

***TRANSPORTATION TECHNICAL
COMMITTEE/
POLICY ADVISORY COMMITTEE
CONSENT ITEM II. A-Q.***



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**JOINT
TRANSPORTATION TECHNICAL COMMITTEE
POLICY ADVISORY COMMITTEE**

Executive Minutes

Date: Friday, December 12, 2008
Time: 10:00 a.m.
Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

TTC Members Attending:

Nicholas Don Paladino, Fresno Cycling Club	Association
Jeffrey Webster, Fresno Co. Rural Transit Agency	John Donaldson, League of Women Voters
Ken Hamm, Fresno Area Express	Debbie Hunsaker, Alert-O-Lite
Renee Mathis, City of Clovis	Bruce Webber, City of Reedley (Vice Chair)
Gary Joseph, Fresno County Economic Opportunities Commission	Bernard Jimenez, Fresno County
Bret Giannetta, Building Industry	Janet Dailey, Fresno County

PAC Members Attending:

Jose Ramirez, City of Firebaugh (Chair)	David Elias, City of Fowler
Rocky Rogers, City of Reedley (Vice Chair)	Jack Slota, City of Huron
Shun Patlan, City of Parlier	Bruce Rudd, City of Fresno
Alan Bengyel, City of Orange Cove	Dan Spears, City of Sanger
Don Pauley, City of Kingsburg	Kathy Millison, City of Clovis
Lynn Gorman, Fresno County	Luis Patlan, City of Kerman
Steve Curti, Caltrans	Mike Gaston, City of Selma

Others Attending:

Ron Peterson, Fresno County Transportation Authority	Clark Thompson, Fresno COG
Mary Savala, League of Women Voters	Brenda Lauchner, Fresno COG
Gerorgiena Vivian, VRPA Technologies	Lauren Dawson, Fresno COG
Walt Plachta, BSK Associates	Kathy Chung, Fresno COG
Tony Boren, Executive Director	Melisa Garza, Fresno COG
Barbara Steck, Fresno COG	Brenda Lauchner, Fresno COG
Les Beshears, Fresno COG	John Downs FAX/COG
Kristine Cai, Fresno COG	Mike Bitner, Fresno COG
Stephanie Maxwell, Fresno COG	Tom Webster, Fresno COG
Todd Sobrado, Fresno COG	Renee DeVere-Okie, Fresno COG

The meeting was called to order by Rocky Rogers, Reedley (Vice Chair) and Jose Ramirez Firebaugh (Chair) followed through with the rest of the meeting.

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

I. PUBLIC PRESENTATIONS

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

John Donaldson had questions about the funds that are to be available for public projects next month by the Federal Government and how the funds would be distributed. Tony Boren, Executive Director explained that we are working with Congress and Senators to process how the funds would be distributed for the public projects.

Mr. Donaldson commented that the extension of SR 180 to Academy and to Trimmer and then Frankwood should be reconsidered. Mr. Boren explained that the project beyond Academy was in the original Measure C and was not funded due to the inability to be delivered. These projects were then carried over to the Measure C extension.

II. CONSENT ITEMS

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

A. TTC Executive Minutes of November 5, 2008	Approve
B. PAC Executive Minutes of November 14, 2008	Approve
C. Fresno/Madera Freeway Deficiency Study – Final Report [BITNER]	Accept
D. State Transit Assistance Revised Estimate [BESHEARS]	Approve
E. Request for Nomination of Three Elected Officials to the CA Partnership for the San Joaquin Valley Board [BOREN]	Information
F. 2010 Census Participant Statistical Areas Program [CHUNG]	Information
G. Farmland Conservation Model Program Update [SOBRADO]	Information
H. Fresno County Board of Supervisors/Fresno COG Joint Meeting Update [BOREN]	Information
I. Environmental Enhancement and Mitigation Program - Call for Projects [THOMPSON]	Information
J. Status Report on Sacramento Lobbying Activities—Steve Samuelian, California Consulting LLC [BOREN]	Information
K. Monthly Legislative Update [DANSBY]	Information
L. FCRTA Item – Award to Purchase Four (4) Mini-Vans, Resolution 2008-15 [J.WEBSTER]	Approve

For a complete summary of these items please see the December 12, 2008 Annotated Agenda.

Staff requested that Agenda Item I. and Item C. be pulled for further discussion.

A motion was made by Bruce Webber (Reedley) and seconded by Alan Bangyel (Orange Cove) to approve the Consent Items as presented with the exception of Items C and I. A vote was called for and the motion carried.

Item C. – Fresno/Madera Freeway Deficiency Study – Final Report – Bruce Webber (Reedley) had item C. pulled due to major concerns that he felt needed to be addressed. Tony Boren, Executive Director suggested that this item be tabled. Mr. Boren also suggested that a meeting be set up with the Consultant and Mike Bitner.

Item I. – Environmental Enhancement and Mitigation Program- Call for Projects – John Donaldson (LWV) had this item pulled for more information. Clark Thompson (COG) informed Mr. Donaldson that the Environmental Enhancement and Mitigation Program was a notification to our member agencies that the program is available. Any submittals that are made go directly to the Recourse Agency.

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

III. ACTION / DISCUSSION ITEMS

A. Initiation of a 45 day Review and Comment Period for the Measure “C” Regional “Short Term” Program Project Delivery Schedule

Tony Boren, Executive Director reported on this item. As has been discussed previously, implementation of the Measure “C” Expenditure Plan approved by Fresno County voters in 2006 is being accomplished through the adoption of a series of *“Implementation Handbooks”* which detail the implementation requirements for each of the five components of Measure “C”. In 2007, the COG Policy Board and the Fresno County Transportation Policy Board approved two previous Measure “C” Implementation Handbooks that dealt with public transit, local programs and alternative transportation programs. Since that time, staff and consultants have been working with the Measure “C” Regional Transportation Subcommittee to develop implementation details related to the Regional Transportation Program, utilizing a Short-Term (1st seven years), Mid-Term (2nd seven years) and Long-Term (final six years) approach.

Approval of the Short-Term Regional Transportation Program allows the local Tier 1 urban and rural street and highway projects listed in the Short-Term Regional Transportation Program to move forward without waiting for development and approval of the Mid- and Long-Term Regional Transportation Programs. Tables 12 and 13 from the Handbook are included in the agenda package and provide a program funding schedule for three planning periods. The Short-Term period uses mainly Measure “C” funding and known STIP commitments. The projects scheduled during this period have a strong assurance of being completed.

The Mid-Term and Long-Term programs will primarily focus on the three large regional projects (Veterans Blvd., 168/180/41 Braided Ramps and SR 180 E projects beyond Academy Ave.) that remain to be completed. Due to the size and complexities of these large projects, this planning process will continue over the upcoming months, with an eventual adoption of these programs to occur once regional consensus has been developed on a delivery schedule for these projects.

The Regional Transportation Program is a very complex funding program that identifies how the Tier 1 regional urban and rural street and highway improvement projects listed in the Extension Expenditure Plan will be programmed over the 20-year life of the Measure. As a result, development of the program has required staff and the subcommittee to consider the availability and timing of funds in addition to Measure “C”. Other funding sources include funds generated through the Regional Transportation Mitigation Fee (RTMF), a portion (75%) of State Transportation Improvement Program (STIP) funds, and other local funding.

In addition to the Mid-Term and Long-Term Programs, the only remaining subprogram to be fully developed as a part of this process is the School Bus Replacement Subprogram. Implementation details regarding these programs will be developed over the next few months. Once these programs are in final form, they will be combined with Programs in each of the two previously approved Handbooks (2007 and 2008), as well as the Short-Term Regional Transportation Program Handbook, to form the 2009 Measure “C” Extension Implementation Plan.

The Regional Transportation Subcommittee met on November 26 to review Tables 12 and 13 and recommended that the Draft Handbook and the schedules move forward for 45-day review and approval by the Fresno COG Board and Fresno County Transportation Authority (FCTA). The Subcommittee further recommended that the Mendocino Avenue widening project between Manning Avenue and the Industrial Park in Parlier referenced in the approved 2006 Measure "C" Extension Expenditure Plan be changed to Academy Avenue. This change was necessitated by cost overruns on the Mendocino Avenue project related to the required purchase of a gas station and the related environmental cleanup.

Georgiena Vivian (VRPA) gave a presentation on the Short-term Handbook. Mr. Boren gave recognition to Les Beashears COG on the hard work he put into the Tables for the Short-Term Handbook.

Bruce Rudd (City of Fresno) commented that in discussion with Fresno's City attorney there are a number of issues to deal with for the Measure "C" Regional Short "Term Plan" Project Program Delivery Schedule and strongly encourages that Fresno COG's attorney Kevin Briggs and the City of Fresno's attorney's have a meeting to discuss the indemnification.

A motion was made by Dan Spears (Sanger) and seconded by Don Pauley (Kingsburg) to approve the initiation of a 45-day review and comment period for Measure "C" Short-Term Regional Program. A vote was called for and the motion carried.

B. Establishment of New Timeline for Enactment of Measure "C" Regional Transportation Mitigation Fee Program (RTMF)

Tony Boren, Executive Director reported on this item. The Measure "C" Extension Expenditure Plan adopted by Fresno County voters in 2006 contained a requirement that a Regional Transportation Mitigation Fee Program be developed and approved by the Fresno COG and Fresno County Transportation Authority in coordination with all local jurisdictions. Appendix D of the Expenditure Plan Implementing guidelines established January 1, 2009 as the target date for the enactment of the RTMF by all cities in the County and Fresno County. In order to meet the requirements and identified timelines, a Steering Committee was formed and a consultant (PB Americas Inc.) was hired to develop the RTMF program. This process has been underway for the last sixteen months and on October 9, 2008, the Fresno COG Policy Board and the Fresno County Transportation Authority held a joint meeting and approved a Regional Transportation Mitigation Fee Program.

Once the RTMF program was adopted by the COG/FCTA Policy Boards it was forwarded to all of our member agencies for their input on the draft RTMF Ordinance. As the cities/county are the responsible entities for enacting the ordinance, it is *critical* that they understand and support the ordinance they are being asked to enact. That process is well underway, with COG/FCTA legal counsel working with City Attorneys and County Counsel to develop a uniform ordinance that all of the jurisdictions can adopt. Unfortunately, due to various legal issues associated with the enactment of the ordinance, it appears that we will be unable to meet the January 1, 2009 enactment date stated in the Expenditure Plan. These issues include but are not limited to a request for indemnification for the cities/county should they be sued when they enact the ordinance, lack of uniformity in the existing zoning ordinances of each city, and fee collection issues associated with vested maps. With this in mind, Fresno COG legal counsel felt it would be prudent to have the COG Policy Board establish a new timeline for enactment of the RTMF program. As part of this process, Fresno COG staff and legal counsel wanted it to be made clear to all member agencies that there would be no penalty to member agencies for not meeting the January 1, 2009 deadline because the issues driving the delay in the adoption process were beyond their control.

Given where we are at with the process, COG staff and legal counsel recommend that the COG Policy Board establish July 1, 2009 as the required enactment date of the RTMF. This date was chosen because although staff is very close to having a draft ordinance that has unanimous support, each city generally requires 30-45 days for public noticing of a fee adoption plus another 60 days before the ordinance actually is enacted.

A motion was made by Rocky Rogers (Reedley) and seconded by Kathy Millison (Clovis) to recommend that the COG Policy Board establish July 1, 2009 as the revised enactment date for member agencies implementing the Measure "C" Regional Transportation Mitigation Fee Program. A vote was called for and the motion carried.

C. FSTIP Amendment Procedures Update

Renee DeVere-Okie (COG) reported on this item. On November 17, 2008 the Federal Highway Administration issued updated procedures for Federal – Statewide Transportation Improvement Program (FSTIP) Amendments and Administrative Modifications. Please see the attached memorandum for details. Fresno COG's Formal and Administrative Modification Procedures for the FTIP are contained in both the Interim 2007 FTIP- Appendix I and the 2007 Public Participation Plan (PPP). Appendix I of the FTIP addresses Formal and Administrative Modification Procedures at a project level while the PPP addresses the general notification processes surrounding how formal and administrative modifications are conducted.

Included in the meeting packet was the revised Appendix I which incorporates the November 17th changes and update to the PPP. Staff considers the required PPP modifications minor in nature as they do not impact the overall policies or procedures of the PPP as a whole or any current general notification process.

A motion was made by Kathy Millison (Clovis) and seconded by Bruce Webber (Reedley) to recommend approval of the Appendix I Update to the 2009 Federal Transportation Improvement Program and also approve Minor Modification #1 to the 2007 Public Participation Plan. A vote was called for and the motion carried.

D. Blueprint Related Sole Source Contract

Barbara Steck (COG) reported on this item. The San Joaquin Valley COGs have been engaged in Blueprint planning for the past two and a half years. At Fresno COG, our major accomplishments to date include: 1) determining the community's values related to quality of life issues; 2) developing a vision that reflects those values; 3) engaging our member agencies and the community-at-large in scenario planning exercises that ultimately led to the COG Policy Board endorsing a preferred growth scenario for Fresno County. During the process we conducted over a hundred meetings and outreach events that reached thousands of individuals. We also conducted an extensive media campaign that included radio, television, newspapers, web-based and library components. We believe that our approach was broad based and inclusive. Most recently, Fresno County's preferred growth scenario was submitted to UC Davis for inclusion in the process that will lead to a Valley wide vision for growth to the year 2050. In addition, Fresno COG has agreed to take on the responsibility and leadership for coordinating the Valley COGs Blueprint activities during the implementation phase.

In the midst of this comprehensive planning process, two pieces of legislation have been approved by the Governor (AB 32 and SB 375) that will greatly impact land use and transportation planning at the local and regional levels. All of the implications of these climate change/greenhouse gas mandates have yet to be determined, but we know for sure that they will have a tremendous effect on the way that COG and its member agencies approach planning.

During this entire process, Fresno COG has been fortunate to have had the participation of John Wright, recently retired planning and development director for the City of Clovis. Because of the increasing demands of the project as we move into the implementation phase, the unknowns associated with AB 32 and SB 375 and because of Mr. Wright's in-depth knowledge and experience as a local agency planning director for over 30 years, staff are requesting that Fresno COG contracts with him for assistance with Blueprint related tasks. Mr. Wright retired from the City of Clovis this past summer and has begun to take on selected projects as a planning consultant. We believe that he can assist COG with the tasks listed below and provide the additional help that we greatly need.

Services to be provided would include, but not be limited to:

1. Assist in writing and reviewing the RFP for preparation of the Blueprint document(s).
2. Assist in the review of proposals and in the selection of consulting firms.
3. Assist COG staff in the oversight of Blueprint related contract work, as requested.
4. Advise on strategic actions for completion of the Blueprint and its adoption and implementation.
5. Assist in the outreach to Member agencies and community stakeholders.
6. Coordinate the SJV land use agency planners.
7. Assist in the coordination of the Blueprint with the Regional Transportation Plan, the Farmland Study, Metro- Rural Loop, and other regional planning efforts.
8. Assist with the coordination of the Blueprint with the efforts of the California Partnership for the SJV.
9. Assist in the development of a structure linking the regional land use and transportation planning efforts of the Blueprint with the new requirements for the Sustainable Communities Strategy required by SB 375.

John Wright has played an integral role in Blueprint planning to date and has established a working relationship with local and Valleywide land use planners. This commitment to and experience with the project makes him exceptionally well suited to assist COG staff and local agencies with implementation of the Blueprint. Staff is confident that he can complete the tasks noted above within the COG's sole source contract requisites (\$10,000 or less). This amount is available in the existing Blueprint work element budget.

A motion was made by Lynn Gorman (Fresno County) and seconded by Kathy Millison (Clovis) to recommend the COG Policy Board authorize the Executive Director to negotiate a sole source contract with John Wright, for the tasks listed above and not to exceed \$10,000, to assist COG staff as we move toward Blueprint implementation. A vote was called for and the motion carried.

E. Blueprint - Valleywide Scenarios

Khristine Cai (COG) reported on this item. In May of this year, the COG Policy Board endorsed and forwarded on to UC Davis its locally preferred Blueprint growth concept for Fresno County. This concept was then included in the eight county San Joaquin Valley Blueprint planning process. Each of the eight Valley COGs has now weighed in on their perspective for future growth, which in turn has been used in developing a more regional Valley view. Three Valleywide alternative scenarios were then developed using the input from the eight COGs. **Scenario 1** is 'Recent Trends' (status quo), **Scenario 2** is 'Locally Selected' (a stitched together quilt of the preferred concepts from each county) and **Scenario 3** is the 'Valleywide Hybrid'. These scenarios will be presented to the public and elected officials as we move towards identifying a Valley Vision for growth to the year 2050. This process is similar to that which we recently completed at the county level. Kristine Cai COG modeling staff presented a PowerPoint presentation that illustrated the three Valleywide scenarios.

The Valleywide scenarios were first presented to the Blueprint Regional Advisory Committee [BRAC] on November 7th. This advisory committee, which includes members from all eight counties in the Valley, voted to recommend the Valleywide Hybrid (Scenario 3) to the Regional Policy Council for their endorsement at their meeting in March 2009. Because Scenario 3 is different from what the Fresno COG Policy Board recommended back in May of this year, staff wanted to give the Board a chance to weigh in on Valleywide Scenarios before the Regional Policy Council takes action in March. These scenarios will also be presented at the Valleywide Blueprint Summit on January 26th here in Fresno.

At its final meeting on November 19th, Fresno COG's Blueprint Roundtable made a motion to recommend that Fresno reaffirm its support of the preferred Blueprint concept that it endorsed in May of 2008, with the caveat that Fresno encourage other counties to move closer toward smart growth principles and increased densities. Roundtable members felt that achieving the benefits of smart growth development was the responsibility of all the counties in the Valley, not just a few.

On December 5th, the Blueprint project managers presented the 3 alternative scenarios to the Regional Policy Council seeking their direction on how to move forward with the remaining outreach activities. After a detailed discussion, the Regional Policy Council directed staff and U.C Davis to create a 4th alternative by adding the regional transportation network to the existing Scenario B (staff are calling this the new scenario B+.)

A motion was made by Mike Gaston (Selma) and seconded by Kathy Millison (Clovis) to recommend that the Fresno COG Policy Board review the Valleywide Scenarios, reaffirm Fresno's preferred Blueprint concept, and encourage other counties to adopt smart growth principles and forward this recommendation on to the Regional Policy Council for their action in March, 2009. A vote was called for the motion carried with one opposed vote from John Donaldson (LWV).

F. 2009 Washington D.C. "One Voice" Update

Barbara Steck (COG) reported that staff will continue to prepare for Fresno COG's "One Voice" trip to Washington D.C. (February 7-12, 2009). To date staff has a record number of 41 individuals that signed up for the trip. In addition, staff has received the preliminary agenda from our D.C. lobbyist. Last month the Policy Board approved the list of regional priority projects. This month staff will ask for the Board's approval of two additional lists – one pertaining to the reauthorization bill, the other a list of policy priorities.

A motion was made by Bruce Webber (Reedley) and seconded by David Elias (Fowler) to recommend the COG Policy Board's approval of the "One Voice" committee's list of projects for inclusion in the reauthorization of the Federal Transportation Bill as well as the list of policy issues. A vote was called for and the motion carried.

G. Draft 2009 Interim Federal Transportation Improvement Program (FTIP) Amendment #3, 2007 RTP Amendment #2 and Conformity Analysis – Resolution 2009-01, PUBLIC HEARING 12-18-08

Renee DeVere-Oki reported that Fresno COG is currently amending its 2009 Interim Federal Transportation Improvement Program (FTIP), 2007 Regional Transportation Plan (RTP), and updating our associated Conformity Analysis. A public hearing on these documents will be held at the Board Meeting on December 18, 2008 at 5:30 p.m. Written and verbal comments will be accepted through that time. Policy Board adoption is expected to occur on January 29, 2009.

Regional Transportation Plan (RTP) Amendment: The 2007 RTP represents the long range planning vision for Fresno County's regional transportation system through the year 2030. The RTP is a long-term strategy to meet Fresno County's transportation needs out to the year 2030. The amendment clarifies the financial projections and the financially constrained and unconstrained project lists. Information on the amendment was included in the package.

2009 Interim Federal Transportation Improvement Program (FTIP): The FTIP is the incremental implementation of the long-range Regional Transportation Plan and includes programming for fiscal years 2008/09 through 2011/12. Amendment #3 provides for the modification and addition of projects into the FTIP. The RW and CON phases of regionally significant projects that were not originally included in the Interim FTIP are included as part of this amendment. Information on the amendment has been included in the package.

