategy is to disguise taxes as mere regulatory "fees" in order to avoid the public debate and rigorous vote requirement that voters have repeatedly demanded before taxes are raised."

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AB 2522

Page 6

The California AAA Clubs assert that this bill "violates the California Constitution, which requires two-thirds local voter approval for special taxes (California Constitution, Article XIII C, Section 2(d)). Special taxes are imposed for specific purposes (Article XIII, Section 1(d)). The surcharges proposed in AB 2522 would be assessed only against automobiles and not fairly apportioned among all sources of the pollution. In addition, the vehicle owners who must pay the assessment derive no special benefit above and beyond the general public. As such, the surcharge is not a fee but rather a tax which must be presented to the electorate and approved with a supermajority

vote."

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POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. I.

2007

Regional Transportation Plan

Amendment #1



INTRODUCTION

The Council of Fresno County Governments (Fresno COG) is the Regional Transportation Planning Agency (RTPA) for the Fresno County region, a designation given by the State of California. Under federal legislation, it is also designated as the Metropolitan Planning Organization (MPO). Working with technical advisory committees, interested citizens, and other government agencies, a coordinated effort has been made to develop a multimodal regional transportation system plan for Fresno County.

The 2007 Regional Transportation Plan (RTP), adopted in May 2007, is a comprehensive assessment of all forms of transportation available in Fresno County and of needs for travel and goods movement projected into the future until the year 2030. Development of the RTP is a process of intergovernmental cooperation, coordination and long-range planning which has involved the fifteen cities, Fresno County, staff from related local public agencies, the Air District, Caltrans, and the public. This process has been accomplished within the framework of the Fresno COG, which is the Regional Transportation Planning Agency (RTPA) for the Fresno County area. Updated editions are required every four years and are refinements of the original and subsequent plans. It is required under state and federal planning regulations; projects cannot be programmed for state or federal funding, nor implemented, unless identified in the RTP.

Federal and State legislation mandate that long range transportation planning be done every four years for a period of at least 20 years into the future. The 2007 version of the Regional Transportation Plan is a reflection of the federal directives embodied in Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Clean Air Act Amendments of 1991. These acts require that Regional Transportation Plans include only those projects which can actually be delivered with funds expected to be available, and that those projects will help attain and maintain air quality standards.

This plan specifies those projects and programs that can be funded throughout the life of the plan, and evaluates them through a process of computer modeling, to determine their impacts upon air quality. This is called demonstrating "conformity" with adopted air quality targets. Projects will only be evaluated for conformity if they have a strong likelihood of being funded. The financial element of the plan will advocate for a stable and equitable approach to statewide funding, so that the entire Valley can respond appropriately to the needs of a growing population, environmental quality, and the continuing needs of both maintenance and innovation in transportation systems.

2007 RTP AMENDMENT #1

Policy Element

The Policy Element of the RTP addresses legislative, planning, financial and institutional issues and requirements, as well as any areas of regional consensus. The Policy Element provides guidance to decision-makers regarding the implications, impacts, opportunities and options that will result from RTP implementation. The proposed Amendment #1 continues to support the goals, policies, and actions of the 2007 RTP.

Needs Assessment & Action Element

The Needs Assessment & Action Element establishes a plan of action for the region to meet identified transportation needs and issues consistent with the goals and policies of the RTP. Amendment #1 updates the Urban Mass Transportation section to address the potential for Bus Rapid Transit within the City of Fresno.

Financial Element

Fresno COG adopted the 2007 RTP to comply with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) planning regulations. SAFETEA-LU planning regulations require that the RTP's revenues and costs be shown in year of expenditure dollars. In addition, all projects to be included in the Federal Transportation Improvement Program (FTIP) must be fully funded in the RTP, and include estimated total project cost.

The proposed amendment incorporates changes in the financially constrained and unconstrained project lists to reflect constantly changing priorities of local jurisdictions and regional agencies. The Financial Element of the 2007 RTP was developed with rate of inflation and rate of growth estimates consistent with the requirements of SAFETEA-LU; Amendment #1 continues to reflect and clarifies percentages used to calculate year of expenditure dollars for revenues and costs.

Projects included in the Financially Constrained List have undergone air quality conformity analyses to ensure that they contribute to the region's compliance with state and federal air quality regulations.

Attached are several projects added to the Unconstrained Project List, which incorporates the region's unbudgeted "vision". These projects represent alternatives that could be moved to the constrained program if proper funding can be identified. Status as an unconstrained project does not imply that the project is not needed; rather, it simply cannot be accomplished given the fiscal constraints facing the Fresno region. Unconstrained projects are not included in the air quality conformity analysis.

The financial analysis indicates that the 2007 RTP remains fiscally constrained with amendments of these projects. The air quality conformity analysis indicates emissions for ozone precursors, particulate matter, and carbon monoxide remain below established mobile source emissions budgets.

Chapter 4

Needs Assessment and Action Element

4.4 Urban Mass Transportation

4.4.1 Overview

The purpose of the Regional Transportation Plan's Mass Transportation section is to review the existing and planned transit services and determines those improvements that will provide the greatest benefit while maintaining a high level of system efficiency. The following section has been updated to incorporate Bus Rapid Transit into the discussion

4.4.5 Proposed Actions

Short-Range Transit Plan

Fresno Area Express

The most recent Short-Range Transit Plan (SRTP) for the Fresno-Clovis Metropolitan Area was adopted on June 30, 2005. The Plan represents a short-range evaluation of transit needs and proposes specific recommendations for implementing the long-range objectives of the RTP. The Plan guides the provision of transit services in the FCMA over a five-year period, and sets forth an action plan commensurate with reasonable needs and available funding. The SRTP and this RTP are being amended to reflect the findings and recommendations of the Long-Range Transit Master Plan that was completed February 2002.

In order to achieve the goal of maintaining financial stability, FAX must continuously seek improvements in service productivity and cost effectiveness. Since the majority of FAX's budget is spent to provide service on the street, it is critical that service be regularly monitored to ensure these resources are being utilized to the fullest extent possible. FAX has addressed system productivity by instituting an ongoing program of service evaluation to identify inefficient use of resources and respond with corrective measures.

The primary assessment of transit service is accomplished by measuring individual route performance using FAX's route evaluation process. When appropriate, corrective action is taken to modify route alignments, change the service schedule to ensure that resources are used in the most productive manner. There are many methods for evaluating the efficiency and effectiveness of public transportation service. Because each method has unique strengths and weaknesses, FAX employs several service evaluation methods. Among the methods used are: peer review analysis, system minimum/maximum standards assessment, and passenger surveys.

Peer Review Analysis uses standard service measurement criteria to compare one agency's system performance against another. This kind of analysis is most valuable when standard, well controlled data sets are available, and when the systems being evaluated have similar operating environments.

The System Minimum/Maximum Standards Assessment uses standards that are established both through legislation and local effort. From a legislative perspective, Federal and State regulations require public transit operators to provide and maintain service in some very specific ways. The Federal Transit Administration has regulations governing the provision of "Charter Service." Also, Title VI of the Civil Rights Act of 1964 states the following:

"No person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discriminations under any program or activity receiving Federal financial assistance."

As part of the Title VI regulations, FAX must provide a Title VI Evaluation Report every three years. There are two sections to this report. The first section, *General Reporting Requirements*, contains information concerning active lawsuits and complaints, a description of any pending applications for Federal financial assistance, a summary of civil rights compliance review activities, FTA civil rights assurances, and fixed-facility impact analysis. The second section, *Program Specific Requirements*, contains information regarding the Title VI internal review process for service delivery, the internal monitoring process, the service standard policies, and a description of service changes specific to the Fresno Area Express fixed-route transit system and its impacts on the minority population. The Title VI assessment is designed to ensure that FAX provides its services equally among various population groups. Specifically, census tracts designated as "Minority Census Tracts" must be evaluated and compared to Non-Minority Census Tracts to determine whether any discriminatory practices are evident.

The State Transportation Development Act (TDA) regulations require FAX to maintain a minimum 20 percent farebox recovery ratio. The TDA also places restrictions on the use of State Transit Assistance (STA) Funds. Regulations require transit agencies to keep cost increases under the State Cost of Living Index (CPI). If cost increases exceed the State CPI, transit agencies are not allowed to use STA Funds for operating expenses. Finally, local and regional concerns are used to develop minimum productivity standards. For FAX, these standards are developed through a coordinated, comprehensive, continuous process carried out by the Council of Fresno County Governments (COFCG). The COFCG's Regional Transportation Plan (RTP) and Short-Range Transit Plan for the Fresno-Clovis Urbanized Area (SRTP), set guidelines for service evaluation. Additionally, each year the COFCG prepares the Annual Transit Productivity Analysis. This document assesses all public transit operators in Fresno County, and reviews the most recent Triennial Audit recommendations.

In 1981, a Transit Corridor Analysis was completed which evaluated the efficiency and effectiveness of service on a route-by-route basis. At that time, service measures were developed to assist in evaluating individual route performance in relation to the system-wide performance. Those minimum performance measures continue to be the basis of local service evaluation. At a minimum, an individual route should exceed 60 percent of the system-wide average for a number of key passenger productivity indicators. The 60 percent figure is an overall industry standard that assumes a transit system may tolerate some low performing routes if they provide an important component of the system, and especially if the component helps meet the needs of the transit dependant riders. Cost performance measures should not exceed 140 percent of the total system average, with 140 percent representing the system maximum.

Passenger surveys allow public transit operators to include human aspects of service in the evaluation mix. Measurements of satisfaction, friendliness, and of opinions about services provided are most appropriately collected through customer surveys. Additionally, customer surveys provide an effective way to measure customer expectations and needs, and provide valuable information for quality decision making.

FAX utilizes a variety of survey methods including inexpensive self-administered surveys that are provided in every schedule guide, and more detailed and expensive on-board interviews. These surveys are used to collect information that is required by Federal and State agencies including passenger demographics, origin/destination information, and travel habits. This data also provides FAX with insights into the concerns of our passengers. For example, it was one of these passenger surveys that allowed FAX to prioritize service improvement options and select night service in 1999.

Clovis Transit

Clovis Transit has also been affected by limited funding, which necessitated changes with an added emphasis on efficiency. Route changes will be implemented based upon demand, reducing transfers and

elimination of unproductive routes or portions of routes. Increased emphasis will continue to be placed on peak-hour service.