Conformity Analysis: An air quality conformity analysis is required in nonattainment areas to ensure that transportation plans and programs are (1) consistent with the state and local air quality plans, and (2) do not interfere with the timely implementation of transportation control measures. The Draft Conformity Analysis for the Interim 2009 FTIP Amendment #3 and 2007 RTP Amendment #2 demonstrates that all of our adopted transportation plans and programs are in conformance with the rules for the applicable air quality standards. The Draft Conformity document is available on our website at www.fresnocog.org.

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

H. Video Conferencing Update

Tom Webster (COG) provided a verbal update on this item. Last month Fresno COG met with City Managers at a pre PAC meeting to discuss the Video Conferencing. One of the topics that came out of the discussion was that there is a need to get information out to the cities. Tom Webster (COG) is putting together a questionnaire so that Fresno COG can get helpful information back to proceed. There is a packet that will be sent out with the information and the questionnaire to the city managers and representatives at PAC.

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

I. San Joaquin Valley Express Transit Study

John Downs FAX/COG reported on this item. The Merced County Association of Governments (MCAG) has been coordinating the San Joaquin Valley Express Transit Study with regional partners including the Counties of Kern, Kings, Tulare, Fresno, Madera, Stanislaus and San Joaquin. The San Joaquin Valley Express Transit Study is designed to identify markets that can support inter-county commuter express transit service within the San Joaquin Valley region, and between the San Joaquin Valley and its neighbors.

Commuter express transit is focused primarily on serving workers traveling to their places of employment, generally over longer distances than typical intra-urban bus routes. Existing services that cross county lines within the San Joaquin Valley is oriented to providing "lifeline" service to transit-dependent populations. Commuter express service is aimed at attracting a choice market, and generally includes a limited number of stops, providing transportation that is more competitive with driving during peak commute hours. In doing so, commuter express transit can provide workers with improved choice, relieving pressure on congested freeways during peak times, and decreasing emissions that contribute to air pollution and global climate change.

The report, the ***San Joaquin Valley Transit Express Study Travel Demand Analysis***, provides an account of inter-county commuter travel demand based on a number of modeling and current data sources. Current population and employment densities throughout the region are analyzed along with projections for future growth.

Current and projected patterns of inter-county commute travel are presented to identify the corridors with high demand. Finally, these high demand corridors are further analyzed for key origins and where transit may be a competitive commute option.

A copy of the report can be downloaded from the Nelson / Nygaard ftp site at the following location: <ftp://meiseman:meiseman@ftp.nelsonnygaard.com/> or on the Fresno COG website at www.fresnocog.org under announcements.

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

J. Expanded High-Speed Rail/Rail Consolidation Steering Committee

Clark Thompson (COG) reported on this item. A Technical Assessment Group (TAG) was formed some time ago to assist with the High-Speed Rail/Rail Consolidation Study, currently underway with URS as the lead consultant. The Study is jointly funded by the California High-Speed Rail Authority and the Fresno COG.

Since the passage on November 4, 2008 of Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act, the prospects for high-speed rail appear much improved. Consequently, the Study is expected to receive much more attention. However, as presently constituted, the TAG does not have the necessary high-level local agency participation that is required to comprehensively address the complex and varied issues of the high-speed rail/rail consolidation project. In addition to further refinement of alignment and station location, these issues include securing a maintenance facility in Fresno or its vicinity, station area planning and design challenges and opportunities, economic implications and opportunities, etc.

In order to develop a more robust TAG, staff will send letters to mayors, the Chairman of the Board of Supervisors, and the heads of other organizations such as the Economic Development Corporation and the Chamber of Commerce requesting them to direct appropriate high-level personnel to participate in the TAG. In addition, because of the regional importance of high-speed rail/rail consolidation and the location of a station in downtown Fresno, similar letters will be sent to the Madera County Association of Governments and to Madera County soliciting their high level participation as well.

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

K. Abandoned Vehicle Abatement - FY 2007-08 Year-End Summary Report [THOMPSON]

Clark Thompson (COG) reported on this item. For the entire F.Y. 2007-08, a total of \$715,577.99 in revenue was received by the AVA Service Authority. Total expenditures by the Service Authority were \$703,771.36, resulting in \$11,626.63 carryover of funds. The corresponding dollar amounts for the previous year were \$709,285.17 in revenue, \$652,816.80 in expenditures, and \$56,468.37 in carryover. This dramatically improved situation with regard to the carryover funds is largely attributed to the County of Fresno becoming actively involved in the program. In fact, the County now has two Community Service Officers assigned exclusively to the Abandoned Vehicle Abatement Program.

Carryover funds accumulated during the first four years of the program now total \$174,015.86. Program staff is naturally concerned about this large and growing amount of carryover funds. This issue has been a focus of quarterly AVA Working Group meetings. While it is to be expected that many of our member agencies need time to adjust their ordinances, procedures and staffing in order to take advantage of this program, there are still a few member agencies that have not yet participated in the program or whose involvement is minimal. Staff continues to work with these agencies to encourage their participation and to provide assistance. The good news, however, is that the amount of carryover funds is considerably less this year than in past years, as noted, and the prospects are good for further decreases going forward as Service Authority members become more involved.

The total number of vehicles abated in FY 2007-08 was 4,442 and the average cost per abatement was \$158.44. These figures are 129 and \$7.08 more, respectively, than in the previous fiscal year.

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

L. Caltrans Monthly Report [CALTRANS]

Steve Curti (Caltrans) provided an update on Caltrans activities. The next round of the Safe Route to School applications will be out at the end of the December or in the first part of January. This is a popular program.

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

IV. OTHER BUSINESS

A. Items from Staff

Tony Boren, Executive Director wished everyone a Merry Christmas and Happy New Year.

B. Items from Members

There were no items from members.

Adjournment

There being no further business, the meeting was adjourned.

Respectfully submitted,



Tony Boren, Executive Director
Council of Fresno County Governments

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**Council of Fresno County Governments
First Quarter Progress Report for FY 2008-09
Ending September 30, 2008**

REGIONAL TRANSPORTATION PLANNING

WE 110 - Regional Streets and Highways

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

Accomplishments:

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

[DEVERE-OKI]

WE 111 - Regional Transportation Modeling

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

Accomplishments:

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

- Participated in the San Joaquin River Crossing study.
- [BITNER]

WE 112 - Regional Traffic Monitoring

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

Accomplishments:

- Coordinated the *Traffic Counts Program* and provided technical assistance to member agencies.
 - Provided traffic counts in response to public requests.
 - The Traffic Monitoring Program Review and Update Project was completed.
- [BITNER]

WE 113 – Regional Transportation Planning Studies

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

Accomplishments: Fresno COG has completed the interview process and selected a consultant to conduct the West Area Transportation Circulation and Planning Study. It is anticipated that following Fresno COG, Governing Board approval, the study would begin on November 1, 2008. Several meeting between the County of Fresno, the City of Fresno and Fresno COG have taken place to identify critical roadway segments and intersections needed to begin the study.

- Released the Request for Proposal for the West Area Transportation Circulation and Planning Study.
 - Interviewed consultants for the study. Fehr & Peers along with Mark Thomas were selected for the study.
 - Critical intersections and roadway segments vital to the study were identified.
- [TWEBSTER]

WE 114 – Fresno-Madera County Freeway Interchange Deficiency Study

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

Accomplishments:

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

- Consultant is finalizing final project costs.
[BITNER]

WE 115 – Regional Transportation Mitigation Fee Plan

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

Accomplishments: On October 9, 2008 the Council of Fresno County Governments and the Fresno County Transportation Authority adopted a Regional Transportation Mitigation Fee Program based on the following fee levels:

Land Use Category	Fee
<i>Residential Developments (\$/dwelling unit)</i>	
Single-Family Dwelling (market rate)	\$1,727
Single-Family Dwelling (affordable)	\$863
Multi-Family Dwelling (market rate)	\$1,212
Multi-Family Dwelling (affordable)	\$606
<i>Non-Residential Developments (\$/sq. ft.)</i>	
Education	Exempt
Government	Exempt
Commercial/Retail	\$1.96
Commercial/Office/Service	\$1.23
Light Industrial	\$0.49
Heavy Industrial	\$0.10
Other Non-Residential	\$0.42

As part of the fee adoption process, both Policy Boards agreed to a “phase-in” program whereby the fees collected in the 2009 would be 30% less than the identified fee, in 2010 the fees collected would be 15% less than the identified fee, and in 2011 the fee collected would be 100% of the identified fee.

At this point in the process, Fresno COG and FCTA staff will work with our member agencies to help them adopt and enact the Regional Transportation Mitigation Fee program.

[BOREN]

WE 120 - Regional Public Transportation Planning - Urban

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

Accomplishments:

- ***Demand-Responsive Service Evaluation:*** Staff continues to monitor the system for productivity, cost effectiveness, contract compliance, as well as compliance with ADA regulations.
- ***Management Information Systems:*** Staff continues to develop and maintain various MIS programs and services. Major work included generating ridership numbers for the FY08 NTDB, and validating the Automatic Passenger Counters accuracy.

- *National Transit Database Report:* National Transit Data Base (NTDB) annual operating statistics for FY2007-08 are being compiled for the report to the Federal Transit Administration. NTDB data collection is an ongoing process.
- *Coordinate with Air District:* Staff reviews Air District's plans and rule making and attends workshops on topics related to transit planning. Staff also works closely in developing funding request strategies from the SJVUAPCD for related TCM's such as alternative fuels funding and transit pass subsidy funding.
- *Review Development Proposals:* Staff continues to work closely with the development community in order to promote pedestrian and transit-friendly development through review and comment on development proposals.
- *Community Outreach and Public information:* FAX information continues to be maintained on the World Wide Web at <http://www.fresno.gov/index.html>. Staff continues to work with major employers to promote public transit, and to find creative ways to increase transit's market share. Staff has participated in several community outreach activities with various local agencies.
- *Service Coordination:* The Clovis/FAX Metro pass continues to be a success, and FAX continues to include transit service schedules and information for Clovis Stageline in the FAX Schedule Guide.
- *Bus Rapid Transit Master Transit Plan:* the Bus Rapid Transit Plan was completed and accepted by the COG Policy Board at their July 2008 meeting.
- *Regional Farebox:* Staff continues to work on the regional farebox initiative. Two bids were received in September 2008, however, because of technical problems with the bid proposals, staff has recommended that both bids be refused and the request for bids be reissued.
- *BRT Master Plan:* The Consultant has finished the BRT plan, and has prepared an initiation package for the Federal Transit Administration. This is the first step in applying for federal New Starts funding, and the initiation package was provided to FTA in September 2008.

[DOWNS]

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

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

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

The human services transportation coordination provisions include the following activities:

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

Accomplishments:

- Released a call for projects for 2006, 2007, and 2008 apportionments for the urban component of the JARC Section 5316 grant.
- Received and graded several projects for Fiscal Year's 2005/2006, 2006/2007, and 2007/2008.
- Started Implementation of processes and procedures to administer and oversee the JARC grant program as outlined in the Fresno County Human Services Transportation Provider Consolidated Plan Project Management Plan.
- Worked with CALTRANS to ensure grant applicants submitted grant applications that received the most points possible with the information provided.

[SOBRADO]

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

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

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

Accomplishments:

- Released a call for project for 2006, 2007, and 2008 apportionments for the urban component of the New Freedom Section 5317 grant.
- Received and graded several projects for Fiscal Year's 2005/2006, 2006/2007, and 2007/2008.
- Started Implementation of processes and procedures to administer and oversee the New Freedom grant program as outlined in the Fresno County Human Services Transportation Provider Consolidated Plan Project Management Plan.
- Worked with CALTRANS to ensure that grant applicants submitted grant applications that received the most points possible with the information provided.

[SOBRADO]

WE 123 – Public Transportation Infrastructure Study (PTIS)

Objective: The purpose of this work element is to identify and evaluate viable alternative mass transportation

options for Fresno County, and develop ridership and cost projections for various scenarios to establish a long-range plan leading to optimum connectivity within the region.

Accomplishments:

- Four proposals were received as a result of the PTIS request for proposals, and the COG Policy Board accepted staff's recommendation to award the contract to Kimley-Horn Associates during their July 2008 meeting.
- Staff negotiated a final scope of services for the PTIS during September 2008. The funding must now be approved by the FCTA.

[DOWNS]

WE 130 - Regional Public Transportation Planning - Rural

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

Accomplishments:

- No Work Element tasks were scheduled or performed during the First Quarter.

[WEBSTER]

WE 150 - Other Modes - Aviation & Rail

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

Accomplishments/Aviation:

- Monitored aviation issues and legislation important to Fresno County.

Accomplishments/Rail:

- Monitored rail issues and legislation important to Fresno County.
- Monitored activities of the California High-Speed Rail Authority and other activities related to high-speed rail in California. Monitored meetings of the High-Speed Rail Authority in San Francisco on July 8th and 9th, 2008. Key issues at this meeting included staff presentation on the Final Bay Area to Central Valley High-Speed Train Program EIR/EIS, public comments and response to public comments on the Final Program EIR/EIS, certification of the Final Program EIR/EIS, and the Draft RFQ for the Altamont Corridor for environmental/engineering services for board review and approval for a separate and independent regional rail project on the Altamont Corridor working with regional partners.
- Participated in a meeting of the San Joaquin Valley Rail Committee on July 17, 2008 in Richmond. Key agenda items included presentations on high-speed rail and the San Joaquin Reservation Center, and reports on National Train Day, Amtrak California train and thruway bus operations, the state budget and legislation, and an update on Division of Rail capital projects.
- There was no meeting of the COG Rail Committee this quarter.
- Participated in a field trip to Ventura County including a tour of the Santa Paula Railroad Branch Line. This trip was related to efforts to preserve railroad freight and future passenger service on the corridor operated by the San Joaquin Valley Railroad in Tulare County (with implications for that segment of the same corridor in Fresno County).

- Provided a comprehensive update on Assembly Bill 3034 and its implications for the November 4, 2008 election to COG Committees and Policy Board at the September cycle of meetings.
- Continued efforts with Fresno Area Residents for Rail Consolidation (FARRC) and other interested citizens and organizations regarding the potential rail consolidation project in Fresno and other projects.

[THOMPSON]

WE 151 – Bicycle and Pedestrian

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

Accomplishments:

- Monitored bikeway issues and legislation important to Fresno County.
- Established a Fresno COG Bikeways / Trails Committee that is intended to meet on a quarterly basis. The first meeting is scheduled for October 23, 2008. An initial purpose of the Committee is to coordinate activities of Fresno, Fresno County, and Clovis as they each either update or develop for the first time a bicycle transportation plan.
- Staff sits as a voting member representing the San Joaquin Valley on Caltrans Bicycle Advisory Committee (CBAC). The purpose of the CBAC is to advise Caltrans on technical issues related to bikeways planning and implementation. Attended a meeting of the CBAC on August 7, 2008 in Sacramento. Agenda items included various status reports and discussions of AB 1581 implementation, Rumble Strip Guidance, Highway Design manual Sidepath Guidance, and a Bridge Rail Height Study.

[THOMPSON]

WE 153 – Airport Land Use Commission

Objective: To ensure the orderly development of lands in the vicinity of public use airports within Fresno County and ensure consistency of land use development with the various Airport Land Use plans within Fresno County.

Accomplishments:

- Worked with County of Fresno to prepare for the transition of ALUC responsibilities from the County of Fresno to the Council of Fresno County Governments.
- Attended two training sessions to prepare for the transition.

[TWEBSTER]

WE 170 - Regional Transportation Plan

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

Accomplishments:

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

- Processed Administrative Modification #1 to the RTP on August 14, 2008.
[DEVERE-OKI]

WE 172 - Congestion Management Process

Objective: To respond to federal congestion management planning requirements.

Accomplishments:

- Continued work on update of congestion management process to be compliant with SAFETEA-LU.
- Continued dialogues with FHWA and other reviewing agencies on Fresno COG's Congestion Management Process (CMP)

[DEVERE-OKI/CAI]

WE 180 - Air Quality Transportation Planning

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

Accomplishments:

- On-going coordination with local, State, and federal agencies regarding air quality and transportation issues.
- Monitored State and federal guidance related to air quality transportation planning requirements.
- Continued participation in the Statewide Air Quality Conformity Working Group including meetings and transmitted updates from the working group.
- Continued participation with the other seven Valley Regional Planning Agencies (RPA) in the San Joaquin Valley Model Coordinating Committee (MCC) and the Programming Coordination Group (PCG) to address pertinent transportation, modeling, air quality, and conformity analysis issues.
- Assisted and drafted project level conformity determinations for transportation agencies.
- Assisted and drafted transportation control measure substitutions for transportation agencies.
- Provided Congestion Mitigation and Air Quality (CMAQ) assistance for transportation agencies.
- Participated in conference calls with staff from ARB, EPA, FHWA, Caltrans and various members of the other San Joaquin Valley RPAs.
- Attended Air District Board meetings and workshops.
- Presented air quality updates to the Fresno COG Transportation Policy Committee, the Transportation Technical Committee and the Policy Advisory Committee.
- Established and researched procedures for integrating air quality into the Interim 2009 FTIP.
- Tracked and attended meetings and legislative developments related to Climate Change initiatives (AB 32 and SB 375).

[DAWSON]

TRANSPORTATION PROGRAM DEVELOPMENT

WE 210 – Measure C Reauthorization

Objective: To provide the organizational structure and staffing for development of an Expenditure Plan that will guide the utilization of a proposed ½ cent sales tax measure that is tentatively scheduled for the November 2006 ballot. The Reauthorization process is being guided by a Regional Steering Committee consisting of

elected officials, interested regional stakeholders and the general public. Staffing is provided by COG.

Accomplishments:

- COG staff continues to work with PB Americas Inc. in developing a Regional Transportation Mitigation Fee program which is a requirement of Measure “C”. Staff anticipates a COG Policy Board decision on the RTMF in August 2008. Measure “C” requires that all COG member agencies adopt the RTMF by January 1, 2009 or risk losing a percentage of their Street Maintenance pass-through funding.

[BOREN]

WE 211 – Measure C Citizen Oversight Committee

Objective: To inform the public and to ensure that the Measure C funding program revenues and expenditures are spent as promised to the public in the 2006 Measure C Extension Expenditure Plan.

Accomplishments:

- A meeting of the Citizen Oversight Committee was held July 10, 2008.
- One vacant position on the committee was advertised in the Fresno Bee, and notices were posted to the Fresno COG website and emailed out to Fresno COG’s email databanks.
- New Local Agency Reporting Forms were designed and distributed to member agencies. Several reports were received for committee review and acceptance.

[LAUCHNER]

WE 212 – Measure C Carpool/Vanpool Program

Objective: To expend Measure C Carpool/Vanpool Program funds to encourage an increase in carpooling, commuter vanpooling and farmworker vanpooling in Fresno County.

Accomplishments: COG staff continues to:

- Develop, evaluate, and monitor tracking and reporting procedures.
- Develop and release notifications of funds available via website, email, public service announcements, news articles, participate in community events, and other means available to all Fresno County residents including the Tribal membership and employees.
- COG staff set additional implementation guidelines for receiving and evaluating all applications for each vanpool program.
- COG staff continuously updates all related information and forms online.
- COG staff receives and evaluates all applications for the commuter vanpool program.
- Created new partnerships with vanpool providers and with public and private organizations to increase vanpool and carpool awareness and participation.
- Provide customer service through phone calls, assisting walk-in traffic and arranging onsite visits with public and private organizations.
- Receive and process monthly vanpool invoices and mail out subsidies, reimbursements and award letters.
- Continuous research and development of the carpool rewards card program.
- Continuous research and development to improve and enhance Commuter Vanpool Program.

[GARZA]

WE 213 – Measure C Rail Consolidation

Objective: To implement the Measure C Rail Consolidation Subprogram. This will increase safety, reduce traffic congestion by moving the Burlington Northern Santa Fe (BNSF) Railroad tracks adjacent to the Union Pacific (UP) Railroad tracks through Fresno, provide for new under- or over-passes that separate vehicular and rail traffic, and fund efforts to secure an additional \$600 to \$900 million of needed funding from state, federal, or other agencies to fully fund rail consolidation.

Accomplishments:

- Participated in a meeting of the Technical Advisory Group (TAG) for the Joint High-Speed Rail / Rail Consolidation Study. The purpose of the meeting was to review different conceptual alignments/alternates and to select several for future in-depth evaluation.
- Report and presentation to the Measure C Extension Steering Committee on progress related to the Rail Consolidation subprogram.

[THOMPSON]

WE 214 – Measure C ADA/Seniors/Paratransit Taxi Scrip

Objective: To implement the Measure C Taxi Scrip Program for enhanced taxicab transportation services for persons 70 years of age and older living in the Fresno County (service area) region.

Accomplishments:

- Develop, evaluate and monitor a tracking and reporting database for taxi scrip program.
- Continuous development and release of program notifications such as funds available, forms, bilingual educational literature, question and answers via website, email, public service announcements, news articles, community events and other means available to all Fresno County residents including the Tribal membership and employees.
- COG staff continuously updates all related information, forms and applications online as well as ensures that all distribution centers have updated information.
- COG staff set additional implementation guidelines for receiving and evaluating all applications for each taxi scrip user.
- COG staff receives and evaluates all applications for Taxi Scrip Program and Proxy Designation Forms.
- Developed, prepared and printed Taxi Scrip Books. Security measures are continuously explored.
- Continue to provide customer service through phone calls, assisting walk-in traffic and arranging onsite visits with public and private organizations.
- COG staff receives and processes invoices, subsidies, reimbursements and sales.
- Continue to review biweekly taxi vendor logs and submitted taxi scrip for accuracy and reimbursement.
- Created partnership with various local vendors, private and public organizations to act as currency distributors and as educators to increase taxi scrip program awareness and participation.
- Continuous research and development to improve and enhance the Taxi Scrip Program.

[GARZA]

WE 215 – Measure C Farmworker Vanpool Programs

Objective: To implement the Measure C Farmworker Vanpool Program, encouraging an increase in farmworker vanpooling participation in Fresno County.

Accomplishments:

- Develop, evaluate, and monitor tracking and reporting procedures.
 - Develop and release bilingual notifications of funds available via website, email, public service announcements, news articles, participate in community events, and other means available to all Fresno County residents including the Tribal membership and employees.
 - COG staff has set additional implementation guidelines for receiving and evaluating all applications for the Farmworker vanpool program.
 - COG staff continuously updates all related information and applications online and works closely with vanpool provider to educate Farmworkers on informational program items.
 - COG staff receives and evaluates all individual applications for the Farmworker vanpool program.
 - Created new partnerships with vanpool providers and with public and private organizations to increase Farmworker vanpool awareness and participation.
 - Provide customer service through phone calls, assisting walk-in traffic and arranging onsite visits with public and private organizations.
 - Receive and process monthly vanpool invoices and mail out subsidies and reimbursement
 - Continuous research and development to improve and enhance Farmworker vanpool program.
- [GARZA]

WE-220 – Transportation Program Development

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

Accomplishments:

- COG staff continues to work with its member agencies in an effort to develop/maintain a financially constrained transportation improvement program.
- COG staff continues to attend California Transportation Commission meeting and Statewide RTPA meetings to monitor, regional, state and Federal transportation issues.
- Correspondence with Agency staff and Caltrans regarding delivery/preparation of the Obligation Plan for FFY 2007/08.
- Development and posting of the Annual listing of projects.
- Developed the 2009 FTIP and 2009 Interim FTIP. A 30 day public review and comment period was conducted with a closing date of July 3, 2008. A public hearing was held on June 26, 2008.
- The 2007 FTIP was adopted by the COG Policy Board July 31, 2008 and submitted to Caltrans and Federal Highway Administration (FHWA) for approval.
- COG staff continues intergovernmental coordination and public notification for all formal amendments to the FTIP. COG staff also continues to conduct administrative amendments to the FTIP as needed.

[BOREN/DEVERE-OKI]

SERVICES AND GENERAL COORDINATION ACTIVITIES

WE 310 - Intergovernmental Coordination

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

Accomplishments:

- Continued to provide staff support to the Association for the Beautification of State Route 99. Organized bimonthly meetings for the Association, assisted with correspondence, conducted research, and prepared staff reports.
 - Continued efforts towards implementing the *2000 Highway 99 Beautification Plan* by recommending the adoption of a draft Highway Beautification Overlay Zoning District by the Cities of Kingsburg, Selma, Fowler, Fresno, and Fresno County. Provided guidance and support to Fresno County planning staff as the Overlay made its way through the adoption process.
 - Continued monitoring other SR 99 beautification efforts such as the Great Valley Center's Highway 99 Project and Caltrans' *Highway 99 Plan*.
 - Provided ongoing support to member agencies of the Abandoned Vehicle Abatement Service Authority in the establishment of this new program in Fresno County. Issues discussed over the course of the quarter include election of Chair and Vice-Chair of the Authority and a determination of time standards and personnel costs for use in calculating program costs.
 - Staff continues to outreach to the Native American Tribal governments, both federally and non-federally recognized, in Fresno County to solicit their input and to seek their participation in COG activities. Staff continues to provide all of the tribes with ongoing meeting notifications and any other pertinent information that may be of interest to the tribes. Fresno COG will be working with Kern COG who will be the lead agency on a grant to enhance outreach to Tribal governments.
 - Continue process of member agency outreach to provide update on the SJV Regional Blueprint Planning Process and determine how COG can assist with implementation.
 - Continued outreach with staff and administrators of member agencies to gather input for the Blueprint.
 - Provide ongoing updates to member agencies on progress with Blueprint activities.
 - Continue to work with eight Valley COGs on project management of SJV Blueprint.
 - Initiated outreach to Valley economic development agencies (CCEDCs) to begin dialogue on "jobs/housing balance" issues related to Blueprint.
 - Took lead in preparation of request for fourth year funding of Blueprint activities.
 - Staff continues involvement/collaboration on Intelligent Transportation Systems (ITS) projects of local, valley-wide, and State interest.
 - Continued involvement, participation and monitoring of monthly California Transportation Commission meetings, Regional Transportation Planning Agency meetings, and Self-Help County Coalition meetings.
 - Staff participates in monthly meetings with the Fresno County Rural Collaborative Committee headed by the Fresno County Economic Opportunities Commission that offers capacity enhancing opportunities for rural areas.
 - Executive Director and Deputy Director have been holding meetings with member agency Board and PAC members to provide information and solicit input.
 - Staff participates in monthly meetings with the Fresno Chamber of Commerce's Government Affairs Council where legislation and local, state and federal policies are discussed that affect the Fresno region.
- [BOREN/STECK/DANSBY]

WE 311 - Public Information and Participation

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

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

Accomplishments:

- Prepared agenda packages, reports, and notices for COG's three monthly public meetings
- Filled requests for information about Fresno COG and/or their member agencies and updated various listings
- Designed and printed graphic design materials for Fresno COG staff as requested
- Continued updating Fresno COG's website with a variety of graphics and material
- Continued involvement in the Valley Blueprint process:
 - Participated on the Valleywide media committee
 - Worked with Fresno COG staff to negotiate a new media strategy with the Great Valley Center.

[LAUCHNER]

WE 312 - COGView Internet Home Page

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

Accomplishments:

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

[LAUCHNER/SOBRADO]

WE 313 – Environmental Justice Activities

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

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

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

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

Fresno COG staff is completing the Environmental Justice Report. When completed, the report will be circulated to Environmental Justice Task Force members for review and comment. Once all comments from the task force has been received and incorporated into the Plan, the document will be released for public comment and subsequent adoption by the Fresno COG Policy Board. It is expected that this process will be completed in the Second Quarter of 08/09.

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

Accomplishments:

- Convened the Fresno County Environmental Justice Task Force two times to solicit feedback on a draft copy of the Fresno County Environmental Justice Plan.
- Formulated a plan for public outreach to solicit feedback and inform different stakeholders about the existence of the Fresno County Environmental Justice Plan.
- Currently in the process of completing the The Fresno County Environmental Justice Plan.

[SOBRADO]

WE 320 - Technical Assistance to Members

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

Accomplishments:

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

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

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

[BOREN]

WE 330 – Outside Technical Assistance

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

Accomplishments:

- No activity this quarter.

[BITNER]

WE 340 – Traffic Demand Management Program

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

Accomplishments:

Ridematching:

- Currently have over 1,200 registered users in the *Carpool/Vanpool Online Matchlist* program at www.Valleyrides.com. Maintained this current and active database of commuters, referring callers to the online system or inputting information for clients
- Worked with other TDM agencies, employers and vanpool agencies to facilitate matches and refer clients. These agencies include: CSU Fresno, South Valley Rideshare, San Joaquin Commute Connection, Fresno Area Express, KART, VPSI and Enterprise Rideshare
- Continued assisting the city of Fresno's Downtown Vanpool Program to transition their vanpools from subsidy funding provided by the city of Fresno to Measure C subsidies.

Information Services:

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

Administration:

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

[GARZA]

WE 350 - Fresno Regional Data Center

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

Accomplishments:

- Assisted 50 individuals from governmental agencies, businesses, and the public in their information needs.
- Monitored, prepared and distributed Census 2000, State of California Department of Finance and other data to member agencies and the public.
- Developed socio-economic data for alternative land use scenarios for consultants' traffic impact studies and special studies.
- Provided demographic information for COG-prepared documents and presentations including Measure C mitigation fee data and the Blueprint Planning Process and grant application data
- Assisted the member agencies in their participation in and follow-up for the 2010 U.S. Census Local Update of Census Addresses (LUCA) program.
- Prepared for the County's participation in the Census 2010 Block Boundary Suggestion Program.
- Worked on update of socio-economic model data for transportation model.
- Prepared Affiliate State Census Data Center activity report as required, and State of California Department of Finance population surveys.

[CHUNG]

WE 360 – One Voice Advocacy

Objective: ‘One Voice’ unites Fresno County communities and regional interests in a voluntary and collaborative effort to seek federal and state funds annually for projects of regional significance. All projects chosen shall contribute to an improved quality of life throughout the Fresno County region.

One Voice Accomplishments:

- Called for and received Washington D.C. “One Voice” projects from member agencies and community organizations. Identified selection committee that will meet in October to recommend top priorities to COG Board for approval during second quarter. Meetings will also be held in October to consider policy and regulatory reform issues above and beyond federal earmarks and projects for the federal reauthorization bill that may be included in the advocacy effort.
- In the next quarter, staff will begin planning activities related to the 2009 Fresno COG “One Voice” advocacy efforts to Sacramento. These planning activities will include updating the Fresno COG Legislative Platform for 2009 and then extracting a list of priorities from the Platform to be considered by the Policy Board for inclusion in the Sacramento advocacy discussions with state representatives and state agencies.
- The 2009 “One Voice” advocacy trip to Washington D.C. will take place on February 7-12th and the trip to Sacramento will take place on March 9th and 10th.

[DANSBY]

REGIONAL COORDINATION OF TRANSPORTATION, LAND USE AND HOUSING

WE 410 – San Joaquin Valley Regional Blueprint Planning Process

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

Accomplishments:

During the first two years, Fresno COG worked with the other 7 SJV COGs to coordinate our county efforts into a Valleywide Vision. We have conducted the community outreach and modeling activities that have allowed us to:

- Solicit input on community values
- Define a Vision Statement for Fresno County
- Develop Goals, Objectives and Measurable Outcomes that are consistent with the Values and Vision
- Developed four “what if” growth scenarios to compare to the status quo
- Select a “preferred growth concept” to submit to the Valleywide modeling effort
- There were many sub-tasks associated with these accomplishments which have been included in former year’s quarterly reports.

The following represent the tasks completed for the first quarter of the 2008-09 FY

- Made several presentations to community groups on Blueprint progress
- Worked with Valley COGs and UC Davis to coordinate Valleywide modeling efforts
- Worked with Local Government Commission to develop strategy to address density issues with local land use agencies
- Worked with CA Partnership for SJV on LUHA and Transportation working group tasks
- Coordinates with local water agencies in an effort to garner data for Blueprint modeling efforts
- Coordinated with Model Farmland Conservation project to integrate with Blueprint planning

The coming quarter will include activities to prepare proposal for 4th year funding of the Blueprint activities. It will also include the synthesis of county level planning into an integrated Valley approach. Soon the transition to planning implementation will be on the horizon.

[STECK]

WE 411 – Farmland Conservation Model Program

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

Farmland Conservation Model Program Steering Committee members first met in June of 2007. Comprised of key stakeholders in Fresno County, steering committee members include Fresno County, the City of Fresno, the City of Clovis, the Fresno County Farm Bureau, and others. The purpose of the Fresno County Farm Bureau is to oversee the daily activities for implementing the Farmland Conversation Model Program. Also involved in

the development of the plan will be an advisory board that will be made up of stakeholders involved in agriculture on a daily basis that will advise the steering committee on issues of importance to the industry in Fresno County.

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

The deliverables for the Farmland Conservation Model Program include:

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

Accomplishments:

- Continued to implement the Farmland Conservation Model Program as outlined in the Work Plan for this project.
- Fresno County Farmland Conservation Model Program Steering Committee members have continued meeting on a regular basis since June 2007.
- The GIS or mapping component of the Farmland Conservation Model Program has been completed and a definition of ‘strategic farmland’ has been created.
- The Fresno County Farmland Conservation Model Program Advisory committee has been meeting on an ongoing basis to assist the Farmland Conservation Model Program Steering Committee in formulating and defining the policy that will be incorporated into the ‘toolkit’ and final report currently in development.
- Development of a ‘planner’s toolkit’ is ongoing. This is a large collection of best practices, trends, methodologies and the like pertaining to farmland conservation that is catered to the unique needs of Fresno County and the San Joaquin Valley.
- The Farmland Conservation Model Program is still on track to be completed at the end of the second quarter of fiscal year 2008/2009.

[SOBRADO]

VALLEYWIDE COORDINATED ACTIVITIES

WE 810 - Valley Air Quality Coordination

Objective: To ensure a coordinated and comprehensive approach to transportation and air quality planning among the eight San Joaquin Valley transportation planning agencies and the San Joaquin Valley Air Pollution Control District. The goal is to attain and subsequently maintain federal and state air quality standards. A new aspect of this particular coordination effort will be the issue of greenhouse gases and the need to comply with AB 32 (reduction to 1990 levels) in the future. Although AB 32 is not yet in full force, legal actions filed or threatened by the Attorney General over greenhouse gases has lead to an earlier evaluation of needed actions that may be taken within the COGs’ areas of responsibilities – Regional Transportation Plans and the Blueprint in particular.

Accomplishments:

- Continued contract administration for the Valley-wide Air Quality Planning and Coordination consultant. Managed the efforts of the air quality consultant (including strategy and review of all materials) on behalf of the eight Valley RPAs.
- Managed the contract for the Valley-wide Air Quality Policy Services consultant. Directed consultant to develop Climate Change policy content for the San Joaquin Valley Regional Blueprint Process and to track greenhouse gas initiatives as they relate to transportation issues.
- Wrote Request for Proposal for Air Quality Planning and Coordination Services.
- Managed process for adoption of new contract for Air Quality Planning and Coordination Services.
- On-going coordination with local, State, and federal agencies regarding air quality and transportation issues.
- Monitored State and federal guidance related to air quality transportation planning requirements.
- Presented air quality updates to the San Joaquin Valley RPA Directors Committee and the San Joaquin Valley RPAs Policy Council.
- Continued participation in the Statewide Air Quality Conformity Working Group including meetings and updates from the working group.
- Coordinate efforts with the Air District to ensure a comprehensive and cooperative approach to air quality transportation planning.
- Participate with the other Valley RPAs in the San Joaquin Valley Model Coordinating Committee to address pertinent transportation modeling, air quality modeling and transportation conformity analysis issues.
- Drafted comment letter to Environmental Protection Agency requesting timely action on Air District's State Implementation Plan submittal.
- Continued coordination among Valley transit agencies.
- Comments on proposed air quality plans, rules, regulations and new standards.
- Tracked and attended meetings and legislative developments related to Climate Change initiatives (AB 32 and SB 375).

[DAWSON]

WE 812 – San Joaquin Valley Express Transit Study

Objective: The San Joaquin Valley, the southern watershed of California's Great Central Valley, is a large, diverse, and complex area that contains millions of acres of the world's most fertile farmland, a wealth of natural resources, and large urban environments. Recognizing the substantial growth the area is currently experiencing, the Merced County Association of Governments (MCAG) with support from the other seven San Joaquin Valley COGs/ Metropolitan Planning Organizations (Fresno, Kern Kings Madera, San Joaquin, Stanislaus and Tulare) seeks to address the current and future need for coordinated bus services throughout the region.

Accomplishments:

- Staff provided industry data for reports, participated in conference call meetings, and reviewed and provided comments on preliminary reports and findings.

[DOWNS]

WE 820 – Valley Coordination Activities

Objective: To promote coordination, cooperation and communication among the eight San Joaquin Valley Regional Planning Agencies, including the Council of Fresno County Governments (Fresno COG), and other federal, state, and local governments, related to various regional planning processes.

Accomplishments:

- Coordinate the San Joaquin Valley Regional Policy Council and Executive Directors' Committee meetings, including tracking of minutes and other relevant records.
- A "Valley Voice" advocacy effort was formed in 2008 by the San Joaquin Valley Regional Policy Council, consisting of elected officials from each of the Valley counties as well as the COG Directors from each of the Valley Regional Transportation Planning Agencies, to advocate for a list of regional priorities at the state and federal level.
- Over the past months COG Directors and staff have been developing the San Joaquin Valley National Agricultural Goods Movement & Trade Corridor Program that outlines a system approach to improving national goods movement, improving national farm to market corridors, and producing a lasting economic benefit to an economically distressed Valley region. Specifically, the SJV Regional Policy Council and COG Directors will request funding through the next federal surface transportation bill for projects in four main areas: SR -99, E/W Trade Corridors, Grade Separations, and Rail. This quarter the 8 Valley COG's Policy Boards and the Regional Policy Council gave their preliminary approval for the development of the program. It is proposed that the goods movement program will be the Regional Policy Council's main focus of advocacy in Washington D. C. In the next quarter, the program will be defined with a list of specific projects that will benefit the Valley and will be brought before the Regional Policy Council for their approval. The 2009 trip to Washington D.C. is scheduled for February 25th and 26th.
- The Regional Policy Council's advocacy trip to Sacramento will take place January 28th and 29th, 2009. Valley COG Directors and staff in the next quarter will focus our efforts on updating the Regional Policy Council's Legislative Platform for 2009 and drafting a list of priorities for the Council to consider at their meeting on December 5th in Fresno. The list of priorities will be the focus of the discussions with state legislators and state agencies during the Sacramento trip.
- A staff member is Chairperson on the Valley Legislative Affairs Committee (VLAC), consisting of legislative staff from each of the eight Valley COGs. Meetings are held on a monthly basis or more often as needed, to discuss legislative issues of importance to the Valley and to build consensus on legislation and policy objectives at the state and federal level. The VLAC organizes the advocacy trips to Sacramento and Washington D.C. with the Valley COG's Regional Policy Council and the COG Directors to communicate these shared objectives to our state lawmakers.
- The VLAC are preparing an updated Valley Legislative Platform to be effective in January of 2009 and also, the committee is working on developing a set of formal protocols for the committee.
- The VLAC prepared a legislative panel discussion as part of the program for the Fall COG Director's Policy Conference in October that will focus on state and federal legislative issues.
- Work to develop a unified position and outreach related to the reauthorization of SAFETEA-LU
- Develop a valley-wide chapter for the Regional Transportation Plans.
- Continue to work with Caltrans and other RPAs on issues related to plans, projects, and other needs associated with SR 99.
- Staff continues to participate in meetings for the Caltrans SR 99 Business Plan Advisory Committee. A meeting took place in August. The committee includes Caltrans employees and staff from the eight Valley COG's working together to update the 2005 Caltrans SR 99 Business Plan.
- Develop joint positions and participate in meetings related to High Speed Rail and Intercity Rail.
- Coordinate efforts related to the implementation of a 511 information system in the San Joaquin Valley.
- Pursue development of a videoconference system to reduce trips and vehicle miles traveled related to valley-wide meetings.
- Continue to investigate alternative methods of coordination of valley-wide activities.
- Coordination and consultation on efforts to address goods movement plans and projects.
- Staff participates in regular monthly and quarterly meetings with the California Partnership for the San Joaquin Valley and the Federal Interagency Task Force including the Partnership's legislative staffer meeting, the transportation working group and the air quality working group to help implement the Partnership's established goals.

[STECK/BOREN/DANSBY]

ADMINISTRATIVE ACTIVITIES

WE 910 – COG Administration

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

Accomplishments:

- Staff monitored funding levels, expenses and budgets. Policy Board adoption of the FY 2008/09 Overall Work Program occurred in May, 2008.
- Supervised planning staff activities and progress on work assignments.
- Coordinated preparation of agendas, related materials and committee schedules.
- Conducted ongoing management team meetings to coordinate staff assignments and outcomes.
- Conducted staff evaluations as needed.