Clovis Transit will continue to monitor existing services for productivity and internal efficiencies. Efforts to coordinate services among transit systems for maximum delivery of service throughout the region will also continue. Ongoing coordination and consolidation of all Clovis transportation service for social service agencies will continue to be the focus of Clovis' specialized services.

Long-Range Improvement Plan

Fresno, like other Central California cities, is expected to continue experiencing a high rate of growth and development over the next twenty years. This growth will bring both opportunities (new jobs, new housing and increased prosperity) and problems (increased traffic congestion, air pollution and general over-crowding).

The Fresno urban area is no stranger to some of these problems. Fresno has experienced explosive growth, especially in the northern neighborhoods abutting Herndon Avenue. On one hand, this growth has been good because it has increased the stock of affordable housing and created thousands of jobs in construction and related industries. On the other hand, the increase in automobile traffic associated with this growth is having an effect on both traffic congestion (collector streets and arterials) and air pollution.

Will things get worse? The population of the FCMA, according to the State Department of Finance, is expected to surpass 1 million within the next twenty years. According to the COG Travel Model, traffic congestion throughout the FCMA will reach a 'significant' level by 2010 and 'serious' level 2020.

Increased congestion impacts not just cars but buses as well. How? An increase in congestion increases the time it takes for a bus to make a round-trip, which, in turn, increases the number of buses, needed just to maintain the current level of service. In other words, it ends up costing more to keep doing the same thing. Even a small decrease in the average speed along a corridor can translate into the need to one or two extra buses on a route. This in turn can increase annual operating costs by several hundred thousand dollars. In the near future as much as 25% of a bus' total round-trip time could be spent waiting at red lights or creeping along in stop and go traffic.

Public transit operators and policy makers must give serious consideration to how competitive transit can or should be with private automobiles. If FAX, or any other transit operator, is expected to play an earnest role in economic development, environmental justice or improving air quality, then it will be necessary to offer a system which is competitive with the private automobile. If so, that system will look vastly different from the system on the street today. The question then becomes, is the community ready to commit the resources needed for transit to be a viable alternative to the ubiquitous automobile?

The Fresno Area Express (FAX) Long-Range Transit Master Plan (FAX LRTP) provides a vision of what public transit might/should look like in twenty years based on adopted regional and local goals and objectives. The Plan presents an evaluation of current and future transit needs and issues, plus recommendations for creating a system to address those needs in an effective and efficient manner. The Plan has two primary components: A long term (2020) vision for public transit, and a five-year short-term plan that supports the longer term vision.

The current FAX system, as with many other areas around the county including those within Fresno County, is one that primarily addresses social service transportation needs. The typical FAX passenger tends to come from a transit dependent household and has few, if any options other than riding the bus. If public transit is going to play a role in addressing mobility and air pollution challenges, the system will need to be structured, or restructured, in a manner that can attract choice riders. It must become competitive with the automobile.

With limited resources, shifting the service objectives of the FAX system could result in the need to make some difficult trade-offs. A system that is designed to be competitive with the automobile is not always

appropriate for serving social service needs. This could become an issue for current riders and social service agencies. The question is, how limited resources will be distributed between competing needs. The FAX LRTP identifies two short-term scenarios as well as long-term strategies that build upon these scenarios.

(1) *Short-term scenario A* focuses all resources toward maximizing system-wide ridership. This scenario reduces service in areas that currently generate low ridership, while increasing the frequency of service to every 15 minutes all day in areas of high ridership. The service assumes a 25 percent increase in resources and suggests that ridership growth in the range of 35-50% is conceivable.

(2) *Short-term scenario B* retains coverage to all areas now served, and even expands the coverage area to include most developed parts of the city. Relatively few improvements are made to increase productivity, although some frequencies are improved. This scenario is likely to increase the growth rate in ridership slightly, but at a rate below that of Scenario A. To date, this has been the scenario of choice for FAX and other Fresno County service providers.

For long-term growth, the service plan recommends the implementation of either of the short-term scenarios, and then to grow service only as funding resources permit. The approach presumes that the 30% growth in travel projected for the region will occur overwhelmingly in the form of single-occupant auto trips. The long-term recommendations urge Fresno to aggressively seek funding for a major expansion and "reinvention" of the rubber-tired transit system, as well as for major high capacity transit projects.

The 2002 FAX LRTP identified four corridors that could potentially support high capacity transit to be considered in a future Federal Major Investment Study. The corridors include Ventura/Kings Canyon, Shaw Avenue, Cedar Avenue and Blackstone Avenue. Data collected during the preparation of the FAX LRTP including residential and employment densities, current and planned land uses, and current FAX ridership travel demand analysis showed these corridors to be the most viable within the FCMA. As recommended in the Plan, the City of Fresno completed an Alternative Mass Transportation Pre-Major Investment Study. (PreMIS). This study was completed in two phases. Phase I of the study, "Developing a Vision for High Capacity Transit", conducted the outreach necessary to inform the public and key stakeholders about the realistic potential for high capacity transit service within the study areas. This phase also developed a set of policy and strategy recommendations that will enhance transit supportive development. Phase II of the study focused on the choice corridor for more detailed cost, ridership and mode-split projections.

FAX undertook an update of the Long-Range Transit Master Plan (LRP) update in January 2007. Much of the work was the development of a Bus Rapid Transit (BRT) Plan for the FCMA. The work has included public outreach, corridor selection as well as ridership and cost modeling. The final plan includes an evaluation of the steps necessary to seek federal Small Starts funding. In addition to the service planning, the LRP includes a task to evaluate 'Urban Growth Management Transit District' or similar development fees to support transit infrastructure.

The preferred corridor for the FAX's first BRT line will operate on Ventura/Kings Canyon Boulevard between Fowler Avenue on the east and the CBD following the current FAX Route 28 alignment. A possible interlined corridor traveling from the CBD to Manchester Transit Center via Fresno City Collage is being considered as part of this first BRT service. The proposed corridor is comprised of segments of FAX's most productive routes. Other corridors identified in the Plan include Cedar Avenue (FAX Route 38); Shaw Avenue (FAX Route 9) including service to Clovis; and Blackstone Avenue (FAX Route 30)

The current FAX system, as with many other areas around the county including those within Fresno County, is one that primarily addresses social service transportation needs. The typical FAX passenger tends to come from a transit dependent household and has few, if any options other than riding the bus. If public transit is going to play a role in addressing mobility and air pollution challenges, the system will need to be structured, or restructured, in a manner that can attract choice riders. BRT service promises to

provide significant reductions in travel time and improvements in service reliability that will attract more choice riders.

The Fresno COG is also undertaking Phase II of the Public Transportation and Infrastructure Study (PTIS). The purpose of the PTIS is to evaluate mobility needs and opportunities, and to identify strategies for public transit and transit supportive infrastructure development that will result in wider acceptance and use of non-automobile transportation modes such as public transit, bicycle and pedestrian travel. In addition to the development of viable alternative public transportation options for Fresno County, this study seeks to develop ridership projections and cost estimates for various scenarios that will be used to establish a long-range plan leading to optimum connectivity within the region.

Phase I of the PTIS evaluated existing and planned land uses, mapped residential and employment densities, and identified primary travel corridors for communities outside of the Fresno/Clovis Metropolitan Area (FCMA). Phase I also reviewed existing land use policies and developed a set of transit supportive recommendations.

Discussion

Coordination of Fares and Schedules

Management and staff from FAX, Clovis Transit, Fresno County Rural Transit Agency, and Fresno County Economic Opportunities Commission meet regularly to discuss ongoing planning projects and reports, service issues, and connectivity among systems. Coordination of fares and schedules is an ongoing topic at these meetings. FAX now includes Clovis Roundup schedules with the FAX Schedule Guide, and in October 2004, Clovis Roundup and FAX initiated the Metro Pass, a new regional pass that is accepted on both systems. Information for both systems is available by phone at 559-621-RIDE.

In addition, a regional farebox system that could facilitate a regional pass program was included as part of the COG's "One Voice" program. FAX is the lead agency in the procurement of a new Automated Fare Collection System that will accomplish many of the benefits of forming a regional transit agency without the necessity of forming a new regional political structure.

Transit Interface

COG continues to publish the *Fresno County Transportation Guide*. The Guide is a bilingual (English/Spanish), user friendly booklet which describes in detail the availability of mass transportation services throughout the county. The Guide includes information on regional, inter-city, and local transportation providers; information on transportation services to many popular destinations; and clear direction on how to plan trips and make connections within and between systems and modes. The document includes several colored maps. The COG continues to revise the document each time it is published.

Public/Private Sector Coordination

FAX continues to contract with the private sector for many services which can be provided more reliably and economically. The maintenance department contracts to private firms for a variety of services including major overhauls and vehicle painting. FAX also contracts with private firms for special studies, surveys, marketing projects, technical training and administrative equipment servicing. Planning and related services are now contracted with the Council of Fresno County Governments. Many administrative support services such as legal, personnel, communications, finance, data processing and purchasing are performed by other city departments. Municipal code and labor contracts preclude some outside service contracting.

Inter-city Rail

Amtrak currently provides inter-city passenger rail service for six round trips daily. Freight is carried along both the Burlington Northern Santa Fe and the Union Pacific railroads.

Passenger Rail Project Priorities:

Passenger rail priorities currently facing Fresno include:

- Preservation of abandoned railroad right-of-way and trackage
- The California High Speed Rail Project
- Assessment of future light rail potential

A more detailed discussion of rail issues can be found elsewhere in this document (Section 4.8) under the heading *Rail*.

Chapter 5

Financial Element

5.1 Introduction

The Financial Element of Fresno COG's 2007 Regional Transportation Plan (RTP) is intended to provide the costs and revenue assumptions necessary for decision makers to implement the RTP. These assumptions include revenue estimates for specific governmental funding programs, local contributions and tax initiatives. The intent of the financial assumptions is to provide a level of financial detail adequate for options to be exercised by State and local decision makers.