[BESHEARS/BOREN]

WE 911 – Overall Work Program and Budget Development

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

Accomplishments:

- Development of the FY 2008/09 Overall Work Program began in January 2008.
- FY 2008/09 Overall Work Program adopted May 2008.
- Amendment #1 adopted June 2008.

[BESHEARS/BOREN]

WE 912 - Local Transportation Funds Administration

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

Accomplishments:

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

[BESHEARS]

WE 920 – Fresno County Rural Transit Agency Administration

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

Accomplishments:

- During the First Quarter, Staff processed claim reimbursement for provided transit service.
- Staff responded to Caltrans on pending Grant requests.

- During the First Quarter staff began closing out the 2007-08 Fiscal Year books for auditing purposes.
 - Staff also performed a variety of administrative functions concerning: general administration; accounting; risk management; procurement; and statistical analysis.
 - The General Manager began analysis for the Transit Operators Report and Annual Productivity Evaluation Report. The results will be review during the Second Quarter.
 - Staff implemented the Dinuba Transit inter-County Connection service in mid August.
 - Staff implemented a three month Demonstration Program for South Sierra Transit to determine if sufficient ridership may be evident to warrant continuation.
- [WEBSTER]

WE 930 – Fresno County Transportation Authority Administration

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

Accomplishments:

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

WE 940 - Freeway Service Patrol

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

Accomplishments:

- Administered the FSP tow contracts. This primarily included reviewing and paying invoices for towing services and radio use, both on a monthly basis, and paying for radio repairs and miscellaneous supplies (i.e. brochures) on an as-needed basis.
- Ongoing coordination and communication with the Freeway Service Patrol Statewide Oversight Committee and with Caltrans Traffic Operations, including annual program benefit/cost evaluations.

[THOMPSON]

WE 950 – Abandoned Vehicle Abatement Program

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

Accomplishments:

- Ongoing communication with AVA Service Authority members, particularly regarding eligible expenses for reimbursement and reporting requirements.
- Calculated payment amounts to eligible local jurisdictions for AVA expenses.
- Provided FY 2007-08 Fourth Quarter Summary Report to the Fresno COG Policy Advisory Committee and Policy Board at the September cycle of meetings. Also in September, Service Authority Board acted to approve an increase in the hourly rate for the City of Fresno.
- Met with Fresno County AVA personnel to discuss options for adjusting either hourly rates or time spent in AVA activities.

[THOMPSON]

COUNCIL OF FRESNO COUNTY GOVERNMENTS
SCHEDULE OF FUNDS ALLOCATED & EXPENDED
For the Quarter Ended November 30, 2008

2007/08 OWP Allocated Funds:	Percent	Budget	Year To Date	Local Resources	FHWA PL	FTA MPO 5303	PTA X077	Partner Planning	BTH 6B910024	PTA Blueprint	Cal	FTA 5307	6086(024) 6086(23)
110 Regional Streets & Roads	33%	307,122	100,996	13,085	100,996								
111 Regional Transp. Modeling	35%	396,984	139,192	15,965	123,227								
112 Regional Traffic Monitoring	31%	267,130	83,403	38,395	45,008								
113 Reg. Transp. Studies	0%	100,000	0										
114 Traffic Deficiencies	43%	50,000	21,570	4,314				17,256					
115 Reg. Transp. Mitigation Fee	90%	162,700	145,937	48,554	97,383								
120 Public Trans. - Urban	20%	627,406	125,614	39,428		12,024	4,773					74,162	
121 JARAC	0%	1,910,990	4,773										
122 New Freedom	0%	695,088	0										
123 PTIS	0%	3,014,000	574										
124 Transit Prof. Deve.	0%	56,500	0										
130 Public Trans. - Rural	13%	28,500	3,750	430		3,320							
150 Other Modal Elements	41%	17,000	6,944	6,944									
151 Bicycle & Pedestrian	52%	28,448	14,700	1,686	13,014								
153 Airport Land Use	0%	25,000	0										
170 Regional Transp. Plan	21%	257,064	55,197	7,299	39,893	8,005							
172 Congestion Management Plan	1%	5,700	81	9	46	26							
180 Air Quality	40%	207,700	82,608	9,476									
210 Measure "C"	43%	210,457	90,075	90,075	56,202	16,930							
211 Measure "C" Oversight Comm.	74%	10,500	7,730	7,730									
212 Measure "C" Car/Van Pool	11%	523,254	56,175	56,175									
213 Measure "C" Highspeed rail	1%	260,000	2,495	2,495									
214 Measure "C" ADA/Seniors	6%	911,099	53,645	53,645									
215 Measure "C" Farm Van Pool	2%	668,908	11,550	11,550									
220 Transportation Prog. Dev.	44%	157,800	5,964	5,964	46,029								17,248
310 Intergov. Coordination	29%	136,600	39,247	39,247									
311 Public Info. and Partic.	28%	132,200	36,396	4,175	25,423	6,798							
312 COG View Internet	32%	18,100	5,757	659	853	4,245							
313 Environmental Justice	42%	19,000	8,039	3,613	2,213	2,213							
320 Technical Assist. Members	34%	14,000	4,790	4,790									
330 Outside Technical Serv.	16%	55,000	8,585	8,585									
340 Rideshare Program	11%	60,750	6,431	6,431									
350 Regional Data Center	19%	95,300	17,945	2,059	9,722	6,164							
360 One Voice Advocacy	17%	113,300	18,706	18,706									
410 California Blue Print	15%	591,602	89,758									89,758	
411 Farmland Trust	12%	100,000	12,156						12,156				
810 Valley Air Quality Coord.	43%	173,469	73,937	58,542	8,414	6,981							
812 Valley Express Transit	0%	11,800	0										
820 Valley RTPA Coordination	31%	123,000	37,642	1,642									
910 COFG Admin.	20%	233,631	46,689	46,689									
911 OWP & Budget	21%	16,910	3,468	397	180	2,891							
912 Transportation Funds Adm.	24%	132,000	31,734	31,734									
920 PCRTA Admin.	40%	279,137	110,431	110,431									
930 Trans. Auth. Admin.	58%	2,500	1,449	1,449									81,915
940 Freeway Service Patrol	23%	354,600	103,653	21,738									
950 Abandon Vehicle Abatement	13%	9,500	3,396	764,991									
Total Allocated Funds	33%	#####	1,736,459	764,991	568,603	69,597	4,773	17,256	12,156	36,000	89,758	74,162	17,248
													0

Fresno County Environmental Justice Plan

Draft Copy

November 2008

Council of Fresno County Governments

2035 Tulare Street, Ste. 201

Fresno, CA 93721

(559) 233-4148

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Section 1

Introduction

In the wake of federal guidelines for environmental justice based on Title VI of the Civil Rights act, growing attention has been placed on the need to incorporate environmental justice principles into the processes and products of transportation planning. In response to this challenge, Metropolitan Planning Organizations (MPO's) around the country have developed methods to assess the impacts of their transportation plans and planning processes on low-income and minority populations. The Council of Fresno County Governments is the MPO for Fresno County and through this document examines the process of transportation planning within the context of environmental justice principles.

Recognizing that no two regions are identical, the FHWA (Federal Highway Administration) and the FTA (Federal Transit Administration) have granted considerable latitude to MPOs such as the Fresno COG regarding implementation of environmental justice principles into the planning process. In preparation for the completing the Fresno County Environmental Justice Plan, a task force was convened to complete four key steps:

- Identify and map locations of low-income and minority populations.
- Review existing COG processes for identifying needs of environmental justice populations
- Document and evaluate the agency's public involvement process.
- Quantitatively assess benefits and burdens of transportation plans with respect to target populations

To identify and map locations of low-income, elderly, disabled and minority populations, Fresno COG used Geographic Information Systems (GIS) mapping to locate low-income and minority populations within the Fresno County area. This information was incorporated into a travel-demand forecasting model to assess the benefits and burdens of existing and planned transportation system investments on target populations.

Fresno COG took significant steps to publicize its efforts and involve the public. When the EJ Task Force was first created, invitations were sent out to every group and committee associated with COG. This number represents literally hundreds of invitations sent out over several meetings. Interested parties were also encouraged to provide names of people who may be interested in the activities of the EJ Task Force. Fresno COG's reach for participation in the EJ Task Force was very broad and represented a large number of segments making up the community. The list of groups whose members received invitations to participate in the Task Force can be found in Appendix C of this document. Those people who expressed an interest in environmental justice and who made the time commitment subsequently became part of the Task Force.

The Fresno COG Environmental Justice Task Force was made up of participants representing public, private, and non-profit sectors that met on an ongoing basis over the course of a year.

The group oversaw the entire development process and provided guidance and direction to Fresno COG staff in the creation of this plan. Broad demographic and socio-economic representation was achieved on the EJ Task Force.

The Fresno COG Environmental Justice Task Force also reviewed existing COG processes for identifying the needs of environmental justice populations on the transportation planning process. The Task Force also held two meetings to review the Regional Transportation Plan, performance measures and the Unmet Transit Needs process.

This report provides a short history of the environmental justice movement. It also addresses Fresno COG's process in developing its environmental justice policies, procedures and evaluation techniques; demographic issues; the transportation model analysis and recommendations for the future.

Environmental Justice Background

The legal basis for environmental justice is rooted "in both the Constitution of the United States – notably the Equal Protection Clause of the Fourteenth Amendment – and U.S. civil rights laws. A brief summary discussing the legal basis of environmental justice to transportation planning is outlined below:

Title VI of the Civil Rights Act of 1964 and Environmental Justice (EJ)

Under Title VI and related statutes, each Federal agency is required to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving Federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. The Civil Rights Restoration Act of 1987 clarified the intent of Title VI to include all program and activities of Federal-aid recipients, sub recipients and contractors whether those programs and activities are federally funded or not.

The National Environmental Policy Act of 1969 (NEPA) stressed the importance of providing for "all Americans safe, healthful, productive, and esthetically pleasing surroundings", and provided a requirement for taking a "systematic, interdisciplinary approach" to aid in considering environmental and community factors in decision-making.

This approach was further emphasized in the Federal-aid Highway Act of 1970: 23 United States Code 109(h) established further basis for equitable treatment of communities being affected by transportation projects. It requires consideration of the anticipated effects of proposed transportation projects upon residences, businesses, farms, accessibility of public facilities, tax base, and other community resources.

On February 11, 1994, President Clinton signed Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The Executive Order requires that each Federal agency shall, to the greatest extent allowed by law, administer and implement its programs, policies, and activities that affect human health or the environment so as to identify and avoid "disproportionately high and adverse" effects on minority and low-income populations, as well as Federally Recognized Tribal Governments.

In April 1997, the U.S. Department of Transportation (DOT) issued the DOT Order on Environmental Justice to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 5610.2) to summarize and expand upon the requirements of

Executive Order 12898 on Environmental Justice. The Order generally describes the process for incorporating Environmental Justice principles into all DOT existing programs, policies, and activities.

In December 1998, the Federal Highway Administration (FHWA) issued FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 6640.23) that requires the FHWA to implement the principles of the DOT Order 5610.2 and E.O. 12898 by incorporating Environmental Justice principles in all FHWA programs, policies and activities.

The FHWA and the Federal Transit Administration (FTA) issued a memorandum Implementing Title VI Requirements in Metropolitan and Statewide Planning on October 7, 1999. The memorandum provides clarification for field offices on how to ensure that Environmental Justice is considered during current and future planning certification reviews.

Enacted in 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) placed additional emphasis on environmental stewardship, the consideration of environmental issues as a part of metropolitan and statewide transportation planning, and the linking of planning and the environmental assessment process. Each of these aspects strengthens the linkages between planning and environment and creates opportunities to examine the potential for environmental justice issues early on and throughout the project delivery process.

Federal guidelines have repeatedly expressed that there is no single correct way to pursue environmental justice requirements. Regulators have established a generic implementation structure that calls for project-specific impacts to be assessed for social and economic burdens and benefits. Once questions are answered about project costs, who will pay, who will reap the benefits, and who suffers the burdens, projects can be designed to promote environmental justice in three different ways by:

- Influencing who benefits from them;
- Influencing who bears the burdens from them, and;
- Influencing who pays for them.

Whether using one or all three of these measures, in order to ensure that the needs of the disadvantaged are protected, specific requirements must be addressed.

Section 2

Fresno COG Public Involvement Procedures

Public Involvement Procedures are a means of helping to achieve the Environmental Justice principles, through outreach activities that make the transportation-planning program responsive to the needs of disadvantaged communities. For example, outreach activities included in the Public Involvement Procedures are provisions for additional public notification tools, such as culturally adapted community flyers, radio advertising, direct mail, and notices in non-English language publications, to complement traditional public and legal notices, display ads and workshops. A translator/interpreter for non-English speaking individuals will be available if requested at least 3 working days in advance. Staff will also provide appropriate assistance, auxiliary aids and/or services when necessary to afford disabled individuals an equal opportunity at public meetings and workshops if requested at least 3 days in advance. Staff will obtain a language line as needed for day-to-day public inquiries and all public meetings will be held in locations that can be accessed by public transportation for the transit dependent. By including these outreach activities in the Public Involvement Procedures, Fresno COG is enhancing the public involvement processes to eliminate participation barriers and encourage minority and low-income populations in transportation decision-making, which is consistent with state and federal guidelines.

As a Metropolitan Planning Organization and Regional Transportation Planning Agency, implementing and integrating the principles of Environmental Justice into the transportation planning process involves enhancing public participation in the planning and development process, and insuring that the benefits and burdens of transportation investments have been distributed fairly. To assist in this effort, an Environmental Justice Task Force is assembled with transportation planners, community leaders, and representatives of low-income and minority populations participating. The primary goal of the Environmental Justice Task Force is to develop a process with which to assess and ensure compliance of Fresno COG's transportation planning efforts with Environmental Justice requirements, Title VI, and related statutes. The Task Force played a key role in defining the target population, identifying the needs of the target population and developing appropriate measures for gauging the regional burden and benefits of transportation system investments on the target population.

Fresno COG considers all of its plans and programs including the Regional Transportation Plan, the Regional Transportation Improvement Program, and the Federal Transportation Improvement Program when evaluating whether a particular segment of the population are receiving an inordinate number of government-funded projects that negatively impact their particular neighborhoods or regions and evaluating whether they are receiving their fair share of projects resulting in positive impacts.

As a minority group, Native Americans are also protected under Title VI and Environmental Justice laws and outreach efforts to the Tribes is considered to be an important part of a comprehensive public involvement plan. Indian Tribal Governments must be consulted and their interests considered during the development of transportation plans and programs. In order to solicit from Tribes on Fresno COG's activities, they must first have access to the applicable

information. Fresno COG has developed a government-to-government working relationship with the federally recognized tribes in Fresno County to assist in this effort. This is consistent with Presidential Executive Order 13175 (November 6, 2000), which directs agencies receiving federal funds to establish regular and meaningful consultation and collaboration with tribal officials from federally recognized tribes in the development of policies and programs that have tribal implications and to strengthen the government-to-government relationships with Indian tribes. Accordingly, staff has developed regular contact methods, which include the Tribes receiving monthly meeting agendas for the Transportation Technical Committee, Policy Advisory Committee and the Policy Board meetings, as well as annual reports, regional directories, and transportation guides. The Tribes also receive early notification of federal and state grants that they are eligible to receive. They are also given prior notification for public workshops and hearings being held in the planning region. In addition, COG makes an effort to communicate with the tribes to discuss agency matters that may affect them and to solicit their input tribal needs when developing transportation plans and programs.

As part of the Environmental Justice process for Fresno County, the Environmental Justice Task Force documented and evaluated the Fresno COG Public Involvement Procedures. Feedback was provided to Fresno COG staff to incorporate into the public outreach process.

As part of the public review process for this plan, Fresno COG received some very good feedback that can only improve our outreach to all of the different groups within Fresno County. Suggestions include:

- An environmental justice carnival event for community members to engage with local officials and gain education on environmental justice issues affecting their area.
- Availability of translators and interpreters for non-English speakers and appropriate assistance for disabled individuals should be better emphasized in outreach materials and presentations. Fresno COG already has processes and procedures in place to address the unique needs of these individuals and we are always open to suggestions on how to improve our service levels.

Below is a list of types of organizations that Fresno COG has made contact with.

- | | |
|--|--|
| ○ Elected officials | ○ Agencies, organizations and neighborhood associations that serve low-income, elderly, mobility impaired, minority groups, and limited English proficiency. |
| ○ Business and Industry | ○ Operators and major modes of transportation |
| ○ Academic and scientific communities | ○ Senior citizen groups |
| ○ Environmental organizations | ○ Appropriate private transportation providers |
| ○ Service organizations | ○ Minority and ethnic groups |
| ○ Youth service groups | ○ Local, State, and federal agencies. |
| ○ Recreation groups | ○ Traffic, ridesharing, parking, and enforcement agencies |
| ○ Health and handicapped organizations | |
| ○ Operators of major modes of transportation | |
| ○ Local public and private transit operators communities and organizations | |
| ○ Airport authorities | |

Section 3

FRESNO COG ENVIRONMENTAL JUSTICE PROCESS

Fresno COG understands the importance of integrating Title VI and Environmental Justice principles into its mission. COG is identifying and addressing the effects of programs, policies, activities and investment decisions on low-income, minority, disabled, elderly, and other underrepresented populations in Fresno County. To assist in these efforts, Fresno COG will consult the Caltrans Desk Guide on Environmental Justice in Transportation Planning and Investments as well as reconvene the Environmental Justice Task Force on a periodic basis.

Released in 2003, the Environmental Justice Desk Guide was developed to provide guidance and background information to planners on the principles and best practices in environmental justice and Context-sensitive Planning. The EJ Desk Guide can be accessed online through the link below:

http://www.dot.ca.gov/hq/tpp/offices/opar/ejandtitlevi_files/EJDeskGuideJan03.pdf

As part of the Environmental Justice planning process, Fresno COG established an Environmental Justice Task Force that is made up of transportation planners, community leaders, and representatives from Environmental Justice and Title VI populations.

The EJ Task Force serves a couple of purposes including to define and prioritize issues of concern and provide guidance and direction to Fresno COG as to how to address such issues of concern.

To meet their defined purpose, the EJ Task Force developed a process by which to assess and ensure compliance of Fresno COG's transportation planning efforts with Environmental Justice requirements of Title VI. The Task force played a key role by:

- Evaluating current environmental justice and public participation efforts to provide guidance on how to achieve the desired results
- Defining the environmental justice populations within Fresno County
- Reviewing existing COG processes for identifying needs of environmental justice populations for providing adequate feedback, and
- Developing appropriate performance measures for gauging the burdens/benefits of Fresno COG's transportation system investments in any Environmental Justice populations

Task force members identified performance measures such as mobility, accessibility, environment, cost effectiveness, reliability, safety, customer satisfaction, etc. to provide a broader analytical framework for decision makers.

For quantitative analysis of the Fresno COG Environmental Justice process, staff used Geographical Information System (GIS) mapping software and census data to determine the location of environmental justice populations within Fresno County and to provide visual

representation of these locations. Staff incorporated the benefits and burdens of existing and planned transportation system investments on target populations across traffic analysis zones.

The Environmental Justice Task Force met several times from March 2004 to February 2005 to oversee the development of this plan. The initial meeting consisted of an orientation and introduction to environmental justice. Fresno COG staff established a work schedule and timeline that outlined the development of transportation system criteria in 2004. Dowling and Associates was retained as a consultant to incorporate the Environmental Justice transportation system criteria approved by the EJ task force into the existing Fresno COG transportation model. Dowling and Associates completed the task in May 2007 to incorporate the criteria set forth by the EJ Task Force. A preliminary draft of the Fresno COG Environmental Justice Report was completed in June 2008 and submitted to EJ Task Force members for review and comment.

Population Concentrations

In preparing the Fresno COG Environmental Justice Plan, the Environmental Justice Task Force identified all populations within the Fresno region that qualified as 'traditionally disadvantaged' without resorting to redundant classifications that would result in the double counting. Because Fresno County is a rural as well as urban county, it was important to select 'disadvantaged populations' that were equally represented in both environments. The Task Force ultimately settled on focusing on four 'disadvantaged populations' within Fresno County: low-income, non-white, senior, and the transit disabled. 'Disadvantaged populations' for the purposes of this study are defined as population groups meeting any of the criteria defined as low income, non-white, senior, and transit disabled households.

Population concentrations of traditionally disadvantaged groups were presented by Traffic Analysis Zone (TAZ). TAZ's were established to better focus on particular neighborhoods rather than attempting to look at the entire county. The Census defines a TAZ as a statistical entity delineated by state or local transportation officials for tabulating traffic-related census data. Data includes journey-to-work and place-of-work statistics from the Census Transportation Planning Package distributed by the Federal Bureau of Transportation Statistics.

Low-income: TAZs with a percentage of the population in poverty 60% higher than the county percentage. Federal poverty levels were used in the calculation of low income TAZs provided by the US Census Bureau.

Non-white: This term applies to people categorized by race as everything other than 'white, non-hispanic'. The criteria for the EJ plan was TAZs with a percentage of minority or 'non-white' population 60% higher than the county percentage, specifically African-Americans, Latinos, Asians and Southeast Asians, Pacific Islanders and Native Americans.

Seniors: This term applies to people who are age 65 and older. The criteria for the EJ Plan was TAZs with a percentage of elderly population 60% or higher than the county percentage

Disabled: This term applies to persons 5 years of age and older with at least one long-lasting physical, mental, or emotional condition that makes it difficult for the person to do activities such as walking, climbing stairs, dressing, bathing, learning, and remembering. The criteria for the EJ Plan TAZs with a percentage of disabled population 60% higher than the county percentage.

The data used to represent the population concentrations of traditionally disadvantaged groups in the Fresno COG Environmental Justice plan was broken down by traffic analysis zone (TAZ). The United States Census Bureau provides 2000 census data for the traditionally disadvantaged groups used in this study broken down by TAZ. No modification is needed on the part of the Fresno COG staff in order to apply this data.

The Environmental Justice Task Force spent considerable time discussing the merits of including specific demographic groups such as farm-workers in the plan. The group made the decision to focus only on those 'disadvantaged populations' for which there was data available by TAZ. Using any other form of data (manufactured, combined or otherwise) would have greatly diluted the value of the findings of this study.

The EJ Task Force ultimately defined an environmental justice traffic analysis zone (TAZ) as a neighborhood that contained 60% of county averages of any of the criteria used to identify a population concentration. To determine the percent value that best showed the results, the EJ Task Force tested other percent values such as 50% and 70% to in order to find the ideal 'threshold'. A threshold of 50% showed almost all of the TAZs in the study area as containing at least one 'disadvantaged populations' at that threshold. Meanwhile, at a 70% threshold, only a small group of TAZs were shown to contain at least one 'disadvantaged populations' at threshold or greater. The Task Force determined that a threshold of 60% provided the best representation of the underlying data for the disadvantaged populations.

Farm Workers

The Task Force met several times during planning evaluation process, from February 2004 to March 2005. One of the topics discussed extensively pertained to whether or not farm-workers should be segmented into a 'stand-alone' population concentration or be classified as a separate 'disadvantaged population' in this study. The four 'disadvantaged populations' in this process were minority, elderly, disabled, and low income populations.

Several task force members sought to ensure that the transportation needs of the farm-worker population were adequately addressed in the transportation planning process. Participants argued that while the farm worker population shared several characteristics with other 'disadvantaged populations', the group possessed unique characteristics that justified it being classified as its own stand alone group.

The EJ Task Force looked into the feasibility of establishing farm workers as its own 'disadvantaged population' for the purposes of this study. After extensive research into the matter, Fresno COG staff concluded that classifying farm workers as a fifth 'disadvantaged population' was not feasible. The main reason being TAZ data for farm-workers is not available and would need to 'manufactured'. Taking such an approach regarding the data would have resulted in incompatible data and would have greatly compromised the validity of the plan. With this in mind, the Fresno County Environmental Justice Task Force did not have sufficient data to include 'farm workers' as a stand alone disadvantaged population within this initial analysis. It should be noted that the Fresno County Environmental Justice Task Force wanted to incorporate farm workers as a stand-alone TAZ for the purposes of the study but did not just because there was not suitable data. Should TAZ data emerge for 'farm-workers' in Fresno County, the EJ Task Force may choose to revisit the analysis making up the Fresno County Environmental Justice Plan.

Since the Fresno County Environmental Justice Plan was first started a couple of years ago, programs have been developed to specifically address the transportation needs of the farm-worker population. The reauthorization of Measure "C" in 2007 allocates approximately .6% of funds for carpool and vanpool subsidy programs originating in Fresno County. The total amount that is expected to go to fund farm-worker vanpools is approximately \$500,000 per year.

Section 4

TRANSPORTATION SYSTEM CRITERIA

Working from case studies detailed in FHWA's publication titled "Transportation & Environmental Justice Case Studies," the Environmental Justice Task Force looked at several potential transportation system criteria from other regional examples including Kern Council of Governments, the Metropolitan Transportation Commission in the San Francisco Bay Area, Southern California Association of Governments, and the Mid-Ohio Region Council of Governments.

In the September, 2004 meeting, the EJ Task Force considered several possible criteria and what those criteria seek to measure. Definitions include:

Accessibility

The ease of reaching destinations as measured by the percent of commuters who can get to work within a given period of time.

Mobility

The ability to move throughout the region and the time it takes to reach desired destinations within a reasonable amount of time.

Cost effectiveness

Maximized return on transportation investment.

Equity

Equitable distribution of transportation investment benefits (as a share of benefits).

Reliability

Percentage of on-time arrivals by transit and highways

Consumer satisfaction

The condition where consumers can largely agree that their transportation needs are being met in a safe, reliable, efficient and cost-effective manner.

Safety

Minimal risk of accident or injury as measured by reduced accidents.

Transportation System Goals and Measures

At the March 30, 2003 meeting, the EJ working group considered a set of proposed goals for the transportation system to meet. The intent was to develop measurable, definitive outputs that endures over time and provides transportation benefits to all populations, without consistently burdening any single group.

The seven criteria that the EJ Task Force selected to define system goals and measures are accessibility, mobility, cost-effectiveness, equity, reliability, consumer satisfaction, and safety. Measures of the seven system criteria are as follows:

Accessibility:

Measures commuter trip times to major job centers using roads and transit to ensure that commuters in EJ TAZs throughout the county have average trip times that are shorter, or at least no longer, than the county as a whole (measure base year, 2030 w/RTP projects, and 2030 No Build)

Mobility:

Calculate peak highway and transit trip periods (morning and evening) to all trips to ensure that EJ TAZs perform better, or at least no worse, than the countywide average (measure base year, 2030 w/RTP projects, and 2030 No Build).

Cost-effectiveness:

Measure the Average Daily Investment per passenger mile traveled on the transportation network, both inside and outside EJ TAZs (measure through 2030 w/RTP projects)

Equity:

Compare the total investment in roads and transit through the RTP planning period with total passenger miles traveled on the transportation network, both inside and outside EJ TAZs (measure through 2030 w/RTP projects).

Reliability:

Measure the percentage of on-time arrivals for both transit and highway trips. For roadways this is measured by the # of hours daily passengers spent in congestion. For transit, reliability is judged by the percent of on-time arrivals for each transit operator (measure base year and through 2030 w/RTP projects).

Consumer Satisfaction:

Measure the daily amount of trip delay in hours. On roadways, trip delay is the difference between the time a trip should take and the time it actually requires or the difference between uncongested traffic (free flow) and some level of congestion (measure base year and through 2030 w/RTP projects).

Safety:

Measure annualized accident statistics (property damage, injury, fatal) based on annual average daily traffic. Compare base year statistics to future year statistics at end of RTP planning period.

The goal for the seven system criteria are as follows:

Accessibility:

Bring services for environmental justice populations up to countywide average. If already maintaining countywide average, accessibility should show no degradation of service.

Mobility:

Bring services for environmental justice populations up to countywide average. If already maintaining countywide average, show no degradation of service.

Cost-effectiveness:

In EJ TAZs, show an average cost per passenger mile for both auto and transit that is no less than the countywide average.

Equity:

Accounting for context-sensitive design factors, show an equitable distribution of transportation expenditures, inside and outside EJ TAZs.

Reliability:

85 percent on-time arrivals (transit). EJ TAZs will suffer the same or less congestion in vehicle hours traveled as the county as a whole (auto)

Consumer Satisfaction:

Delay time for EJ TAZs is less than or meets the countywide average.

Safety:

On new facilities inside EJ TAZs, demonstrate no more accidents than countywide average

To develop measures that could determine whether or not Fresno COG was meeting its environmental justice goals, the EJ Task Force used the existing transportation model as a base from which to develop a model that incorporated the environmental justice criteria. Modifications to the existing transportation model were completed at a cost of \$50,000 between July 2005 and March 2007. The modifications to the Fresno COG transportation model sought to accurately measure transit trip plans and lengths, as well as compare trip times and lengths between metropolitan Fresno / Clovis and rural areas of the county.

For criteria whose goals the model was not able to quantify – such as reliability, equity and safety – the EJ Task Force developed other measures based on Census and accident data. Staff also relied on Fresno COG's own Regional Transportation Planned and Federal Transportation Improvement Plan, which chart short-term and long- term transportation capital expenditures. Measures of the seven criteria include:

Accessibility

1. Average automobile trip time to major job centers. (From target urban neighborhoods to major job centers)
2. Average transit travel time to major job centers. (From target urban neighborhoods to major job centers.)
3. Average automobile trip time to major job centers. (From target rural neighborhoods to major job centers)
4. Average transit travel time to major job centers. (From target rural neighborhoods to major job centers.)

Mobility

1. Average travel time for all trips by automobile (urban).
2. Average travel time for all trips by transit (urban).
3. Average travel time for all trips by automobile (rural).
4. Average travel time for all trips by transit (rural).
5. Average travel time for all trips by automobile (countywide).
6. Average travel time for all trips by transit (countywide).

Cost-effectiveness

1. Average cost per passenger mile (urban, auto, countywide)
2. Average cost per transit trip mile (urban, transit, countywide)
3. Average cost per passenger mile (urban, auto, environmental justice target areas)
4. Average cost per transit trip mile (urban, transit, environmental justice target areas)
5. Average cost per passenger mile (rural, auto, environmental justice target areas)
6. Average cost per transit trip mile (rural, transit, environmental justice target areas)

Equity

1. Investment comparisons across modes of transportation, including livable and/or walkable communities.
2. Distribution of planned transportation expenditures inside and outside of target - communities/neighborhoods.

Reliability

1. Reasonably dependable levels of service as measured by percent of on-time arrivals.
2. Reasonably dependable levels of service as measured by congestion on highways.

Consumer Satisfaction

1. Average trip delay time (urban, auto, countywide)
2. Average trip delay time (rural, auto, countywide)
3. Average trip delay time (urban, auto, environmental justice area)
4. Average trip delay time (rural, auto, environmental justice area)
5. Average trip delay time (urban, transit, countywide)
6. Levels of service on roads countywide (A-F)
7. Levels of service on roads in environmental justice target areas (A-F)

Safety

1. Number of high crash locations improved.

Level of Service (LOS) is the 'yardstick' in standard use to categorize the flow, or efficiency, of highways, roads, and intersections. (This term is also used in most other infrastructures descriptions, but the "yardstick" or units of measurement vary depending upon the specific type of infrastructure: Examples include water, sewer, power, etc.,)

Figure 1

<i>LOS A</i>	Free flow traffic conditions, with minimal delay to stopped vehicles (no vehicle is delayed longer than one cycle at signalized intersection).
<i>LOS B</i>	Generally stable traffic flow conditions.
<i>LOS C</i>	Occasional back-ups may develop, but delay to vehicles is short-term and still tolerable.
<i>LOS D</i>	During short periods of the peak hour, delays to approaching vehicles may be substantial but are tolerable during times of less demand (i.e., vehicle delayed one cycle or less at signal).
<i>LOS E</i>	Intersections operate at or near capacity, with long queues developing on all approaches and long delays.
<i>LOS F</i>	Jammed conditions on all approaches with excessively long delays and vehicles unable to move at times.

Section 5

MODELING RESULTS

Introduction

The purpose of this project is to develop and test definitive, measurable criteria that can be used to ensure that transportation system investments benefit all population without consistently burdening any single group.

Target environmental justice TAZs (Traffic Analysis Zone, an analysis unit in Fresno COG's travel demand model) were identified by the Fresno COG based on four criteria. TAZs that satisfy one of the 4 criteria qualify as an environmental justice TAZ. In addition, each environmental justice TAZ had to have population density of at least 5 persons per square mile. The Fresno COG used detailed data from the Census 2000 CTPP for TAZ level identification. The four criteria included:

- 1) TAZs with a percentage of minority population 60% higher than the county percentage
- 2) TAZs with a percentage of poverty population 60% higher than the county percentage
- 3) TAZs with a percentage of elderly population 60% higher than the county percentage
- 4) TAZs with a percentage of disabled population 60% higher than the county percentage

The model also stratified its numbers into six categories for results: All of the Fresno-Clovis sphere of influence (SOI), the remaining county, countywide, and environmental justice zones in each of these categories.

The 2030 scenario assumes all projects included in the Financially Constrained project list for 2005 June Conformity (coded by Fresno COG staff as listed in Appendix G of *Fresno COG 2005 June Air Quality Conformity Determination*) will have been completed, whereas the no-build scenario assumes 2030 traffic on the same network used in 1998.

Modeling Results

Fresno COG staff identified the transportation analysis zones that correspond to environmental justice target areas, as defined above. For measures of accessibility, major job centers were also identified. Major job centers are defined as those TAZs with 200 or more jobs with a job density of at least 2 jobs per acre. Most of the job centers are in the Fresno-Clovis metro area, and clustered along Blackstone Avenue, Shaw Avenue, Fresno State University, and Fresno Downtown areas. There are a couple of major job centers in the small cities. This information was incorporated into the node attribute data in the master network for the Fresno COG model so that subsequent analyses can "batch out" the TAZ identification information from the network for use in the calculations.

Once the target areas were identified, Dowling Associates prepared and tested TP+ scripts to report out appropriate data from the travel demand model including: transit trip hours, transit trip distance and miles of congested facilities for 1998 (base year), 2030 and the 2030 no-build scenarios.

The following performance measures were used in Fresno COG's Environmental Justice analysis:

Accessibility – Calculate average AM peak period (work) trip time by mode (auto & transit) from the Fresno-Clovis SOI, the remaining county and countywide to Major Job Centers as well as from EJ target TAZs in these areas to Major Job Centers.

Mobility – Calculate average PM peak period trip time by mode (auto and transit) from the Fresno-Clovis SOI, the remaining county, and countywide to all TAZs in Fresno County and compare with trip times from the EJ target TAZs in the Fresno-Clovis SOI, the remaining county and countywide to all TAZs in the county.

Cost-effectiveness – Calculate the additional person-miles traveled (served) on roadway and transit projects per \$1,000 of project investment inside EJ TAZs versus all TAZs in the Fresno-Clovis SOI, the remaining county and countywide.

Equity – Calculate and compare percentages of person-miles of travel with percentages of transportation investment for the EJ target areas versus all TAZs in the Fresno-Clovis SOI, the remaining county and countywide. The service area for transit projects will be defined as areas within $\frac{3}{4}$ miles of a transit line, although currently no transit projects have been defined.

Reliability – Calculate the percent of total VMT operating at level of service E or worse on links inside EJ TAZs versus all TAZs in the Fresno-Clovis SOI, the remaining county and countywide for 2030 build and no build conditions.

Consumer satisfaction – Calculate the percent changes between 1998 and 2030 in average trip delay on roadway projects after feedback between constrained and unconstrained roadways on links inside EJ TAZs and compare with all TAZs in the Fresno-Clovis SOI, the remaining county and countywide¹.

Safety – Calculate the percentage increase between property damage, injury and fatal accident rates between base year 1998 and 2030 on road and transit projects inside EJ TAZs versus all TAZs in the Fresno-Clovis SOI, the remaining county and countywide.

Accessibility and Mobility

Accessibility and mobility are defined as the ability to move throughout the region, and the time it takes to reach desired destinations from specific origins. The criterion is measured by calculating average travel times during the base year 1998, in 2030 when all RTP projects are completed, and in a 2030 no-build scenario where none of the RTP projects are completed.

¹ Delay refers to the amount of additional time a vehicle spends on the road because of congestion. Constrained and unconstrained roads refer to those streets, highways or freeways where congestion is either typical or atypical.

Specifically, accessibility is defined as the ease of reaching destinations as measured by the average AM peak commuter trip times to the defined major job centers. Mobility looks at PM peak average travel times on highway and transits to demonstrate the worst possible scenario.

The goal for both accessibility and mobility is to ensure that the EJ TAZs throughout the county have average trip times comparable to the county as a whole.

In general under build conditions EJ TAZs have average travel times to major job centers comparable or shorter than the travel times from non-EJ TAZs for all modes of travel (drive alone, carpool and transit) in the Fresno-Clovis SOI, the remainder of the county, as well as countywide..

In terms of overall mobility, EJ TAZs also perform well compared with their counter parts in the Fresno-Clovis SOI, the remainder of the county, as well as countywide.

Accessibility (AM Peak Period Average Travel Times in Minutes) to Major Job Centers

	1998 Base		2030 Build		2030 No Build	
	All TAZs	EJ TAZs	All TAZs	EJ TAZs	All TAZs	EJ TAZs
Fresno-Clovis SOI						
Drive Alone	8	8	9	9	11	11
Carpool	7	7	7	7	8	9
Transit	47	46	47	46	47	45
Remainder of the County						
Drive Alone	13	12	15	15	21	21
Carpool	11	11	13	13	18	18
Transit	50	49	52	51	52	50
Countywide						
Drive Alone	11	10	13	13	17	17
Carpool	9	9	10	10	13	14
Transit	48	47	49	48	49	48

Metropolitan Fresno Clovis average travel time in 1998 for single drivers and carpools were the same at 8 minutes for 'drive alone' and 7 minutes for 'carpool'. Transit for EJ TAZ in 1998 is slightly better at 46 minutes compared to 47 minutes for all TAZs in metropolitan Fresno. In 2030 under a build scenario, 'drive alone' accessibility increases to 9 minutes for all TAZs and EJ TAZs but yet remains the same at 7 minutes for 'carpool' accessibility for all TAZs and EJ TAZs. 'Transit' in 2030 under a build scenario remains the same as 1998 at 47 minutes for all TAZs and 46 minutes for EJ TAZs. In 2030 under a no build scenario, 'drive alone' increased to 11 minutes for all TAZs and EJ TAZs. EJ TAZs for 'carpools' were longer at 9 minutes versus 8 minutes for all TAZs and 'transit' was just the opposite with EJ TAZs having a shorter average travel time of 45 minutes versus 47 minutes for all TAZs.

In 1998, EJ TAZs had shorter average travel times for 'drive alone' of 12 minutes versus 13 minutes for all TAZs. EJ TAZs also had shorter average travel times for 'transit' at 49 minutes versus 50 minutes for all TAZs while both EJ TAZs and all TAZs had the same average travel times of 11 minutes for 'carpools'.

In 2030 under both build and no build scenarios, the results are very similar. In a build scenario, all TAZs and EJ TAZs are the same for 'drive alone' at 15 minutes and 'carpool' at 13 minutes. In a no build scenario, all TAZs and EJ TAZs are the same for 'drive alone' at 21 minutes and 'carpool' at 18 minutes. 'Transit' benefits EJ TAZs to a greater degree than all TAZs under a no build scenario with a two minute shorter average travel time for EJ TAZs at 50 minutes versus 52 minutes for all TAZs. Under a build scenario, average travel time for EJ TAZs is 51 minutes versus 52 minutes for all TAZs.

Countywide, average travel times for EJ TAZs were equal to or less than all TAZs in terms of average travel times for all scenarios. The only exception is 'carpools' in 2030 in a no build scenario. In this case, EJ TAZs have a longer average travel time by one minute than all TAZs. EJ TAZs come in at a 14 minute average travel time versus 13 minutes for all TAZs.

Countywide, all TAZs and EJ TAZs were the same for 'drive alone' in 2030 in a build and no build scenario at 13 minutes and 17 minutes, respectively. In 1998, EJ TAZ was slightly better at a 10 minute average travel time versus 11 minutes for all TAZs. For 'carpool', EJ TAZs and all TAZs were the same for both the 1998 base and 2030 build scenarios at 9 minutes and 10 minutes, respectively. For 'transit', EJ TAZs fared better across all scenarios with an average travel time one minute less than all TAZs at 47 minutes for 1998 base and 48 minutes for both the 2030 build and no build scenarios. All TAZs for 'transit' came in at 48 minutes for the 1998 base year and 49 minutes for both the 2030 build and no build scenarios.