5.6 Financially Constrained Project Lists

The financially constrained projects within Fresno COG's current Federal Transportation Improvement Program are programmed between the years 2008/09 thru 2011/12. Costs are current total project costs, including a Rate of Growth of 3.5%, as required to be submitted to Fresno COG at the time of application. Projects identified include those from the current and future Measure C programs, Regional Choice program, RSTP, CMAQ, TE, SHOPP and various assorted federal and state programs. All candidate projects are consistent with those identified in the Caltrans Interregional Improvement Program (IIP) and the Regional Transportation Improvement Program (RTIP). In addition, all candidate projects are considered with the regional goals, policies, and objectives identified in Chapter 3.

Exhibit 5-6 has been revised and includes the complete listing of the candidate list of regional transportation projects that have been modeled for air quality conformity and are financially constrained based on anticipated available revenues over the life of the RTP. Exhibit 5-6(a) lists projects that have been added to the "vision", or financially unconstrained project list for Fresno County.

Exhibit 5-10 is the multi-modal list of projects that have been identified for funding through the reauthorization of Measure "C". All projects on this \$1.7 billion list are to be funded by future Measure "C" revenue. In total, all of the identified projects add up to approximately \$4.48 billion, including 3.5% Rate of Growth. Additional information on the implementation of Measure C projects and programs is available in Appendix E of the 2007 RTP and the Measure C Expenditure Plan. Exhibit 5-11 shows the financial constraint summary for the 2007 RTP, including Amendment #1.

2007 RTP Amendment #1
Exhibit 5-6. Regionally Significant Project Listing

Exhibit 5-6. Regionally Significant Protect Listing												
Jurisdiction/ Agency	RTP	CTIPs	Facility Name/Route	Project Limits	Type of Improvement	Estimated Cost	Conformity Analysis Year (project open to traffic)					
							2010	2011	2014	2017	2020	2023
County of Fresno	514	203000000144	Academy	Manning to SR 180	2 LU to 4 L Expressway	\$21,000,000	X	X	X	X	X	X
County of Fresno	510	203000000144	Academy	Manning to Mountain View	Improve 2 lane facility	\$8,000,000	X	X	X	X	X	X
Sanger	1046	203000000419	Academy	11th to North	Overlay/Reconstruct 4 LU to 4 L w/2WLT	\$1,600,000						
Clovis	271		Ashlan	Locan to Dewolf	3 LU to 4 LU	\$2,000,000	X	X	X	X	X	X
City of Fresno	197		Ashlan	Blythe to SR 99	2 LD to 4 LD	\$800,000	X	X	X	X	X	X
Clovis	302		Ashlan	Fowler to Armstrong	2 LU to 4 LD	\$2,300,000	X	X	X	X	X	X
Clovis	400		Ashlan	Armstrong to McKelvy	3 LD to 4 LD Incl Median Landscaping	\$900,000	X	X	X	X	X	X
Clovis	305		Ashlan	Dewolf to Leonard	2 LU to 4 LD	\$3,500,000	X	X	X	X	X	X
Clovis	303		Ashlan	Leonard to McCall	2 LU to 4 LD	\$7,000,000	X	X	X	X	X	X
City of Fresno	195		Ashlan	Cornelia to Blythe	2 LD to 4 LD	\$500,000	X	X	X	X	X	X
City of Fresno	208		Ashlan	Grade separation @ UPRR & SR 99 interchange	Interchange Improvements	\$25,000,000				X	X	X
City of Fresno	196		Ashlan	Polk to Cornelia	2 LU to 4 LD	\$2,500,000				X	X	X
City of Fresno	940		Ashlan	Garfield to Grantland	Unconstructed to 4 LD	\$1,000,000				X	X	X
City of Fresno	106		Ashlan	Bryan to Polk	2LD to 4 LD	\$1,350,000				X	X	X
City of Fresno	108		Ashlan	Grantland to Bryan	2 L to 4 LD	\$650,000				X	X	X
County of Fresno	564		Auberry	Copper to Millerton (W)	2 LU to 4 LD	\$22,250,000	X	X	X	X	X	X
City of Fresno	153		Brawley	Palo Alto to Herndon	2 LU to 4 LD	\$300,000		X		X	X	X
City of Fresno	212		Brawley	S of Shaw to Ashlan	2 LU to 4 LD	\$1,000,000				X	X	X
City of Fresno	198		Cedar	Belmont to SR 180	Widen to 6 L	\$5,000,000				X	X	X
City of Fresno	229		Cedar	Grant to Belmont	4 LD to 6 LD	\$3,000,000				X	X	X
County of Fresno	513		Central	SR 99 to Clovis	2 L to 4 LD	\$1,000,000				X	X	X
County of Fresno	529		Central	Maple to Golden State	2 LU to 4 LD	\$1,000,000				X	X	X
County of Fresno	515		Central	Goldenstate to Clovis	2LU to 4 LD	\$800,000				X	X	X
County of Fresno	512		Chestnut	American to SR 99	Widen to 4 LD Highway	\$1,500,000	X	X	X	X	X	X
County of Fresno	139		Clovis	Kings Canyon to McKinley	4 LD to 6 LD	\$3,400,000	X	X	X	X	X	X
City of Fresno	205		Clovis	McKinley to City of Clovis	4 LD to 6 LD	\$1,200,000	X	X	X	X	X	X
Clovis	291		Clovis	Alluvial to Nees	3 LD to 4 LD	\$1,200,000	X	X	X	X	X	X
Clovis	410		Clovis	Nees to Teague	2 L to 4 LD	\$17,000,000	X	X	X	X	X	X
Clovis	293		Clovis	Copper to Shepherd	Construct new 6 L divided arterial	\$5,000,000			X	X	X	X
City of Fresno	217		Copper	Friant to Cedar	2 LU to 6 LD	\$3,500,000				X	X	X
City of Fresno	1045		Copper	Cedar to Willow	2 LU to 4 LD	\$9,750,000				X	X	X
Clovis	286		Copper	Willow to Clovis	2 LU to 4 LU	\$1,500,000				X	X	X
City of Fresno	1048		Copper	Cedar to Willow	4 LD to 6 LD					X	X	X
Clovis	309		Copper-Clovis Couplet	Construct Bellway Interchange at Clovis and Shepherd	Unconstructed to 6 LD	\$10,000,000				X	X	X
City of Fresno	921		Divisadero	SR 41 on/off ramps	Additional SB off lane and dual lefts on Divisadero at NB on ramp	\$2,000,000				X	X	X
City of Fresno	964		Elm	Central to North	2 LU to 4 LD	\$1,000,000				X	X	X
City of Fresno	920		Friant	SR 41 to Audubon	6 LD to 8 LD	\$3,000,000				X	X	X
City of Fresno	248		Friant	Shepherd to Copper	4 LD to 6 LD	\$18,000,000				X	X	X
City of Fresno	234		Grantland	Shields to Ashlan	2 LU to 6 LD	\$4,000,000				X	X	X
City of Fresno	976		Grantland	Belmont to Shields	2 LD to 4 LD	\$1,000,000				X	X	X
City of Fresno	974		Grantland	Shaw to Parkway	2 LU to 4 LD	\$1,800,000				X	X	X
City of Fresno	975		Grantland	Shaw to Veterans	2 LU to 4 LD	\$600,000				X	X	X
City of Fresno	1037		Grantland/Veteran's Blvd	Ashlan to Gettysburg	New 6 LD Superarterial	\$1,500,000				X	X	X
City of Fresno	119		H St	Belmont to Ventura	2 LU to 4 LD	\$10,000,000	X	X	X	X	X	X
Clovis	288		Herndon	Clovis to Tollhouse	4 LD to 6 LD	\$1,500,000		X	X	X	X	X
City of Fresno	1031		Herndon	Marks to Valentine	4 LD to 6 LD	\$1,900,000	X	X	X	X	X	X
City of Fresno	1032	203000000369	Herndon	SR 99 to Weber	2 LU to 4 LD	\$3,200,000	X	X	X	X	X	X
Clovis	1069	203000000370	Herndon	Sunnyside to Fowler	4 LD to 6 LD	\$1,500,000	X	X	X	X	X	X
Clovis	1070		Herndon	Fowler to Tollhouse	4 LD to 6 LD	\$1,200,000	X	X	X	X	X	X
City of Fresno	200		Herndon	SR 41 to Fresno	Add new WB auxiliary lane for SB on-ramp	\$1,500,000				X	X	X
City of Fresno	1033		Herndon	Valentine to Milburn	4 Ld to 6 LD	\$5,000,000				X	X	X
City of Fresno	1035		Herndon	Polk to Weber	4 LD to 6 LD	\$2,000,000				X	X	X
City of Fresno	1036		Herndon	Milburn to Polk	4 LD to 6 LD	\$3,500,000				X	X	X
City of Fresno	115		Hughes	Neilson to McKinley	2 LU to 4 LD	\$3,000,000				X	X	X
City of Fresno	1023		Hughes	Church to Whites Bridge	2 LU to 4 LU	\$1,500,000				X	X	X