As a whole, Fresno-Clovis SOI had shorter average travel times than the Remainder of the County and Countywide. This was to be expected as metropolitan commutes are shorter than rural commutes. Considering that countywide is a combination of both rural and urban commutes, one would expect that Fresno-Clovis SOI would have the shortest commute times and Remainder of the County would have the largest times, with Countywide right in the middle.

EJ TAZs had equal to or shorter average travel times than all TAZs in all instances except one, 'carpools' countywide under a 2030 No Build scenario.

Mobility (PM Peak Period Average Travel Times)

	1998 Base		2030 Build		2030 No Build	
	All TAZs	EJ TAZs	All TAZs	EJ TAZs	All TAZs	EJ TAZs
Fresno-Clovis SOI						
Drive Alone	10	10	11	11	15	15
Carpool	8	8	9	9	12	12
Transit	49	48	50	49	50	49
Remainder of the County						
Drive Alone	12	12	12	12	15	14
Carpool	10	10	10	10	12	12
Transit	52	51	55	54	55	54
Countywide						
Drive Alone	11	11	12	12	15	15
Carpool	9	9	10	10	12	12
Transit	49	49	51	50	51	50

Cost-effectiveness

Cost-effectiveness is measured by maximized returns on transportation investments. This measure is estimated by dividing the new added average number of daily passenger miles traveled (PMT) served by RTP projects in the full project list from 1998 to 2030 by the total \$1,000s of investment inside and outside of EJ TAZs. Because the cost-effectiveness criterion assumes that RTP projects will be built, the no-build scenario is not displayed.

The PMT served per \$1,000 invested is higher for the EJ TAZs than overall in all TAZs in the Fresno-Clovis SOI, the remainder of the County as well as countywide.

To summarize, in Fresno-Clovis SOI, the average additional daily passenger mile traveled amounts to 1.31 PMT for all TAZs and 1.60 PMT for EJ TAZs. In rural areas outside of the Fresno-Clovis SOI, the PMT is 1.79 for all TAZs versus 1.99 for EJ TAZs. Countywide, all TAZs have a 0.58 PMT whereas EJ TAZs have a 0.93 PMT. These numbers indicate that higher returns are realized for transportation investments in EJ TAZs within Fresno-Clovis SOI, rural areas, and countywide than all TAZs when looking at average additional daily passenger mile traveled per \$1,000 investment dollars.

Average additional daily passenger mile traveled (PMT) per \$1,000 investment dollars

	All TAZs	EJ TAZs
Fresno-Clovis SOI	1.31	1.60
Remainder of County	1.79	1.99
Countywide	0.58	0.93

Equity

Equity is defined as an equitable distribution of transportation investment benefits based on the share of person miles traveled. Fresno COG took a similar approach to equity as with cost-effectiveness, comparing the total investment in roads and transit through 2030 with total

passenger miles traveled in the Fresno-Clovis SOI, rural areas and the county as a whole. All numbers were converted to percentages for simplicity.

Percent of passenger miles traveled & expenditures

	Fresno-Clovis SOI	Remainder of County	Countywide
2030 PMT	27,757,967	17,846,483	45,604,450
Investment	\$1,623,926,462	\$1,058,006,007	\$2,681,932,469
Expenditure/PMT	\$58.50	\$59.28	\$58.81
2030 PMT in EJ	13,406,593	7,353,904	20,760,498
Investment in EJ	\$879,698,745	\$471,225,693	\$1,350,924,437
Expenditure in EJ	\$65.62	\$64.08	\$65.07
2030 PMT (% EJ)	48.3%	41.2%	45.5%
Investment (% EJ)	54.2%	44.5%	50.4%

Under 2030 build conditions which includes projects through 2030, EJ TAZs will receive higher expenditure to PMT ratios than their non-EJ counterparts. Fresno-Clovis SOI EJ TAZs will account for over 48 percent of all passenger miles traveled in that sub-region and over 54 percent of transportation expenditures will go directly into the Fresno-Clovis SOI EJ TAZs. In the remaining county areas, EJ TAZs account for just over 41 percent of the PMT and over 45% of the expenditures will go to those EJ TAZs. Overall, EJ TAZs represent over 46% of countywide PMT and over 50 percent of all transportation funding will be spent in those areas.

Reliability

Reliability is estimated as a percent of level of service E or worse VMT inside the EJ target TAZs as well as for the County. Under 2030 build conditions, all EJ TAZs in the Fresno-Clovis SOI, the remaining county and countywide have a lower percentage of overall VMT operating at level of service E or worse when compared with all TAZs.

Percent average daily vehicle miles traveled (VMT) LOS E or worse conditions

	1998 Conditions		2030 Conditions		2030 No Build Conditions	
	All TAZs	EJ TAZs	All TAZs	EJ TAZs	All TAZs	EJ TAZs
Average daily vehicle miles traveled (VMT)						
Fresno-Clovis SOI	9,055,314	4,065,740	20,684,101	10,008,218	19,556,953	8,828,286
Remainder of County	7,278,306	2,957,644	13,350,491	5,516,580	13,518,558	5,537,287
Countywide	16,333,620	7,023,384	34,034,592	15,524,798	33,075,511	14,365,572
Average VMT LOS E or worse						
Fresno-Clovis SOI	67,080	17,684	702,575	300,472	4,103,240	1,676,824
Remainder of County	0	0	2,733	0	176,847	60,419
Countywide	67,080	17,684	705,307	300,472	4,280,087	1,737,244
Percent Average VMT LOS E or worse						
Fresno-Clovis SOI	0.7%	0.4%	3.4%	3.0%	21.0%	19.0%
Remainder of County	0.0%	0.0%	0.0%	0.0%	1.3%	1.1%
Countywide	0.4%	0.3%	2.1%	1.9%	12.9%	12.1%

Consumer Satisfaction

Consumer satisfaction is defined as the condition where consumers can largely agree that their transportation needs are being met in a safe, reliable, efficient and cost-effective manner. The criterion is estimated by the percent change between 1998 and 2030 in the daily amount of trip

delay in hours on roadway and transit projects. On roadways, trip delay refers the difference between the time a trip should take and the time it actually requires, or the difference between uncongested traffic (free flow) and some level of congestion.

For example, between 1998 and a 2030 build scenario, Fresno COGs traffic model estimates the number of daily trip delay hours to rise from 9,662 to 42,126 – a 336% increase for all TAZs within the Fresno-Clovis SOI. However, for EJ TAZs, the number of daily trip delay hours in the Fresno-Clovis SOI is expected to rise from 6,629 to 26,230 – a 296% increase. While neither scenario is desirable, EJ TAZs with the Fresno-Clovis SOI perform better than the area as a whole. The same situation is found in the rural TAZs where daily trip delay hours rise from 7,485 to 36,189 – a 383% increase for all TAZs and from 4,890 to 21,351 – a 337% increase.

Under a 'no build' scenario, the percent increases for daily trip delay hours are even larger. Between 1998 and a 2030 no build scenario, the Fresno-Clovis SOI rises from 9,662 to 175,715 – a 1,719% increase for all TAZs and from 6,629 to 107,404 – a 1,520% increase within EJ TAZs. In rural or remaining TAZs, the percent increase is even more drastic at 7,485 to 162,370 – a 2,069% increase for all TAZs and 4,890 to 99,592 – a 1,937% increase for EJ TAZs.

Total Trip Delay Time (hours)

	1998 Base		2030 Build		2030 No Build		Build vs. Base		No Build. Vs. Base	
	All TAZS	EJ TAZS	All TAZS	EJ TAZS	All TAZS	EJ TAZS	All TAZS	EJ TAZS	All TAZS	EJ TAZS
Fresno-Clovis SOI	9,662	6,629	42,126	26,230	175,715	107,404	336%	296%	1719%	1520%
Reminder of County	7,485	4,890	36,189	21,351	162,370	99,592	383%	337%	2069%	1937%
Countywide	17,147	11,519	78,315	47,581	338,085	206,996	357%	313%	1872%	1697%

Safety

For Fresno COG's environmental justice policy purposes, safety is considered to be the minimal risk of accident or injury as measured by reduced collisions/incidents. This criterion is measured by calculating the percentage increase between property damage, injury and fatal accident rates between base year 1998 and 2030 on road and transit projects. Using this criterion for a build vs. base comparison, it is estimated that the change in annualized collisions/incidents is lower in EJ TAZs than all TAZs in the Fresno-Clovis SOI and the remainder of the County, as well as countywide.

Despite the model's inability to predict accident rates on specific projects, it does provide an aggregate look at annual accidents in 1998 to 2030 build and no build scenarios. Results show that injury accidents will rise throughout the Fresno-Clovis SOI from 1,011.4 to 2,315 – a 129% increase as a whole for all TAZs and from 933.0 to 2,014.6 – a 116% increase for EJ TAZs. In a 'no build' scenario, the percent increases for all TAZs and EJ TAZs were less than under a build scenario across the board, so to speak. All TAZs in the Fresno-Clovis SOI under a no build scenario rose from 1,011.4 to 1,901.9 – an increase of 88% while EJ TAZs rose from 933.0 to 1,743.5 – an increase of 87%.

Rural areas or areas in the remainder of the County fared much worse. In a build scenario, all TAZs rose from 1,097.7 to 5,028.9 – a 358% increase while EJ TAZs rose from 872.3 to 3,876.5 – a 344% increase as a whole. In a 'no build' scenario, all TAZs rose from 1,097.7 to 2,518.5 – a 129% increase while EJ TAZs rose from 872.3 to 1,964.9 – a 125%. While rural EJ TAZs fared better than all TAZs, the difference in fatalities under both the 'build' and 'no build' scenarios are particularly striking.

**Annualized Collision/Incident Statistics for Roadways with Improvements
(based on Caltrans collision rates for Fresno County)**

Annualized Collisions/Incidents

	1998 Base		2030 Build		2030 No Build		Build vs. Base		No Build vs. Base	
	All TAZs	EJ TAZs	All TAZs	EJ TAZs	All TAZs	EJ TAZs	All TAZs	EJ TAZs	All TAZs	EJ TAZs
Fresno-Clovis SOI	1011.4	933.0	2315.0	2014.6	1901.9	1743.5	129%	116%	88%	87%
Fatality	27.5	26.8	25.9	24.0	51.2	49.4	-6%	-11%	86%	84%
Injury	435.9	406.0	1179.5	1019.6	825.6	762.3	171%	151%	89%	88%
Property	548.0	500.2	1109.6	971.0	1025.1	931.8	102%	94%	87%	86%
Remainder of County	1097.7	872.3	5028.9	3876.5	2518.5	1964.9	358%	344%	129%	125%
Fatality	0.5	0.3	17.6	11.1	1.7	1.1	3815%	3616%	288%	281%
Injury	392.9	309.3	1860.9	1391.5	918.0	712.0	374%	350%	134%	130%
Property	704.3	562.6	3150.4	2473.8	1598.8	1251.7	347%	340%	127%	122%
Countywide	2109.2	1805.2	7343.9	5891.0	4420.4	3708.4	248%	226%	110%	105%
Fatality	28.0	27.0	43.5	35.1	53.0	50.6	55%	30%	89%	87%
Injury	828.8	715.3	3040.4	2411.1	1743.6	1474.3	267%	237%	110%	106%
Property	1252.4	1062.9	4260.0	3444.8	2623.9	2183.5	240%	224%	110%	105%

Section 6

SECTION 6: CONCLUSIONS, UPDATES AND RECOMMENDATIONS

The purpose of this project is to evaluate whether transportation system investments in Fresno County benefits the entire population without consistently burdening any single group, in particular those people residing in the areas with higher percentages of minority, poor, elderly and/or disabled populations. Areas meeting these criteria are defined as environmental justice traffic analysis zones (ENVIRONMENTAL JUSTICE TAZs). Modeling analyses indicate that programmed transportation investments in Fresno County result in fair distribution of impacts and benefits relating to accessibility, mobility, cost-effectiveness, equity, reliability, consumer satisfaction and safety when comparing environmental justice TAZs and non-environmental justice TAZs in Fresno County.

Update

As Fresno COG and the EJ Task Force conclude the Fresno County Environmental Justice Plan, other organizations have begun looking into the transportation-related issues upon the environmental justice populations analyzed here. The U.S. Department of Housing & Urban Development (HUD), Policy Link and California Rural Legal Assistance (CRLA) have been conducting work related to “colonias” within unincorporated communities throughout Fresno County and the San Joaquin Valley. Efforts have thus far been about addressing environmental justice issues, specifically the lack of infrastructure investments within these communities. That is not to say that steps cannot be taken to ensuring that the transportation needs of environmental justice populations in Fresno County can be improved upon. Two years ago, Fresno County in addition to the remaining seven counties making up the San Joaquin Valley embarked on a massive regional planning exercise called the San Joaquin Valley Blueprint. The San Joaquin Valley Blueprint is intended to develop a comprehensive regional transportation and land use vision for the San Joaquin Valley through to the year 2050.

Passed by voters in November 2006, Measure provides funding for programs designed to improve transportation services to environmental justice populations in Fresno County.

Administered by Fresno COG, the ADA/Seniors/Paratransit Program using Measure C funds provides a subsidy to reduce the cost of taxi service for seniors aged 70 and older. As of June 2008, \$427,683.07 dollars had been allocated to Fresno COG to assist seniors in Fresno County. Taxi scrip went on sale on July 1, 2008 and each user receives a user ID when their application is approved. As of September 31, 2008, 499 seniors had enrolled in the Taxi Scrip program. Community outreach about the program is in the form of mass mailings, newspaper articles, community events and presentations to seniors and senior groups. Public response to the program has exceeded expectations.

A second program funded by Measure C and administered by Fresno COG intended to address transportation needs of environmental justice populations is the Farmworker/Carpool/Vanpools Program. As of June 2008, over \$313,000 has been allocated to Farmworker Vanpools in addition to funds carried over from last year. The Farmworker Vanpool offers vouchers of \$10 per week up to \$40 per month per rider. As of September 31, 2008, 654 farm-workers had been

approved to participate in the Farmworker transportation program. Interestingly enough, only 243 farmworkers had redeemed their vouchers, meaning that 411 individuals had not yet been utilized the service that they had been approved for. Most applications were awarded starting at the end of the August 2008. Fresno COG staff is looking as to why more people are not using their farmworker vanpool vouchers.

There are other exciting environmental justice-related activities taking place within other COGs throughout the San Joaquin Valley. Kern Council of Governments applied for and was awarded a \$250,000 Caltans Environmental Justice Grant on behalf of the Eight-county region to partner with the Native American communities in the San Joaquin Valley. The purpose of the project is to promote greater involvement in the Blueprint and Partnership process by the Tribes, and to help comply with the new SAFETEA-LU requirements. Fresno COG is participating in this grant with Kern COG, the lead agency and is contributing \$5,000 in-kind.

In the spring of 2007, California Rural Legal Assistance (CRLA) and PolicyLink embarked on a year-long effort to work with local residents, advocates, and leaders of community-based organizations to find new strategies for addressing the challenges faced by unincorporated communities in the San Joaquin Valley. With funding from the California Endowment and the James Irvine Foundation, CRLA and PolicyLink brought together over 100 stakeholders on November 27, 2007 that included resident-leaders, policy researchers, legal advocates, community organizations, local government representatives and more to discuss the challenges facing unincorporated communities. The result of this meeting was valuable information about the composition of unincorporated communities in the San Joaquin Valley and the definition of next steps that will be undertaken by stakeholders who attended the November 27th 2008 meeting.

Recommendations

All of the activities mentioned complement the Fresno County environmental justice planning process. The Fresno COG Environmental Justice Task Force should monitor these programs as well as continue to search for other environmental justice opportunities that could provide valuable information that could be incorporated into the Fresno COG environmental justice process. One recommendation cited by a couple of EJ Task Force members is to convene the task force on a periodic basis to review and discuss transportation-related matters of importance to EJ populations in Fresno County. The frequency of such meetings may be determined on an 'as-needed' basis to be determined by the leadership of the Fresno COG Environmental Justice Task Force.

The issue of how to handle 'farm-worker' populations for the purpose of this study was not able to be addressed at the time that this plan was in development to the satisfaction of all of the members of the Fresno COG Environmental Justice Task Force. Data for farm-workers for Fresno County was not available in a suitable format that would have worked for at the time that the Fresno COG Environmental Justice plan was written. With that said, it is the recommendation of the Fresno COG Environmental Justice Task Force that Fresno COG work to develop accurate data on Farmworkers as it relates to transportation planning within Fresno County.

Since the Fresno COG Environmental Justice Plan was written, several programs and projects have started that seek to study and address the many needs of farmworker population in Fresno County and the San Joaquin Valley. One such project between California Rural Legal Assistance (CRLA) and PolicyLink seeks to work with members of the community to find new strategies for

addressing the challenges faced by unincorporated communities in the San Joaquin Valley. It is recommended by the Fresno COG Environmental Justice Task Force that Fresno COG work with CRLA and PolicyLink as strategies are developed for 'colonias' within the unincorporated communities of Fresno County. New information developed by CRLA and PolicyLink can be incorporated into the Fresno COG environmental justice process when appropriate. Fresno COG can in turn provide information and assistance to CRLA and PolicyLink to assist them in obtaining funding grants for projects that they may pursue on behalf of 'colonias' in Fresno County.

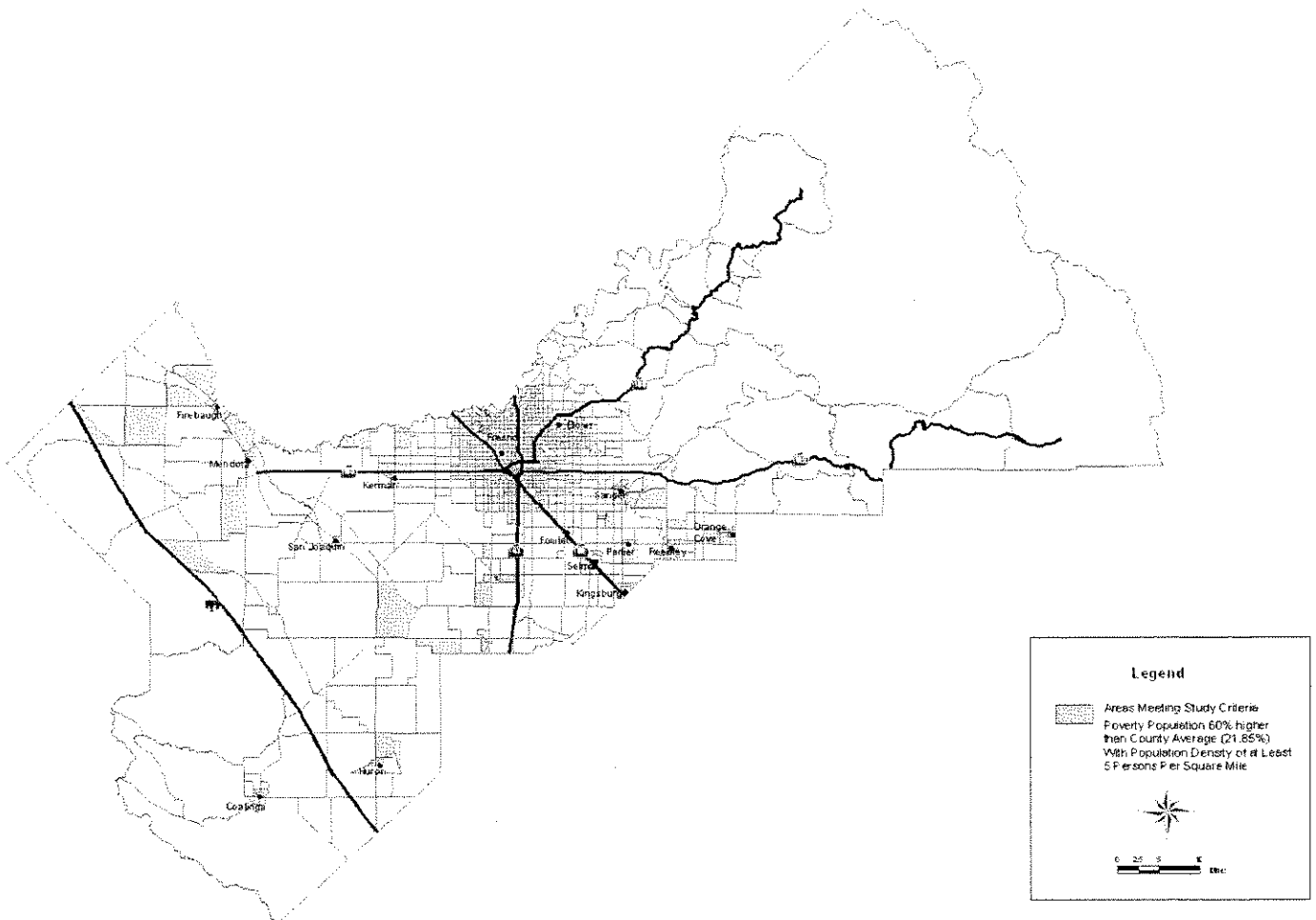
Throughout the Fresno County Environmental Justice Planning process, the question of affordable and obtainable transportation within the Fresno COG transportation planning process has come up time and time again. Fresno COG staff will take the issue of adding representation of environmental justice populations to the Fresno COG Transportation Technical Committee. This will give environmental justice representation a voice in all transportation planning items that come before the Fresno COG Policy Board. The specific details of what this representation will look like will be left to the Fresno COG Transportation Technical Committee to define. The Fresno COG Environmental Justice Task Force will continue to look for ways to address the question of affordable and obtainable transportation within the Fresno COG transportation planning process.