2007 RTP Amendment #1

Exhibit 5-6. Regionally Significant Project Listing

Exhibit 5-6. Regionally Significant Project Listing												
Jurisdiction/ Agency	RTP Project ID	CTIPs Project ID	Facility Name/Route	Project Limits	Type of Improvement	Estimated Cost	Conformity Analysis Year (project open to traffic)					
							2010	2011	2014	2017	2020	2023
City of Fresno	260		Jensen	Fruit to Martin Luther King Blvd	2 LU to 4 LD	\$1,500,000				X	X	X
City of Fresno	237		Jensen	Cherry to Clovis	4 LD to 6 LD	\$25,000,000					X	X
City of Fresno	118		Jensen	Marks to Fruit	2 LU to 4 LD	\$3,000,000						
City of Fresno	121		Jensen	Clovis to McCall	4 LD to 6 LD	\$4,000,000				X		
City of Fresno	194		Kings Canyon	Fowler to Temperance	2 LU to 4 LD	\$1,000,000						
City of Fresno	125		Kings Canyon	Chestnut to Fowler	2 LU to 6 LD	\$25,000,000						
Reedley	693		Manning	At Kings River	Bridge Replacement	\$10,000,000	X	X	X	X	X	X
County of Fresno	543		Manning	Buttonwillow to Alla	2 LU to 4 LD	\$3,000,000						
Reedley	675		Manning	Reed to Columbia	2 LU to 4 LD	\$6,000,000						
County of Fresno	542		Manning	Alta to Hill	2 LU to 4 LD	\$3,000,000	X	X	X	X	X	X
City of Fresno	116		Marks	Jensen to Whitesbridge	2 LU to 4 LD	\$3,495,000			X			
City of Fresno	987		Marks	Weber to Dakota	2 LU to 3 LU	\$2,400,000						
City of Fresno	117		Marks	Nelissen to McKinley	2 LU to 4 LD	\$1,900,000						
City of Fresno	142		Marks	McKinley to Parkway	2 LU to 4 LD	\$1,300,000						
City of Fresno	986		Marks	North to Jensen	2 LU to 6 LD	\$6,700,000						
Clovis	338		McCall	Griffin to Shaw	2 LU to 6 LD	\$8,300,000						
Clovis	336		McCall	Shaw to Bullard	3 LU to 6 LD	\$10,300,000						
Clovis	337		McCall	Bullard to Herndon	2 LU to 6 LD	\$30,000,000						
Clovis	444		McCall	Herndon to Shepherd	2 LU to 6 LD	\$15,000,000						
City of Fresno	238		McKinley	Grantland to Golden State	2 LU to 4 LD widen SR 99 bridge	\$8,600,000				X		
County of Fresno	549		Millerton	Friant to Table Mountain	2 LU to 4 LD							
County of Fresno	511		Millerton	Table Mountain Rd to Auberry Road	2 LU to 4 LD	\$4,400,000						
City of Fresno	112		Motel Dr.	Herndon to Ashlan	2LD to 4 LD	\$5,100,000				X		
County of Fresno	553		Mountain View	Bethel to e/o Smith (Tulare County Line)	2 LU to 4 LD	\$8,000,000				X		
City of Fresno	239		North	Cedar to Chestnut	2 LU to 4 LU	\$1,500,000				X		
City of Fresno	994		North	Walnut to Hwy 41	2 LU to 4 LD	\$2,500,000				X		
City of Fresno	261		North	Orange to Cedar	2 LU to 4 LD, improve SR 99 interchange	\$12,500,000						
City of Fresno	192		Peach	Butler to Belmont	2 LU to 4 LD	\$10,000,000				X		
City of Fresno	193		Peach	Jensen to Butler	2 LU to 4 LD	\$1,500,000				X		
City of Fresno	1002		Peach	North to Jensen	2 LD to 4 LD	\$700,000						
City of Fresno	131		Polk	Gettysburg to Shaw	2 LU to 4 LD	\$5,000,000				X		
City of Fresno	913		Polk	Olive to Belmont	2 LD to 4 LD	\$1,000,000				X		
City of Fresno	1001		Polk	Olive to McKinley	Unconstructed to 4 LD	\$500,000				X		
City of Fresno	161		Polk	Shields to Gettysburg	2 LU to 4 LD	\$1,500,000				X		
City of Fresno	220		Polk	McKinley to Shields	2 LU to 4 LD	\$1,000,000						
City of Fresno	676	203000000417	Reed	Manning to South	2 LU to 4 LD	\$3,495,000	X	X	X	X	X	X
Reedley	677		Reed	Olson to 11th St	2 LU to 4 LD	\$3,500,000						
County of Fresno	556		Reed	Reedley City Limit(South ave.) to Goodfellow	2 LD to 4 LD	\$6,000,000						
Clovis	908		Shaw	Locan to Dewolf	2 LU to 6 LD	\$4,100,000				X		
Clovis	392		Shaw	Clovis to Temperance	4 LD to 6 LD	\$2,000,000				X		
Clovis	931		Shaw	DeWolf to Highland	2 LU 6 LD	\$8,300,000				X		
Clovis	354		Shaw	Highland to McCall	2 LU to 6 LD	\$12,300,000				X		
City of Fresno	243		Shaw	Veterans Blvd to Golden State	2 LU to 6 LD	\$4,000,000						
City of Fresno	265		Shaw	Garfield to Grantland Diagonal	2 LU to 4 LD	\$1,000,000						
County of Fresno	558		Shaw	McCall to Academy	2 LU to 4 LD	\$6,000,000						
Clovis	359		Shepherd	Willow to 1/4 Mile east	2 LU to 3 LD	\$1,500,000	X	X	X	X	X	X
Clovis	393		Shepherd	Willow to Clovis	3 LU to 4 LD	\$4,000,000				X		
Clovis	370		Shepherd	Temperance to Dewolf	3 LD to 4 LD	\$1,300,000				X		
City of Fresno	132		Shepherd	Cedar to Maple	2 LU to 4 LD	\$500,000				X		
City of Fresno	166		Shepherd	Chestnut to Willow	2 LU to 4 LD	\$500,000				X		
Clovis	910		Shepherd	Clovis to Fowler	3 LD to 4 LD	\$2,600,000				X		
Clovis	911		Shepherd	Fowler to Armstrong	3 LD to 4 LD	\$1,600,000				X		
Clovis	356		Shepherd	Armstrong to Temperance	3 LU to 4 LD	\$1,400,000				X		
City of Fresno	122		Shields	Armstrong to Temperance	2 LD to 4 LD	\$2,000,000	X	X	X	X	X	X
City of Fresno	113		Shields	Cornelia to Parkway	2 LU to 4 LD	\$3,000,000				X	X	X
City of Fresno	100		Shields	Fowler to Armstrong	2 L to 4 L	\$3,000,000						

2007 RTP Amendment #1

Exhibit 5-6. Regionally Significant Project Listing

Exhibit 5-6. Regionally Significant Project Listing												
Jurisdiction/ Agency	RTP Project ID	CTIPs Project ID	Facility Name/Route	Project Limits	Type of Improvement	Estimated Cost	Conformity Analysis Year (project open to traffic)					
							2010	2011	2014	2017	2020	2023
City of Fresno	147		Shields	Sunnyside to Fowler	2 LU to 4 LD	\$1,000,000				X	X	X
	247		Shields	Grantland to Cornelia	2 LU to 4 LD	\$2,500,000						X
	47		Shields	AI SR 99	Construct overcrossing	\$12,000,000					X	X
	928		Simpson Street	Stroud Ave. to Sierra St.	2 LU to 4 LU	\$800,000						X
City of Fresno	1018		SR 145	Nelson to Shaw	2 LU to 4 LU	\$42,000,000						X
Caltrans	1065		SR 145	SP RR to SR 180	2 LU to 4 LU	\$43,370,000						X
Caltrans	96		SR 168	Shepherd to Millerton	Construct 2 L expressway on new alignment of 4 L freeway ROW	\$67,500,000						X
Caltrans	92		SR 168	Millerton to Lodge	Construct 2 L expressway on new alignment of 4 L freeway ROW	\$52,500,000						X
Caltrans	10		SR 180	SR 41 to SR 168	Construct Braided Ramps	\$25,000,000				X	X	X
Caltrans	38	203000000177	SR 180 E	Quality to Trimmer Springs	2 LU to 4 L Expressway on 4 L ROW Unconstructed to 6L Freeway on 8L ROW Clovis to Fowler	\$66,900,000	X	X	X			
Caltrans	43	103000000175	SR 180 E	Clovis to 0.8 km east of Temperance	Unconstructed to 4L Freeway on 6L ROW Fowler to Temperance	\$47,673,000				X	X	X
Caltrans	53	103000000176	SR 180 E	Temperance to Quality	2 LU to 4 L Expressway on existing alignment	\$73,971,000			X	X	X	X
Caltrans	54	103000000178	SR 180 E	Trimmer Springs to Frankwood	2 LU to 4 L Expressway on 4 L ROW	\$85,960,000				X	X	X
Caltrans	56		SR 180 E	Frankwood to Cove	2 LU to 2 L Expressway on new alignment Unconstructed to 4 L Freeway between Brawley and Marks and 6 lanes between from Marks to Hughes/West	\$15,000,000		X	X			
Caltrans	12	203000000377	SR 180 W	Brawley to Hughes/West I-5 to SR 33 (Traversable Highway)	2 LU to 4 L Expressway on existing alignment	\$32,075,000	X		X			
Caltrans	57		SR 180 W	Dickenson to Brawley	2 LU on existing alignments.	\$13,800,000				X	X	X
Caltrans	52		SR 180 W	James to Yuba	2 LU to 4 LU expressway	\$50,000,000			X	X	X	X
Caltrans	1056		SR 180 W	Sequoia to Dickenson	Passing Lanes	\$18,856,000				X	X	X
Caltrans	63		SR 180 W	I-5 to junction SR 33/SR 180	2 LU to 4 LU	\$94,000,000						
Caltrans	1067		SR 180 W	Interchange at I-5	2 lane on new E-W alignment	\$223,000,000				X	X	X
Caltrans	1019		SR 198	SR 33 and SR 180 to Northern	Widen bridge to 4 lanes	\$15,085,000					X	X
Caltrans	64		SR 33		2 LU to 4 L	\$8,250,000						
Caltrans	11	103000000194	SR 41	Herndon to Audubon	Modify Friant interchange (NB off-ramp. Add auxiliary lane from Herndon to Friant)	\$8,500,000	X	X	X	X	X	X
Caltrans	1051	103000000249	SR 41	McKinley to Shields	Widen on Ramps at both interchanges	\$8,200,000	X	X	X	X	X	X
Caltrans	107	203000000439	SR 41	Bullard to Herndon	Construct NB auxiliary lane	\$5,143,000	X	X	X	X	X	X
Caltrans	49	103000000174	SR 41	Kings County line to Elkhorn	2 L Expressway to 4 L Expressway	\$40,131,000			X	X	X	X
Caltrans	1015	103000000194	SR 41	El Paso to Friant	Add 1 SB Auxiliary Lane	\$13,970,000			X	X	X	X
Caltrans	1013		SR 41	Ashlan to Shaw	Add 1 NB Auxiliary Lane	\$7,000,000			X	X	X	X
Caltrans	1014		SR 41	Divisadero to O Street	Add SB Auxiliary Lane	\$7,000,000			X	X	X	X
Caltrans	1016		SR 41	McKinley to Shields	Add 1 NB and 1 SB Auxiliary Lane	\$16,000,000			X	X	X	X
Caltrans	1049		SR 41	Ashlan to Shields	Add 1 NB Auxiliary Lane	\$6,000,000				X	X	X
Caltrans	1050		SR 41	Shaw to Bullard	1 NB Aux Lane See project 7	\$6,000,000				X	X	X
Caltrans	5		SR 41	Shields to Ashlan	7 L Freeway to 8 L Freeway Additional NB lane added in 2015 Project # 1049	\$16,800,000			X	X	X	X
Caltrans	42		SR 41	Divisadero to Shields	6 L Freeway to 8 L Freeway & widen SB off-ramp at Divisadero	\$43,000,000				X	X	X
Caltrans	6		SR 41	Ashlan to Shaw	6 L Freeway to 8 L Freeway	\$16,800,000				X	X	X
Caltrans	60		SR 41	Interchange at Central	Add Interchange at Central	\$15,000,000				X	X	X
Caltrans	7		SR 41	Shaw to Bullard	7 L Freeway to 8 L Freeway See Project 1050	\$16,800,000				X	X	X
Caltrans	1055		SR 41	"O" St to Herndon	Add auxiliary Lanes and Improve on & off Ramps	\$305,475,000				X	X	X
Caltrans	59		SR 41	Interchange at American	Add Ramps to Interchange at American	\$47,140,000						
Caltrans	8		SR 41	Bullard to Herndon	6 L Freeway to 8 L Freeway	\$16,800,000						
Caltrans	9		SR 41	Herndon to Friant	6 L Freeway to 8 L Freeway	\$16,800,000						
Caltrans	61		SR 41	Interchange at Manning	Add Interchange at Manning	\$15,000,000						
Caltrans	50		SR 43	Kings County line to Selma City limits	2 LU to 4 LD	\$66,401,000			X	X	X	X
Caltrans	39		SR 99	Ashlan to 0.2 mile North of Grantland OC	Widen from 4 L Freeway to 6 L Freeway	\$31,000,000			X	X	X	X

2007 RTP Amendment #1

Exhibit 5-6. Regionally Significant Project Listing

Exhibit 5-6. Regionally Significant Project Listing													
Jurisdiction/ Agency	RTP Project ID	CTIPs Project ID	Facility Name/Route	Project Limits	Type of Improvement	Estimated Cost	Conformity Analysis Year (project open to traffic)						
							2010	2011	2014	2017	2020	2023	2030
Caltrans	55	20300000444	SR 99	Tulare County Line to SR 201	4 L Freeway to 6 L Freeway & Widen Bridge to 6 L	\$31,800,000			X	X	X	X	
	46		Interchange at Shaw	Improve interchange	\$32,000,000			X	X	X	X		
	40		0.2 mile S/O Grantland to Fresno/Madera Co line	Widen 4 lane to 6 lane Freeway	\$44,000,000			X					
Caltrans	45		SR 99	Diagonal	Construct Interchange	\$32,000,000							
Caltrans	90		SR 99	Jensen to Central	6 L to 8 L	\$25,000,000							
Caltrans	917		SR 99	SR 99 and Cedar/North Ave. Central and Chestnut	Upgrade Interchange	\$25,000,000							
Caltrans	1017		SR 99	Interchange	Upgrade Interchange	\$25,000,000							
Caltrans	1030		SR 99	SR 43/Floral Rd Interchange	Replace bridge structures and widen Floral	\$10,000,000							
Caltrans	1064		SR 99	At American ave Interchange	Interchange Improvements	\$32,600,000							
City of Fresno	268		SR99 @ Monterey St Bridge	Broadway to Golden State	Update closed bridge structure	\$1,800,000			X				
	294		Temperance	Bullard to Herndon	Closed 6 LD to Open 4 LD	\$1,000,000	X	X	X	X	X	X	X
	287		Temperance	Ashlan to Gettysburg	2 LU to 4 LD	\$1,500,000	X	X	X	X	X	X	X
Clovis	361		Temperance	Alluvial to Nees(Enterprise Canal)	2 LU to 4 LD	\$1,100,000	X	X	X	X	X	X	X
Clovis	362		Temperance	Enterprise Canal to Nees (Just south of Nees)	3 LD to 4 LD	\$500,000	X	X	X	X	X	X	X
Clovis	363		Temperance	Nees to Lexington	3 LD to 4 LD	\$300,000	X	X	X	X	X	X	X
Clovis	364		Temperance	Heritage Ln to Shepherd	3 LU to 4 LD	\$1,500,000	X	X	X	X	X	X	X
Clovis	932		Temperance	Ashlan to Gould Canal	2 LU to 4 LD	\$500,000	X	X	X	X	X	X	X
City of Fresno	250		Temperance	Jensen to Belmont	2 LU to 6 LD	\$10,000,000							
City of Fresno	263		Temperance	Belmont to Dakota	2 LU to 6 LD	\$8,000,000				X	X	X	X
Clovis	282		Tollhouse	Third to Herndon	2 LU to 4 LU	\$1,400,000				X	X	X	X
City of Fresno	1040		Veteran's Blvd	Bullard-Bryan to Herndon	New 6 LD Superarterial	\$2,200,000			X	X	X	X	X
City of Fresno	1038		Veteran's Blvd	Gettysburg to Barstow	New 6 LD Superarterial	\$3,000,000				X	X	X	X
City of Fresno	1039		Veteran's Blvd	Barstow to Bullard-Bryan	New 6 LD Superarterial	\$60,000,000							
City of Fresno	224		Weber	Belmont to Olive	2 LU to 4 LD	\$1,000,000							
City of Fresno	181		Weber	Marty to Clinton	2 LU to 4 LD	\$3,000,000							
City of Fresno	114		West	Jensen to Kearney	2 LU to 4 LD	\$3,000,000							
City of Fresno	1007		West	Kearney to Whites Bridge	2 LU to 4 LD	\$900,000							
City of Fresno	264		Whitesbridge	Valentine to Fruit	2 LU to 4 LD	\$3,000,000							
City of Fresno	1008		Whitesbridge	State Rt 180 E/O Brawley to	2 LU to 4 LD	\$500,000							
Clovis	368	20300000381	Willow	Valentine	2 LU to 6 LD - Clovis half only	\$1,000,000	X	X	X	X	X	X	X
Clovis	99		Willow	Powers to Shepherd	2 LU to 6 LD	\$6,700,000	X	X	X	X	X	X	X
Clovis	1053		Willow	Shepherd to Copper	Clovis Side Only	\$14,000,000							
County of Fresno	1054		Willow	Barstow to Copper	Complete widening to 6 LD where needed and add bike lanes	\$5,000,000							
City of Fresno	134		Willow	Copper to Friant	2 LU to 4 LD	\$800,000							
City of Fresno	369		Willow	Herndon to Alluvial	2 LU to 6 LD	\$1,000,000							
City of Fresno	124		Willow	Nees to Powers	2 LD to 6 LD	\$3,000,000							
Total Regionally Significant Project Costs						\$2,642,640,000							

2007 RTP Amendment #1
Exhibit 5-6(a) Financially Unconstrained Projects

Jurisdiction/ Agency	Facility Name/Route	Project Limits	Type of Improvement	Estimated Cost	Proposed Open to Traffic Date					
					2010	2011	2014	2017	2020	2030
Selma	SR 99/Mountain View Ave.	1000 ft. north to 1000 ft. south on SR 99; 800 ft. east and 800 ft. west on Mountain View Avenue	Construct interchange improvements at SR 99 and Mountain View Avenue	\$45,000,000.00			X			
Selma	SR 99/Dhuba Avenue	0.5 mi. N. of SR99/Floral Ave. Undercrossing to 0.5 mi. S of SR99/Manning Ave. Overcrossing	Construct local interchange on SR 99 at Dhuba Avenue Alignment	\$60,000,000.00			X			X
Caltrans	SR 99	Jensen to Bullard	6 L Freeway to 8 L Freeway	\$266,000,000.00						
Kingsburg	SR 99/Bethel Ave.	1000 ft. north to 1000 ft. south on SR 99; 1000 ft. east and 1000 ft. west on Bethel Avenue	Construct interchange improvements including structure replacement, widening, ramp signalization, and railroad grade separation	\$97,000,000.00			X			
Kingsburg	SR 99/Mendocino Ave.	1000 ft. north to 800 ft. south on SR 99; 1000 ft. east and 800 ft. west on Mendocino Avenue	Construct interchange improvements including structure replacement, widening, ramp signalization, and railroad grade separation	\$63,000,000.00			X			
Caltrans	I-5	Kings County line to Merced County line	4L Freeway to 6 L Freeway	\$198,000,000.00						X
City of Fresno (FAX)	Ventura/Kings Canyon	Bus Rapid Transit along Ventura Ave. and Kings Canyon Ave.		\$35,000,000.00			X			