Disadvantaged populations in Fresno County suffer their share of health-related challenges. These challenges may or may not be as a result of lifestyle choices. Regardless, obesity tends to plague the disadvantaged populations in any community in disproportionate numbers. There are institutions in Fresno County that are seeking to address the health-related challenges pertaining to obesity amongst disadvantaged populations. One such organization is the Central California Regional Obesity Prevention Program (CCROPP). CCROPP is a three year initiative to reduce disparities in obesity and diabetes in the San Joaquin Valley. Fresno COG will work with CCROPP in coordinating their efforts to support healthier communities in Fresno County through transportation planning.

Environmental Justice Maps

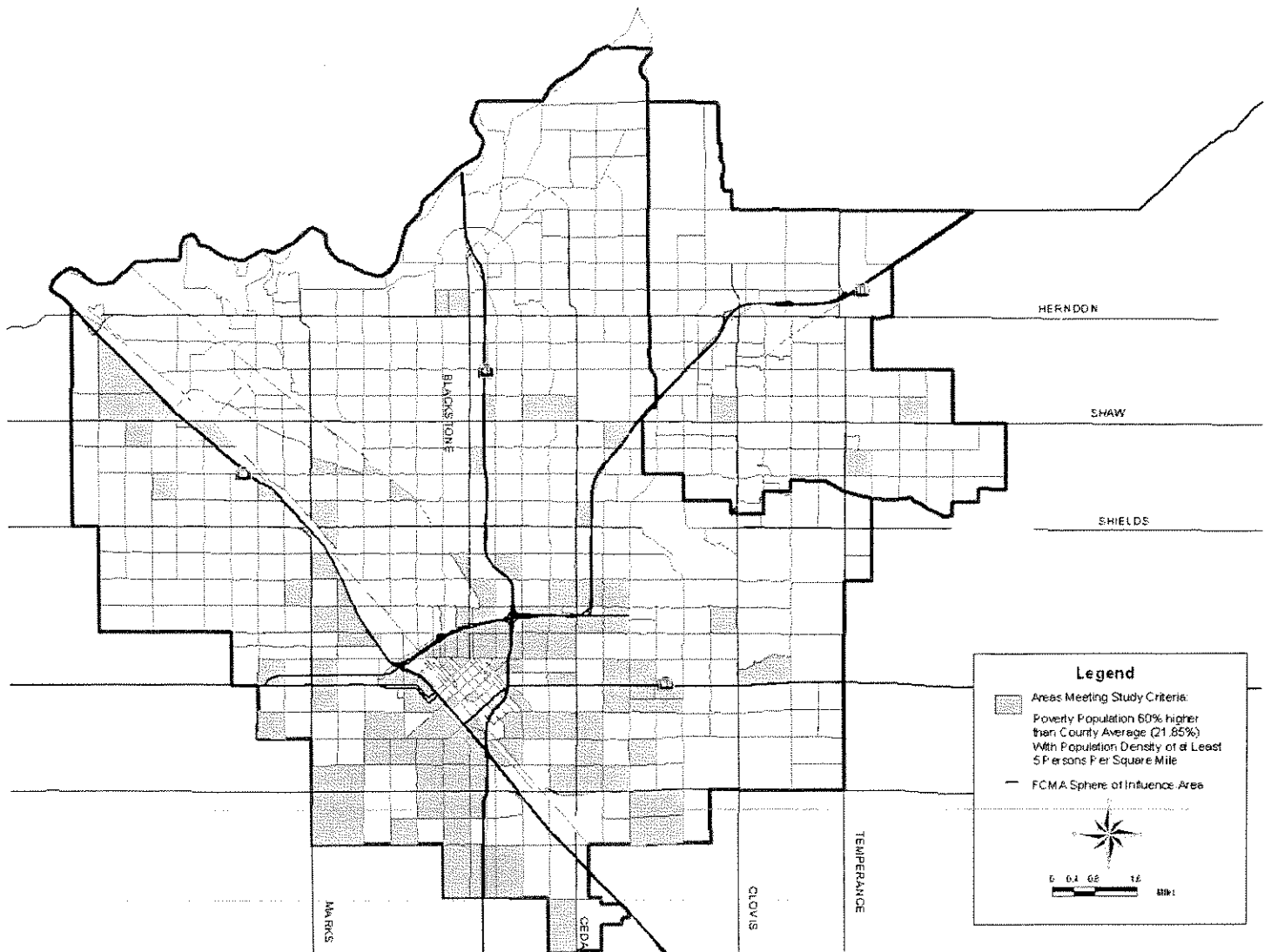
Map 1

Fresno County Environmental Justice Population
by Traffic Analysis Zone
Poverty Population 60% above County Average



Map 2

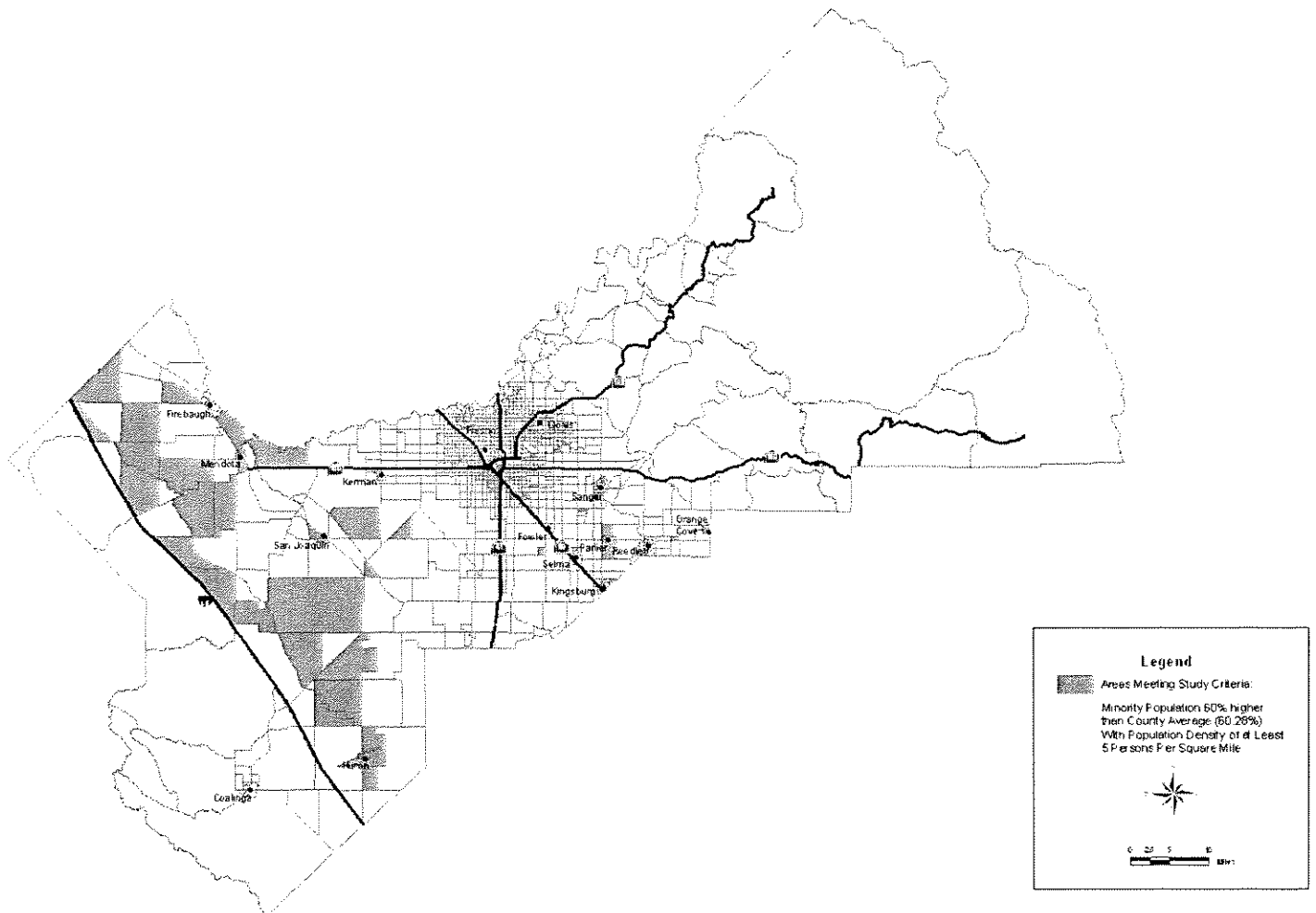
Fresno-Clovis Metro Sphere of Influence Area
Environmental Justice Population by Traffic Analysis Zone
Poverty Population 60% above County Average



Map 3

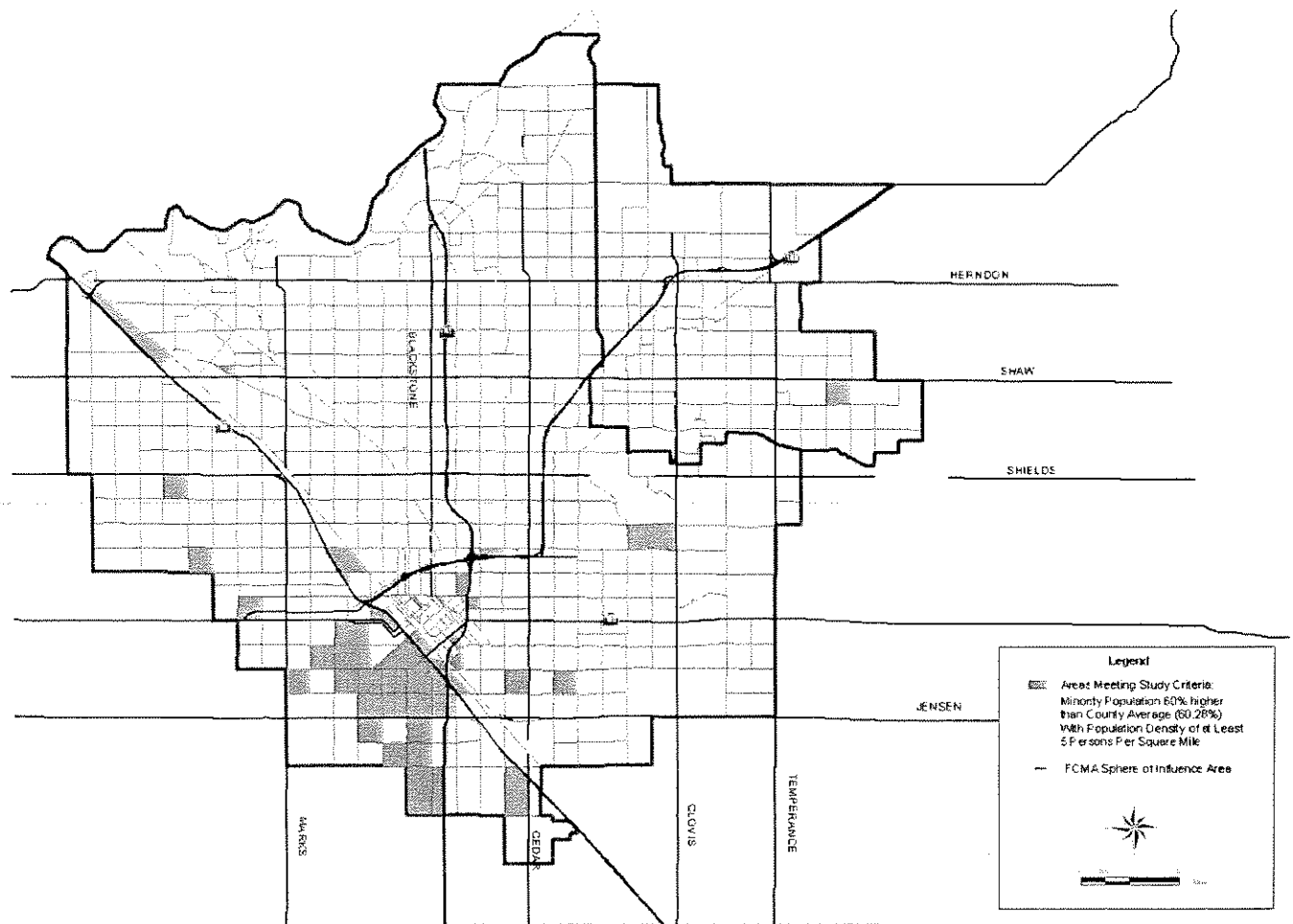
Fresno County Environmental Justice Population
by Traffic Analysis Zone

Minority Population 60% above County Average



Map 4

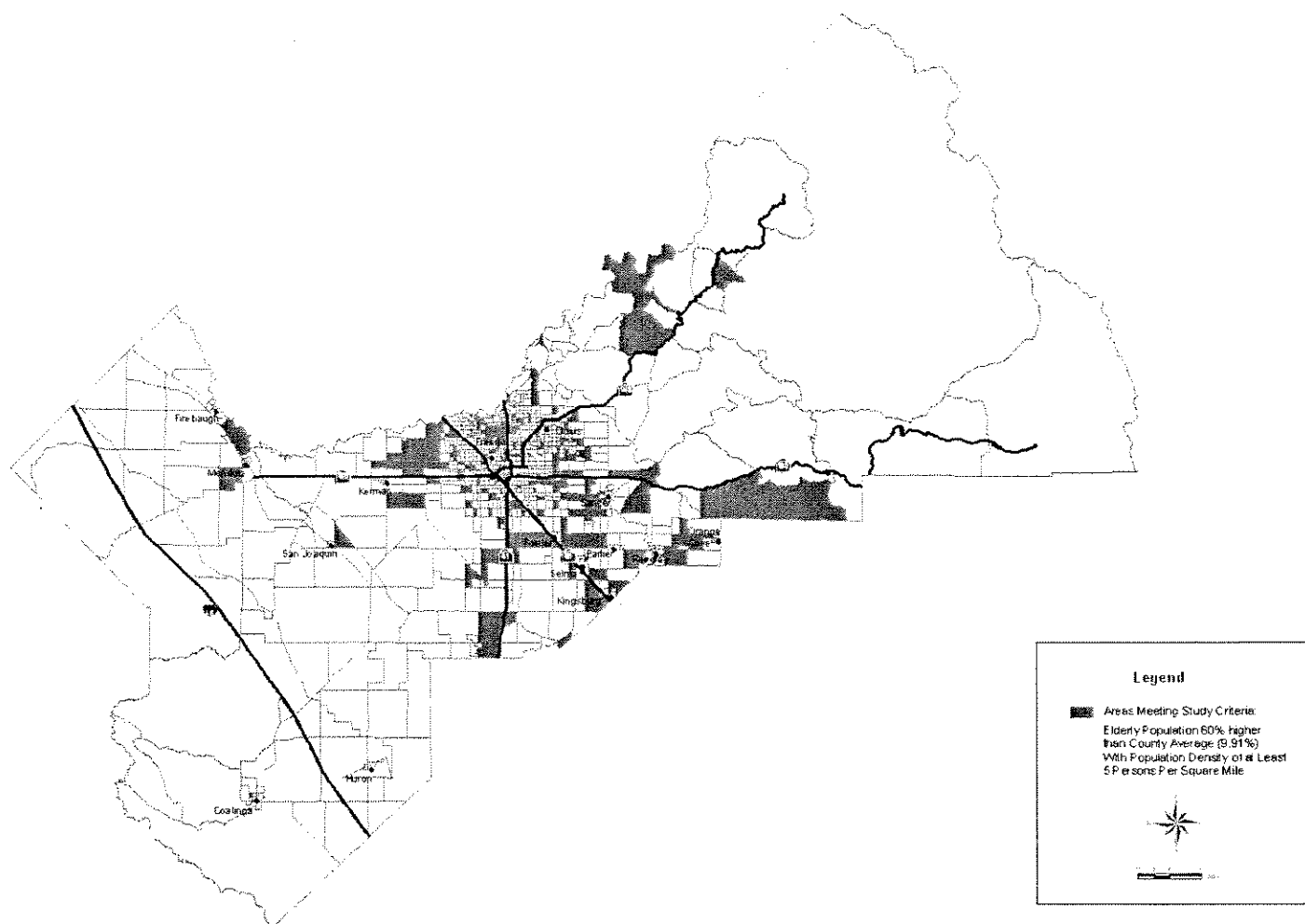
Fresno-Clovis Metro Sphere of Influence Area
Environmental Justice Population by Traffic Analysis Zone
Minority Population 60% above County Average



Map 5

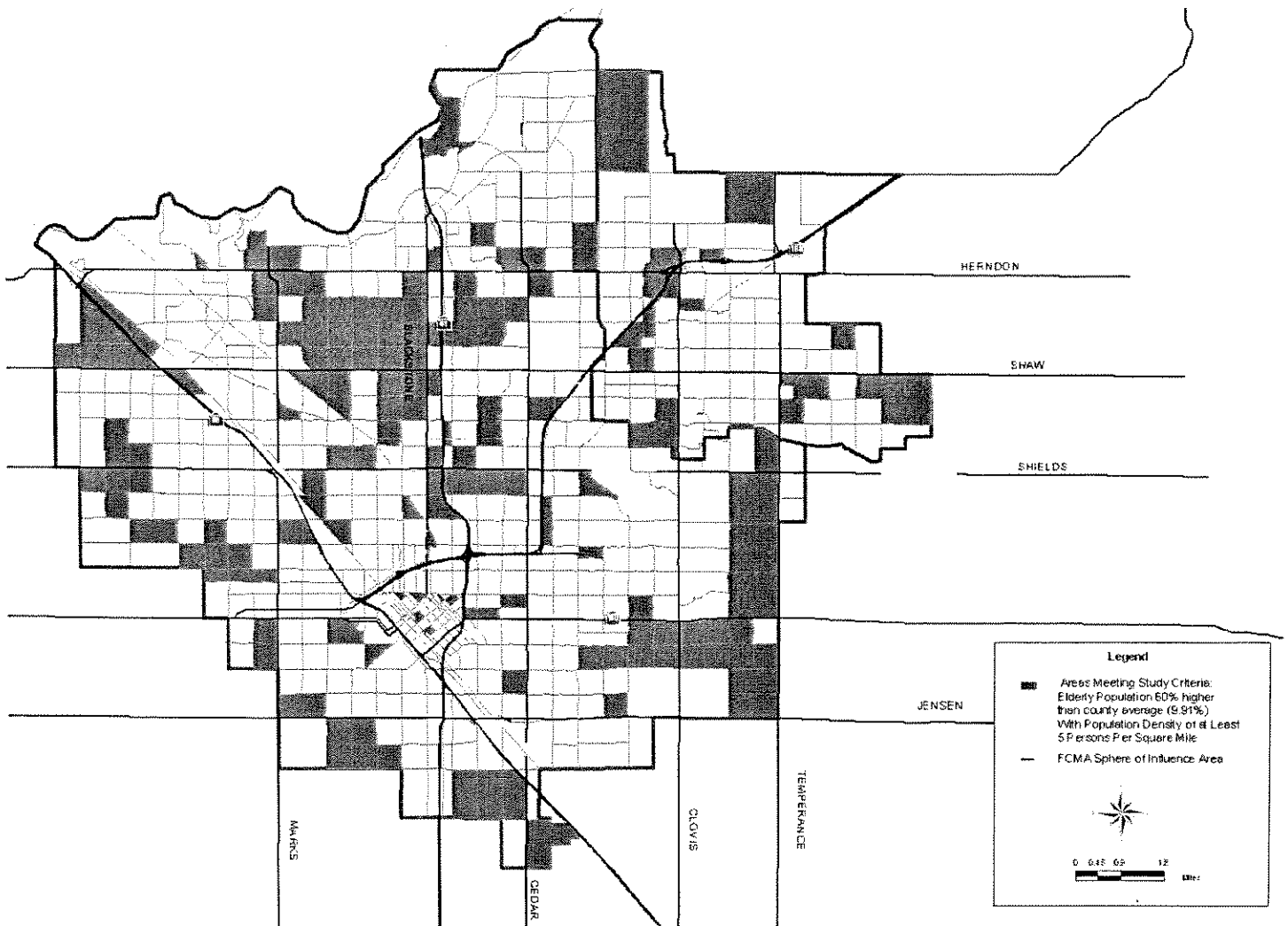
**Fresno County Environmental Justice Population
by Traffic Analysis Zone**