Exhibit 5-10

MEASURE "C" EXTENSION PLAN Multi-Modal Funding Allocation Program

MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	20 YEAR MEASURE "C" FUNDING TOTAL	AVERAGE ANNUAL MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
	\$1,714,400,000	\$85,720,000	100.00%
FUNDING ALLOCATION PROGRAMS			
1. Regional Public Transit Program	\$412,100,000	\$20,605,000	24.0%
<i>Public Transit Agencies</i>	<i>\$337,100,000</i>	<i>\$16,855,000</i>	<i>19.7%</i>
Fresno Area Express (FAX)	\$235,000,000	\$11,750,000	13.7%
Clovis Transit	\$33,700,000	\$1,685,000	2.0%
Fresno County Rural Transit Agency (FCRTA)	\$68,400,000	\$3,420,000	4.0%
<i>Public Transportation Infrastructure Study (PTIS) / Transit Consolidation</i>	<i>\$5,100,000</i>	<i>\$255,000</i>	<i>0.3%</i>
ADA / Seniors / Paratransit	\$13,700,000	\$685,000	0.8%
<i>Farmworker /Car/Van Pools</i>	<i>\$19,900,000</i>	<i>\$995,000</i>	<i>1.2%</i>
Farmworker Van Pools	\$9,950,000	\$497,500	0.6%
Car/Van Pools	\$9,950,000	\$497,500	0.6%
<i>New Technology Reserve (If construction is not imminent in 15 years, money will be reallocated based on greatest need)</i>	<i>\$36,300,000</i>	<i>\$1,815,000</i>	<i>2.1%</i>
2. Local Transportation Program	\$593,600,000	\$29,680,000	34.6%
<i>Local Allocation</i>	<i>\$525,300,000</i>	<i>\$26,265,000</i>	<i>30.6%</i>
Street Maintenance (50% of Local Allocation)	\$262,650,000	\$13,132,500	15.3%
ADA compliance (1.75% of Local Allocation) ¹	\$9,192,750	\$459,638	0.5%
Flexible Funding (48.25% of Local Allocation)	\$253,457,250	\$12,672,863	14.8%
<i>Pedestrian/Trails</i>	<i>\$53,300,000</i>	<i>\$2,665,000</i>	<i>3.11%</i>
Urban (Clovis and Fresno Spheres of Influence)	\$37,000,000	\$1,850,000	2.16%
Rural	\$16,300,000	\$815,000	0.95%
<i>Bicycle Facilities</i>	<i>\$15,000,000</i>	<i>\$750,000</i>	<i>0.9%</i>
3. Regional Transportation Program	\$520,800,000	\$26,040,000	30.4%
Urban (50%)	\$251,900,000	\$12,595,000	14.7%
Rural (50%)	\$251,900,000	\$12,595,000	14.7%
Fresno Airports	\$17,000,000	\$850,000	1.0%
4. Alternative Transportation Program	\$102,500,000	\$5,125,000	6.0%
<i>Rail Consolidation (If construction is not imminent in 15 years, money will be used for grade separations instead)</i>	<i>\$102,500,000</i>	<i>\$5,125,000</i>	<i>6.0%</i>
5. Environmental Enhancement Program	\$59,800,000	\$2,990,000	3.5%
School Bus Replacement	\$39,900,000	\$1,995,000	2.3%
Transit Oriented Infrastructure for In-Fill ²	\$19,900,000	\$995,000	1.2%
6. Administration/Planning Program	\$25,600,000	\$1,280,000	1.5%
Fresno County Transportation Authority (FCTA)	\$17,000,000	\$850,000	1.0%
Council of Fresno County Governments (Fresno COG)	\$8,600,000	\$430,000	0.5%

¹ Jurisdictions receiving less than \$200,000 annually from the total local transportation funds available will be exempt from the provision. (Likely exempt jurisdictions would be Firebaugh, Fowler, and San Joaquin).

² Name of Funding Program to be determined.

ESTIMATED TOTAL MEASURE "C" PROGRAM ALLOCATIONS - URBAN 67.5%, RURAL 32.5%

Exhibit 5-11
2007 RTP Amendment #1
Financial Constraint Summary

Projected Revenues
(includes 3% annual inflation)

Funding Source	Life of RTP (24 Year)
Federal	\$1,201,268,589
State	\$2,169,679,605
Local	\$1,815,900,000
Total Revenue (All Sources)	\$5,176,848,194

Projected Expenditures

	Life of RTP (24 Year)
FY 2008/09-2011/12 Federal Transportation Improvement Program	\$378,639,000
Financially Constrained List of RTP Projects-Modeled for Air Quality Conformity	\$2,642,640,000
2006 Measure C Extension Expenditure Plan	\$1,700,000,000
Total Expenditures (All Sources)	\$4,721,279,000

Projects NOT Included in 2009 Interim Transportation Improvement Program

Route
Postmile
PIN
Dist-FA
Fund
AQ
Lead

Description

Program Schedule

(Construction costs escalated per Caltrans percentage)

Total Escalated Cost

Four Year Element

		Phase	Prior Years	08/09	09/10	10/11	11/12	12/13	13/14
FRE071203 06-44260 BOND99 0.00 Caltrans	In the City of Fresno and within Madera County, from 0.2 miles south of the Grantland Ave. Undercrossing to 0.6 miles north of the Ave 7 overcrossing, widen existing 4-lane Freeway to	PE RW Const	1,800,000	3,300,000	2,000,000				
	\$ 55,700,000								
	20300000549		1,800,000	3,300,000	2,000,000		48,600,000		
99 26.6/30.7 FRE071202 06-44260 BOND99 0.00 Caltrans	In the City of Fresno, from the Ashlan Ave. overcrossing to 0.2 miles north of the Grantland Ave. undercrossing, widen existing 4-lane Freeway to 6-lane Freeway.	PE RW Const	500,000	2,500,000 300,000	34,000,000				
	\$ 37,300,000								
	10300000262		500,000	2,600,000	34,000,000				
FRE090602 STPL/AGENCY 0.00 Clovis, City of	Center and outside travel lane improvements on Temperance Avenue north and south of Sierra Avenue. Widen to two lanes of travel in each direction.	PE RW Const				48,500	555,000		
	\$ 603,500								
	20300000490					48,500	555,000		
FRE090603 STPL/AGENCY 0.00 Clovis, City of	Center travel lane improvements on Nees Avenue from Sunnyside to Armstrong Avenues.	PE RW Const				70,400	533,000		
	\$ 603,400								
	20300000491		Total			70,400	533,000		
FRE040621 STPL/CITY 0.00 Fresno, City of	Herndon from Marks to Valentina-Widening to six lanes. Traffic signal modifications and landscaping.	PE RW Const	130,000 300,000	1,527,100					
	\$ 1,957,100								
	20300000369		430,000	1,527,100					
FRE040622 STPL/CITY 0.00 Fresno, City of	Herndon from SR 99 to Weber and Golden State Blvd Addition of through lanes (2LU to 4LD), turn lanes, bus bays. Modification of at grade railroad crossing. Addition of medians and landscaping.	PE RW Const	276,000 304,800	2,599,200		2,823,900			
	\$ 6,003,900								
	20300000370		580,800	2,599,200		2,823,900			
FRE070609 STPL/CITY 0.00 Fresno, City of	Operational improvements to relieve congestion and reduce delay on Willow Ave. This project will add a second southbound lane within the project limits.	PE RW Const	289,700 416,400 2,146,300	416,400 2,146,300		282,400			
	\$ 3,134,800								
	20300000381		289,700	2,562,700		282,400	282,400		

Projects NOT Included in 2009 Interim Transportation Improvement Program

Route
Postmile
PIN
Dist-FA
Fund
AG
Lead

Description

Total Escalated Cost

Program Schedule
(Construction costs escalated per Caltrans percentage)

Four Year Element

		Phase	Prior Years	08/09	09/10	10/11	11/12	12/13	13/14
FRE090606	Construct dual left turn lanes for northbound Clovis Avenues at McKinley Avenue.	PE RW Const				40,800 448,500 489,300			
STPL/AGENCY 0.00	\$ 489,300								
Fresno, City of	20300000494								
FRE070615	N. Reed Ave. between Manning Ave. to the south and South Ave. to the north. Acquire right of way and widen Reed Ave. from two lanes undivided to four lanes divided.	PE RW Const	172,900	159,300		2,289,600			
STPL/CITY 0.00	\$ 2,621,800								
Reedley, City of	20300000417		172,900	159,300		2,289,600			
FRE070617	Academy Ave between North and 11th. Combination overlay/ reconstruction and widening.	PE RW Const	71,200		1,532,800				
STPL/CITY 0.00	\$ 1,604,000								
Sanger, City of	20300000419		71,200		1,532,800				
41 29.5/30.5 FRE071005 06-44770	In Fresno- Bullard Avenue to Herndon Avenue and northbound Herndon off-ramp- add auxiliary lane	PE RW Const				3,700,000 370,000			
SHOPPAC/ST-CASH 0.00	\$ 14,950,000								
Caltrans	20300000439					14,950,000			
41 0.0/7.1 FRE021201 06-442400 ST-CASH 0.00	Near Fresno, from the Kings County Line to Elkhorn Avenue. Widen from 2-lane to 4-lane expressway.	PE RW Const	2,580,000				6,500,000		
Caltrans	10300000174		2,580,000				6,500,000		
180 R65.6/R71.6 FRE021106 06-342510 ST-CASH 0.00	Near Centerville from Temperance Avenue to Academy Avenue. Construct 4-lane expressway on existing alignment (2C to 4E).	PE RW Const	3,012,000 24,059,000				1,400,000	1,800,000	
Caltrans	10300000176		27,071,000				1,400,000	31,400,000	

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. J.

BILL NUMBER: AB 3034 AMENDED
BILL TEXT

AMENDED IN ASSEMBLY APRIL 21, 2008
AMENDED IN ASSEMBLY APRIL 9, 2008

INTRODUCED BY Assembly Members Galgiani and Ma
 (Principal coauthor: Assembly Member Davis)
 (~~Coauthor: Assembly Member~~
~~Aghazarian~~ Coauthors: Assembly
Members Aghazarian, Karnette, and
Solorio)
 (~~Coauthor: Senator~~
~~Steinberg~~ Coauthors: Senators
Alquist, Steinberg, and Torlakson)

FEBRUARY 22, 2008

An act to amend Sections 2704.04, 2704.06, 2704.08, 2704.09, and 2704.095 of the Streets and Highways Code, and to amend Sections 1, 3, and 4 of Chapter 697 of the Statutes of 2002, relating to transportation, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

AB 3034, as amended, 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 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 would declare that it is to take effect immediately as an urgency statute.

Vote: 2/3. Appropriation: no. Fiscal committee: yes.

State-mandated local program: no.

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

SECTION 1. Section 1 of Chapter 697 of the Statutes of 2002, as amended by Section 1 of Chapter 71 of the Statutes of 2004, is amended to read:

Section 1. (a) The continuing growth in California's population and the resulting increase in traffic congestion, air pollution, greenhouse gas emissions, and the continuation of urban sprawl make it imperative that the state proceed quickly to construct a state-of-the-art high-speed passenger train system to serve major metropolitan areas.

(b) The High-Speed Rail Authority, after extensive studies and analysis, proposes the construction of a high-speed train system that serves major population centers in the state and that links regional and local transit systems to form an integrated transportation system throughout the state. The system will link all of the state's major population centers, including Sacramento, the Bay Area, the ~~central valley~~ Cent ral Valley, Los Angeles, the Inland Empire, Orange County, and San Diego.

(c) The high-speed train system proposed by the authority will cost about one-third of what it would cost to provide the same level of mobility and service with highway and airport improvements and will contribute significantly toward a reduction in air pollution and global warming.

(d) The high-speed train system, once it is completed and becomes operational, will contribute significantly toward the goal of reducing greenhouse gas emissions and other air pollutants and will help reduce California's dependence on foreign energy sources.

(e) The high-speed passenger train bond funds are intended to encourage the federal government and the private sector to make a significant contribution toward the construction of the high-speed train system.

(f) It is the intent of the Legislature that the entire high-speed train system shall be constructed as quickly as possible in order to maximize ridership and the mobility of Californians, and that it be completed no later than 2020, and that all phases shall be built in a manner that yields maximum benefit consistent with available revenues.

SEC. 2. Section 2704.04 of the Streets and Highways Code, as added by Section 2 of Chapter 697 of the Statutes of 2002, is amended to read:

2704.04. (a) It is the intent of the Legislature by enacting this chapter and of the people of California by approving the bond measure pursuant to this chapter to initiate the construction of a high-speed train system consistent with the authority's certified environmental impact report of November 2005.

(b) (1) Nine billion dollars (\$9,000,000,000) of the proceeds of bonds authorized pursuant to this chapter, as well as federal funds

and other revenues made available to the authority, to the extent consistent with federal and other fund source conditions, shall be used for planning and eligible capital costs, as defined in subdivision (c), for the purpose of including, but not limited to, the following high-speed train system corridors:

- (A) Sacramento to Stockton to Fresno.
- (B) San Francisco Transbay Terminal to San Jose to Fresno.
- (C) Oakland to San Jose.
- (D) Fresno to Bakersfield to Palmdale to Los Angeles Union Station.
- (E) Los Angeles Union Station to Riverside to San Diego.
- (F) Los Angeles Union Station to Anaheim to Irvine.
- (G) Altamont Corridor connecting the ~~central valley to the east bay~~ Central Valley to the East Bay .

(2) Nothing in this section shall prejudice the authority's determination and selection of the alignment from the Central Valley to the Bay Area in its certification of the environmental impact report.

~~(2)~~

(3) Revenues of the authority, generated by operations of the high-speed train system above and beyond operating and maintenance costs and financing obligations, as determined by the authority, shall be used to finance construction of the high-speed train system. If, after satisfaction of the foregoing, there remain additional revenues, those revenues shall be deposited in the General Fund.

(c) Capital costs eligible to be paid from proceeds of bonds authorized for high-speed train purposes pursuant to this chapter include all activities necessary for acquisition of right-of-way, construction of tracks, structures, power systems, and stations, purchase of rolling stock and related equipment, and other related capital facilities and equipment.

(d) Proceeds of bonds authorized pursuant to this chapter shall not be used for any operating or maintenance costs of trains or facilities.

(e) The State Auditor shall perform periodic audits of the authority's use of proceeds of bonds authorized pursuant to this chapter for consistency with the requirements of this chapter.

SEC. 3. Section 2704.06 of the Streets and Highways Code, as added by Section 2 of Chapter 697 of the Statutes of 2002, is amended to read:

2704.06. Nine billion dollars (\$9,000,000,000) of the money in the fund, upon appropriation by the Legislature, shall be available, without regard to fiscal years, for planning and construction of a high-speed train system in this state, consistent with the authority's certified environmental impact report of November 2005, as subsequently modified pursuant to environmental studies conducted by the authority.

SEC. 4. Section 2704.08 of the Streets and Highways Code, as added by Section 2 of Chapter 697 of the Statutes of 2002, is amended to read:

2704.08. (a) Proceeds of bonds authorized for high-speed train purposes pursuant to this chapter shall not be used for more than one-half of the total cost of construction of track and station costs of each segment of the high-speed train system.

(b) Not more than 10 percent of the proceeds of bonds authorized pursuant to this chapter shall be used for environmental studies, planning, and preliminary engineering activities.

(c) In selecting each specific segment for construction and prior

to awarding a construction contract, the authority shall have a detailed funding plan for that segment that identifies the full cost of constructing the segment and the sources of all revenues needed to complete construction of the segment.

(d) In selecting segments for construction, the authority shall give priority to those segments that are expected to require the least amount of bond funds as a percentage of total cost of construction, shall consider the utility of those segments for passenger rail services other than the high-speed train system, and shall ensure that any passenger service other than the high-speed train system provided on those segments will not result in any unreimbursed operating or maintenance cost to the authority.

SEC. 5. Section 2704.09 of the Streets and Highways Code, as added by Section 2 of Chapter 697 of the Statutes of 2002, is amended to read:

2704.09. The high-speed train system to be constructed pursuant to this chapter shall have the following characteristics:

(a) Electric trains that are capable of sustained maximum revenue operating speeds of no less than 200 miles per hour.

(b) Maximum nonstop service travel times for each corridor that shall not exceed the following:

(1) San Francisco-Los Angeles Union Station: two hours, 42 minutes.

(2) Oakland-Los Angeles Union Station: two hours, 42 minutes.

(3) San Francisco-San Jose: 31 minutes.

(4) San Jose-Los Angeles: two hours, 14 minutes.

(5) San Diego-Los Angeles: one hour.

(6) Inland Empire-Los Angeles: 29 minutes.

(7) Sacramento-Los Angeles: two hours, 22 minutes.

(8) Sacramento-San Jose: one hour, 12 minutes.

(c) Achievable operating headway (time between successive trains) shall be five minutes or less.

(d) The total number of stations to be served by high-speed trains for all of the corridors described in subdivision (b) of Section 2704.04 shall not exceed 24. There shall be no station between the Gilroy station and the Merced station.

(e) Trains shall have the capability to transition intermediate stations, or to bypass those stations, at mainline operating speed.

(f) For each corridor described in subdivision (b), passengers shall have the capability of traveling from any station on that corridor to any other station on that corridor without being required to change trains.

(g) In order to reduce impacts on communities and the environment, the alignment for the high-speed train system shall follow existing transportation or utility corridors to the extent possible and shall be financially viable, as determined by the authority.

(h) Stations shall be located in areas with good access to local mass transit or other modes of transportation.

(i) The high-speed train system shall be planned and constructed in a manner that minimizes urban sprawl and impacts on the natural environment.

(j) Preserving wildlife corridors and mitigating impacts to wildlife movement, where feasible as determined by the authority, in order to limit the extent to which the system may present an additional barrier to wildlife's natural movement.

SEC. 6. Section 2704.095 of the Streets and Highways Code, as added by Section 2 of Chapter 697 of the Statutes of 2002, is amended to read:

2704.095. (a) (1) Of the proceeds of bonds authorized pursuant to this chapter, nine hundred fifty million dollars (\$950,000,000)

shall be allocated to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system as that system is described in subdivision (b) of Section 2704.04, or that provide capacity enhancements and safety improvements. Funds under this section shall be available upon appropriation by the Legislature in the Annual Budget act for the eligible purposes described in subdivision (d).

(2) Twenty percent (one hundred ninety million dollars (\$190,000,000)) of the amount authorized by this section shall be allocated for intercity rail to the Department of Transportation, for state-supported intercity rail lines that provide regularly scheduled service and use public funds to operate and maintain rail facilities, rights-of-way, and equipment. A minimum of 25 percent of the amount available under this paragraph (forty-seven million five hundred thousand dollars (\$47,500,000)) shall be allocated to each of the state's three intercity rail corridors.

The California Transportation Commission shall allocate the available funds to eligible recipients consistent with this section and shall develop guidelines, in consultation with the authority, to implement the requirements of this section. The guidelines shall include provisions for the administration of funds, including, but not limited to, the authority of the intercity corridor operators to loan these funds by mutual agreement between intercity rail corridors.

(3) Eighty percent (seven hundred sixty million dollars (\$760,000,000)) of the amount authorized by this section shall be allocated to eligible recipients, except intercity rail, as described in subdivision (c) based upon a percentage amount calculated to incorporate all of the following:

(A) One-third of the eligible recipient's percentage share of statewide track miles.

(B) One-third of the eligible recipient's percentage share of statewide annual vehicle miles.

(C) One-third of the eligible recipient's percentage share of statewide annual passenger trips.

The California Transportation Commission shall allocate the available funds to eligible recipients consistent with this section and shall develop guidelines to implement the requirements of this section.

(b) For the purposes of this section, the following terms have the following meanings:

(1) "Track miles" means the miles of track used by a public agency or joint powers authority for regular passenger rail service.

(2) "Vehicle miles" means the total miles traveled, commencing with pullout from the maintenance depot, by all locomotives and cars operated in a train consist for passenger rail service by a public agency or joint powers authority.

(3) "Passenger trips" means the annual unlinked passenger boardings reported by a public agency or joint powers authority for regular passenger rail service.

(4) "Statewide" when used to modify the terms in paragraphs (A), (B), and (C) of paragraph (3) of subdivision (a) means the combined total of those amounts for all eligible recipients.

(c) Eligible recipients for funding under paragraph (3) of subdivision (a) shall be public agencies and joint powers authorities that operate regularly scheduled passenger rail service in the following categories:

(1) Commuter rail.

- (2) Light rail.
- (3) Heavy rail.
- (4) Cable car.

(d) Funds allocated pursuant to this section shall be used for connectivity with the high-speed train system or for the rehabilitation or modernization of, or safety improvements to, tracks utilized for public passenger rail service, signals, structures, facilities, and rolling stock.

(e) Eligible recipients may use the funds for any eligible rail element set forth in subdivision (d).

(f) In order to be eligible for funding under this section, an eligible recipient under paragraph (3) of subdivision (a) shall provide matching funds in an amount not less than the total amount allocated to the recipient under this section.

(g) An eligible recipient of funding under paragraph (3) of subdivision (a) shall certify that it has met its matching funds requirement, and all other requirements of this section, by resolution of its governing board, subject to verification by the California Transportation Commission.

(h) Funds made available to an eligible recipient under paragraph (3) of subdivision (a) shall supplement existing local, state, or federal revenues being used for maintenance or rehabilitation of the passenger rail system. Eligible recipients of funding under paragraph (3) of subdivision (a) shall maintain their existing commitment of local, state, or federal funds for these purposes in order to remain eligible for allocation and expenditure of the additional funding made available by this section.

(i) In order to receive any allocation under this section, an eligible recipient under paragraph (3) of subdivision (a) shall annually expend from existing local, state, or federal revenues being used for the maintenance or rehabilitation of the passenger rail system in an amount not less than the annual average of its expenditures from local revenues for those purposes during the 1998-99, 1999-2000, and 2000-01 fiscal years.

(j) Funds allocated pursuant to this section to the Southern California Regional Rail Authority for eligible projects within its service area shall be apportioned each fiscal year in accordance with memorandums of understanding to be executed between the Southern California Regional Rail Authority and its member agencies. The memorandum or memorandums of understanding shall take into account the passenger service needs of the Southern California Regional Rail Authority and of the member agencies, revenue attributable to member agencies, and separate contributions to the Southern California Regional Rail Authority from the member agencies.

SEC. 7. Section 3 of Chapter 697 of the Statutes of 2002, as amended by Section 3 of Chapter 44 of the Statutes of 2006, is amended to read:

Sec. 3. Section 2 of Chapter 697 of the Statutes of 2002, as amended by Sections 2 and 3 of Chapter 71 of the Statutes of 2004, as further amended by Sections 1 and 2 of Chapter 44 of the Statutes of 2006, and as further amended by Sections 2 to 6, inclusive, of the act amending this section in the 2007-08 Regular Session, shall take effect upon the adoption by the voters of the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, as set forth in Section 2 of Chapter 697 of the Statutes of 2002, as amended by Sections 2 and 3 of Chapter 71 of the Statutes of 2004, as further amended by Sections 1 and 2 of Chapter 44 of the Statutes of 2006, and as further amended by Sections 2 to 6, inclusive, of the act amending this section in the 2007-08 Regular Session.

SEC. 8. Section 4 of Chapter 697 of the Statutes of 2002, as

amended by Section 4 of Chapter 44 of the Statutes of 2006, is amended to read:

Sec. 4. (a) Section 2 of Chapter 697 of the Statutes of 2002, as amended by Sections 2 and 3 of Chapter 71 of the Statutes of 2004, as further amended by Sections 1 and 2 of Chapter 44 of the Statutes of 2006, and as further amended by Sections 2 to 6, inclusive, of the act amending this section in the 2007-08 Regular Session, shall be submitted to the voters at the November 4, 2008, general election in accordance with provisions of the Government Code and the Elections Code governing the submission of statewide measures to the voters.

(b) Notwithstanding any other provision of law, all ballots of the November 4, 2008, general election shall have printed thereon and in a square thereof, exclusively, the words "Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century" and in the same square under those words, the following in 8-point type: "This act provides for the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. For the purpose of reducing traffic on the state's highways and roadways, upgrading commuter transportation, improving people's ability to get safely from city to city, alleviating congestion at airports, reducing air pollution, and providing for California's growing population, shall the state build a high-speed train system and improve existing passenger rail lines serving the state's major population centers by creating a rail trust fund that will issue bonds totaling \$9.95 billion, paid from existing state funds at an average cost of _____ dollars (\$_____) per year over the 30-year life of the bonds, with all expenditures subject to an independent audit?" The blank space in the question to appear on the ballot pursuant to this subdivision shall be filled in by the Attorney General with the appropriate figure provided by the Legislative Analyst relative to the annual average cost of the bonds. Opposite the square, there shall be left spaces in which the voters may place a cross in the manner required by law to indicate whether they vote for or against the measure.

(c) Notwithstanding Sections 13247 and 13281 of the Elections Code, the language in subdivision (b) shall be the only language included in the ballot label for the condensed statement of the ballot title, and the Attorney General shall not supplement, subtract from, or revise that language, except that the Attorney General may include the financial impact summary prepared pursuant to Section 9087 of the Elections Code and Section 88003 of the Government Code. The ballot label is the condensed statement of the ballot title and the financial impact summary.

(d) Where the voting in the election is done by means of voting machines used pursuant to law in the manner that carries out the intent of this section, the use of the voting machines and the expression of the voters' choice by means thereof are in compliance with this section.

SEC. 9. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting the necessity are:

In order to modify the provisions of a general obligation bond measure on the November 4, 2008, general election ballot that would authorize the issuance and sale of bonds for the financing of a high-speed passenger train system and for other related purposes, it is necessary that this act take effect immediately.

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. M.

FINANCIAL OPERATIONS																		
	Clovis	Coalinga	Firebaugh	Fowler	Fresno City	Huron	Kerman	Kingsburg	Mendota	Orange Cove	Parlier	Readley	Sanger	San Joaquin	Selma	Fresno County	Admini- stration	Total
YTD REVENUES																		
Registration Fees																		\$520,537.18
Interest																		\$16,886.67
Other																		
TOTAL REVENUES																		\$537,423.85
COSTS (3rd QUARTER)																		
Personnel	14,632.00	5,332.00	1,984.00	372.00	132,940.00		1,736.00	744.00				7,812.00	4,080.00		4,712.00	12,085.20	2,375.00	188,804.20
Services and Supplies			105.00				2,618.89	50.00				288.75	1,781.26		65.00			4,878.90
Major Purchases (\$2,500+)																		0.00
TOTAL COSTS	14,632.00	5,332.00	2,089.00	372.00	132,940.00		4,354.89	794.00				8,070.75	5,861.26		4,777.00	12,085.20	2,375.00	193,683.10
YTD COSTS	34,836.00	10,972.00	6,540.00	6,952.00	332,860.00		5,265.89	3,195.58				21,720.25	14,819.23	1,450.50	14,095.00	62,932.38	7,125.00	822,883.83
UNEXPENDED REVENUES																		\$14,560.02
VEHICLES ABATED																		
VOLUNTARY ABATEMENTS																		
PUBLIC	46	33		3														82
PRIVATE	42		10		776		10	4				63	30		36	86		1,057
TOWS (ABATEMENTS)																		
PUBLIC	14	5	1					1										21
PRIVATE	1		2		3		2								1	2		11
TOTAL ABATEMENTS																		
PUBLIC	60	38	1	3				1							0	0		103
PRIVATE	43		12		779		12	4				63	30		37	88		1,068
GRAND TOTAL ABATEMENTS	103	38	13	3	779		12	8				63	30		37	88		1,171

2007/08 ABANDON VEHICLE ABATEMENT FUND ACTIVITY

3rd Qtr

03/31/08

Fund	UNDIST.	PRIOR	CURRENT	YTD	PRIOR	CURRENT	YTD	
NumbMember Agency	BALANCE	REVENUE	REVENUE	REVENUE	EXPENSE	EXPENSE	EXPENSE	
		****		****	****		****	
01 Clovis		50,157.79	16,242.21	66,400.00	20,304.00	14,632.00	34,936.00	31,464.00
02 Coalinga		15,673.37	4,101.03	19,774.40	5,640.00	5,332.00	10,972.00	8,802.40
03 Firebaugh		7,075.34	1,912.59	8,987.93	4,451.00	2,089.00	6,540.00	2,447.93
04 Fowler		7,005.01	2,223.34	9,228.35	6,580.00	372.00	6,952.00	2,276.35
05 Fresno		295,850.43	93,445.20	389,295.63	199,920.00	132,940.00	332,860.00	56,435.63
06 Huron		2,370.09	747.78	3,117.87	.00	.00	.00	3,117.87
07 Kerman		4,824.74	1,697.07	6,521.81	911.00	4,354.89	5,265.89	1,255.92
08 Kingsburg		4,625.96	1,630.36	6,256.32	2,401.58	794.00	3,195.58	3,060.74
09 Mendota		2,690.21	849.04	3,539.25	.00	.00	.00	3,539.25
10 Orange Cove		3,009.15	949.70	3,958.85	.00	.00	.00	3,958.85
11 Parlier		3,732.51	1,177.96	4,910.47	.00	.00	.00	4,910.47
12 Reedley		22,249.93	6,464.19	28,714.12	13,649.50	8,070.75	21,720.25	6,993.87
13 Sanger		20,409.83	5,078.74	25,488.57	8,957.97	5,861.26	14,819.23	10,669.34
14 San Joaquin		1,162.05	366.67	1,528.72	1,450.50	.00	1,450.50	78.22
15 Selma		18,196.18	5,236.21	23,432.39	9,318.00	4,777.00	14,095.00	9,337.39
16 Fresno County		65,543.49	23,434.05	88,977.54	50,847.18	12,085.20	62,932.38	26,045.16
18 COFCB ADMIN	162,389.23	(152,708.37)	.00	(152,708.37)	4,750.00	2,375.00	7,125.00	2,555.86
		371,867.71	165,556.14	537,423.85	329,180.73	193,683.10	522,863.83	176,949.25
				537,423.85 **			522,863.83 **	
		AVA			AVA	AMOUNT	Unclaimed	Cumulative
		CASH			PAYABLE	AVAILABLE	Cash	Unpaid
Fund		BALANCE			Balance	TO PAY	Balance	Expenses
NumbMember Agency		****			****			
01 Clovis		46,096.00			14,632.00	14,632.00	31,464.00	.00
02 Coalinga		14,134.40			5,332.00	5,332.00	8,802.40	.00
03 Firebaugh		4,536.93			2,089.00	2,089.00	2,447.93	.00
04 Fowler		2,648.35			372.00	372.00	2,276.35	.00
05 Fresno		189,375.63			132,940.00	132,940.00	56,435.63	.00
06 Huron		3,117.87			.00	.00	3,117.87	.00
07 Kerman		5,610.81			4,354.89	4,354.89	1,255.92	.00
08 Kingsburg		3,854.74			794.00	794.00	3,060.74	.00
09 Mendota		3,539.25			.00	.00	3,539.25	.00
10 Orange Cove		3,958.85			.00	.00	3,958.85	.00
11 Parlier		4,910.47			.00	.00	4,910.47	.00
12 Reedley		15,064.62			8,070.75	8,070.75	6,993.87	.00
13 Sanger		16,530.60			5,861.26	5,861.26	10,669.34	.00
14 San Joaquin		366.67			288.45	288.45	78.22	.00
15 Selma		14,114.39			4,777.00	4,777.00	9,337.39	.00
16 Fresno County		38,130.36			12,085.20	12,085.20	26,045.16	.00
18 COFCB ADMIN		4,930.86			2,375.00	2,375.00	2,555.86	.00
		370,920.80			193,971.55	193,971.55	176,949.25	.00
		370,920.80			193,971.55	*****		176,949.25
****						REV/SUM		14,560.02