Elderly Population 60% above County Average



Map 6

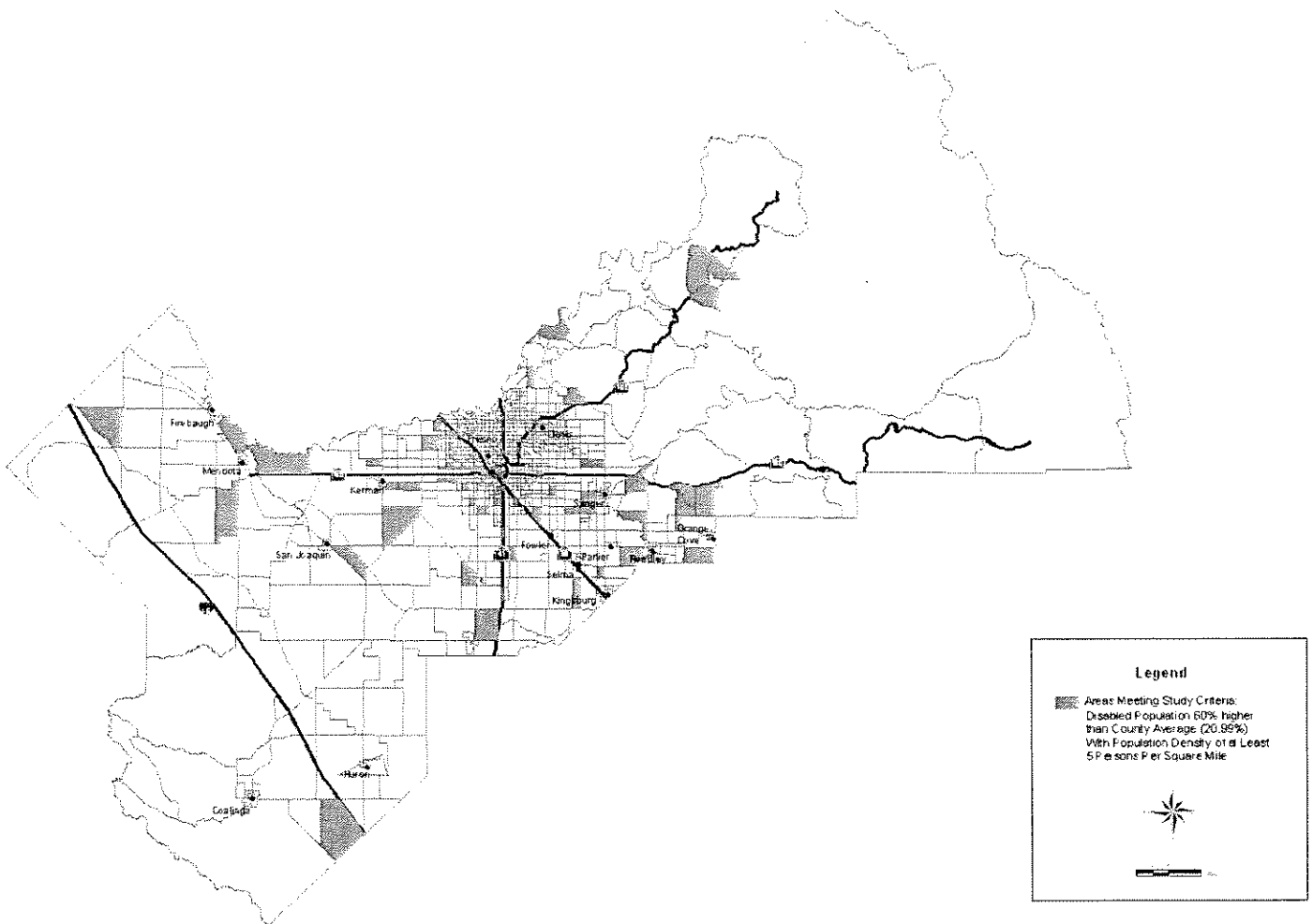
Fresno-Clovis Metro Sphere of Influence Area
Environmental Justice Population by Traffic Analysis Zone
Elderly Population 60% above County Average



Map 7

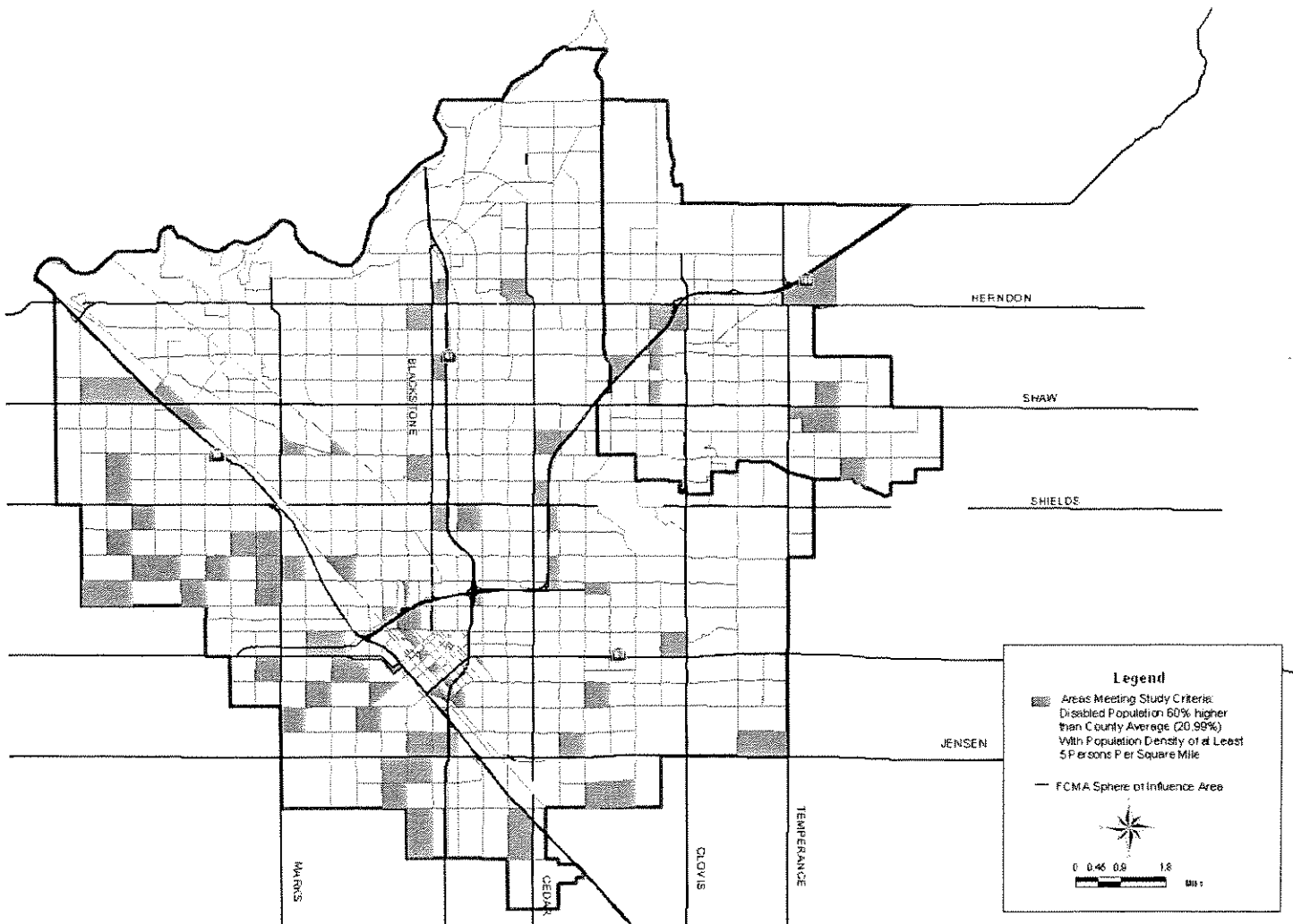
Fresno County Environmental Justice Population by Traffic Analysis Zone

Disabled Population 60% above County Average



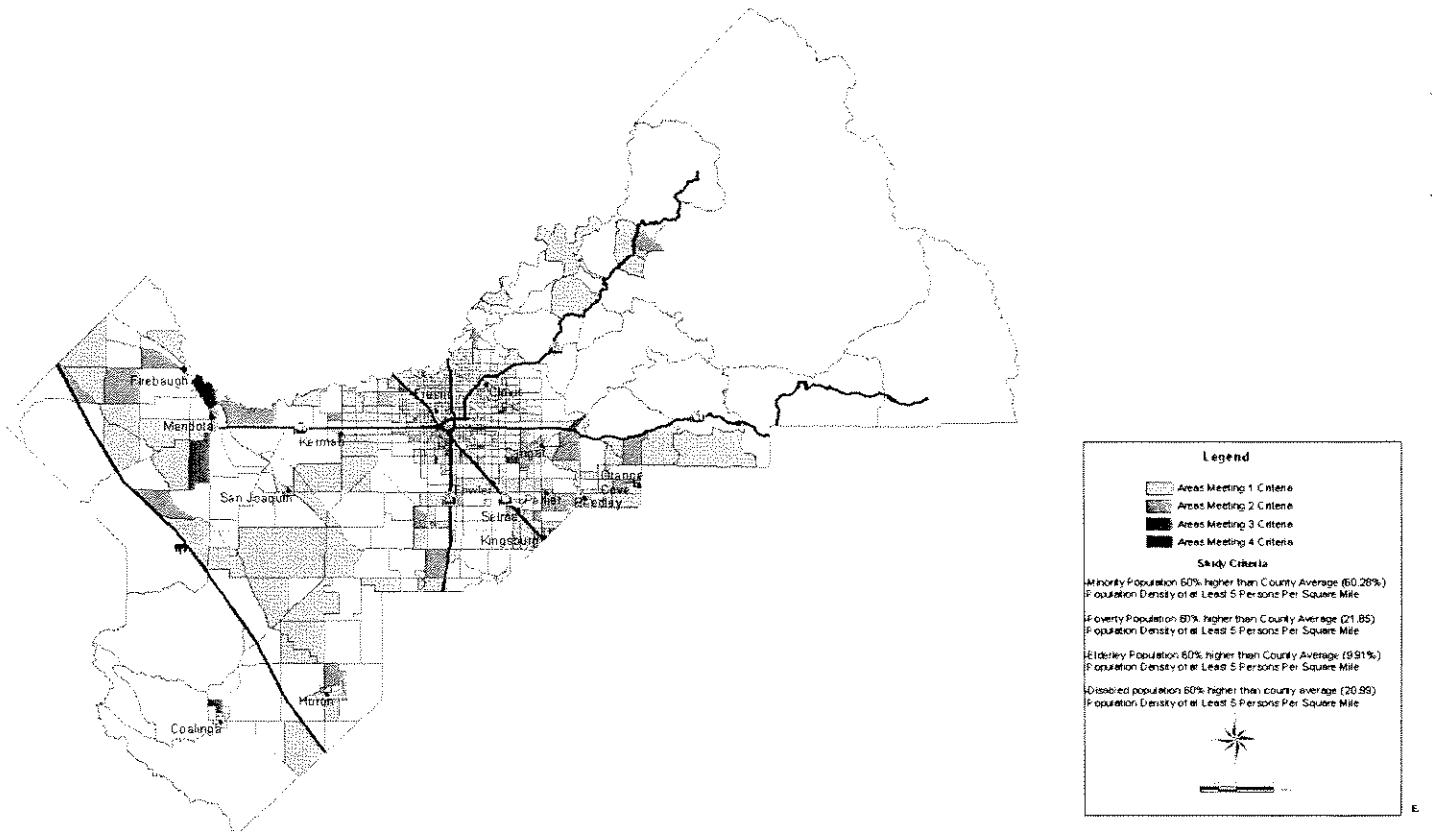
Map 8

Fresno-Clovis Metro Sphere of Influence Area
Environmental Justice Population by Traffic Analysis Zone
Disabled Population 60% above County Average



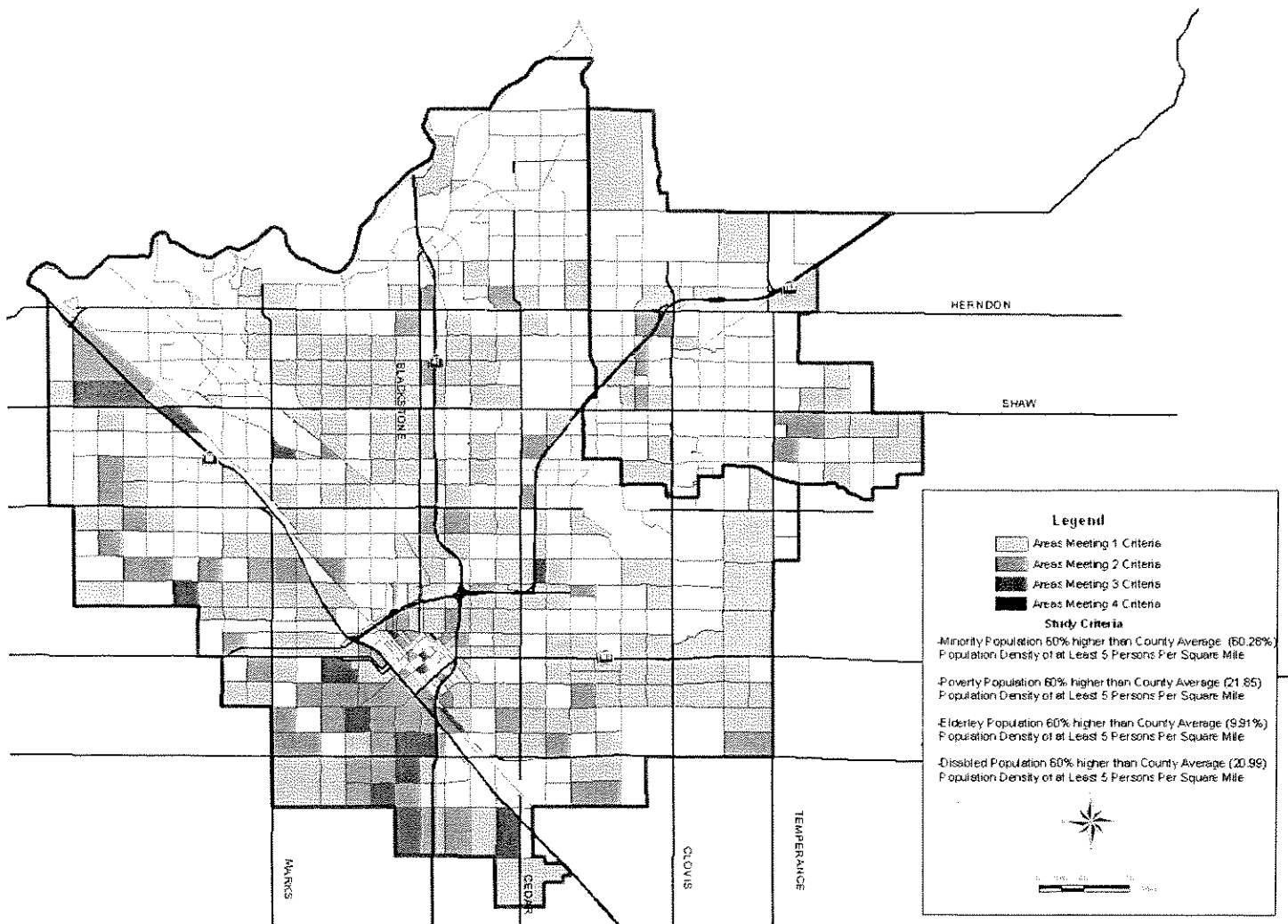
Map 9

Fresno County Environmental Justice Population by Traffic Analysis Zone



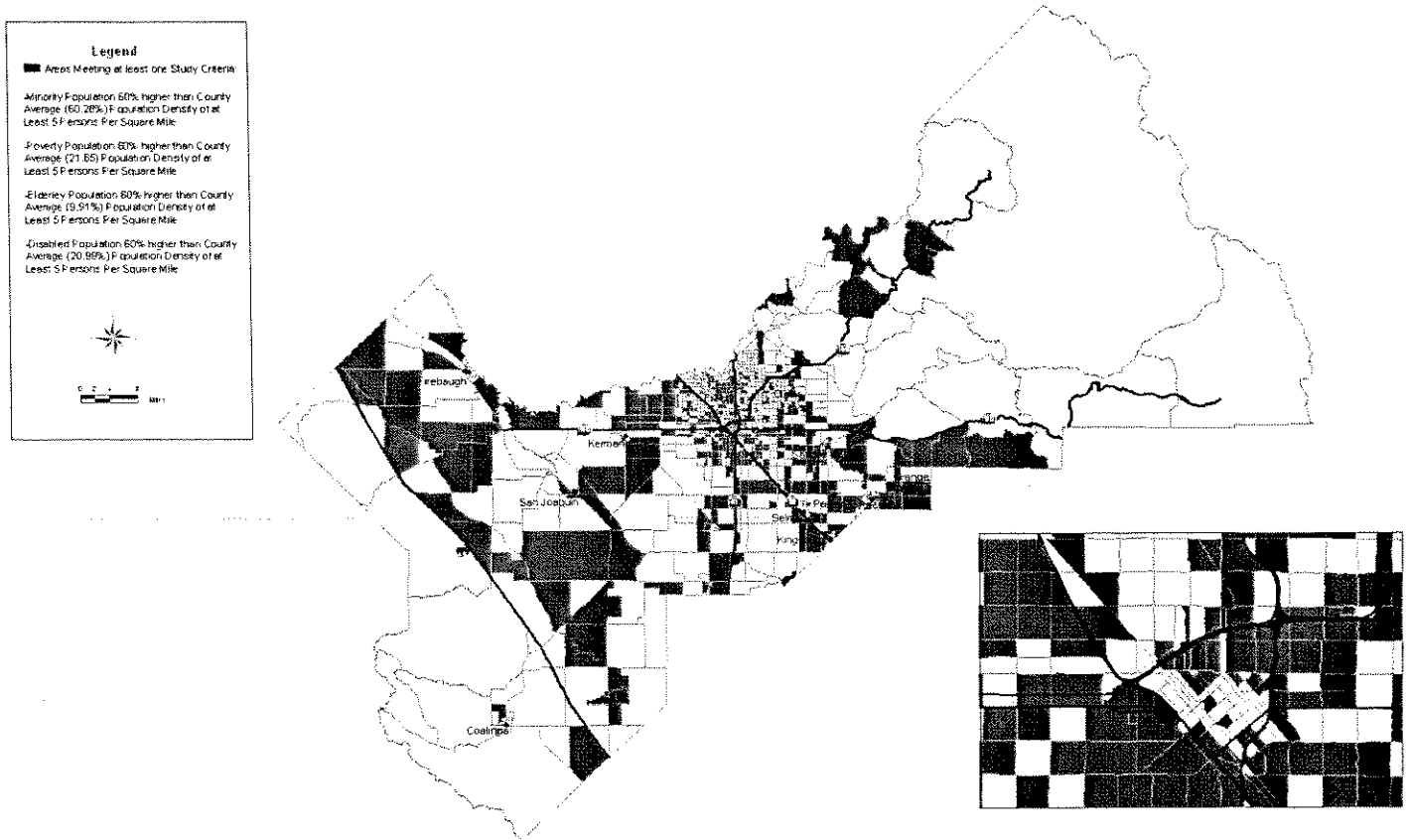
Map 10

Fresno-Clovis Metro Sphere of Influence Area
Environmental Justice Population by Traffic Analysis Zone



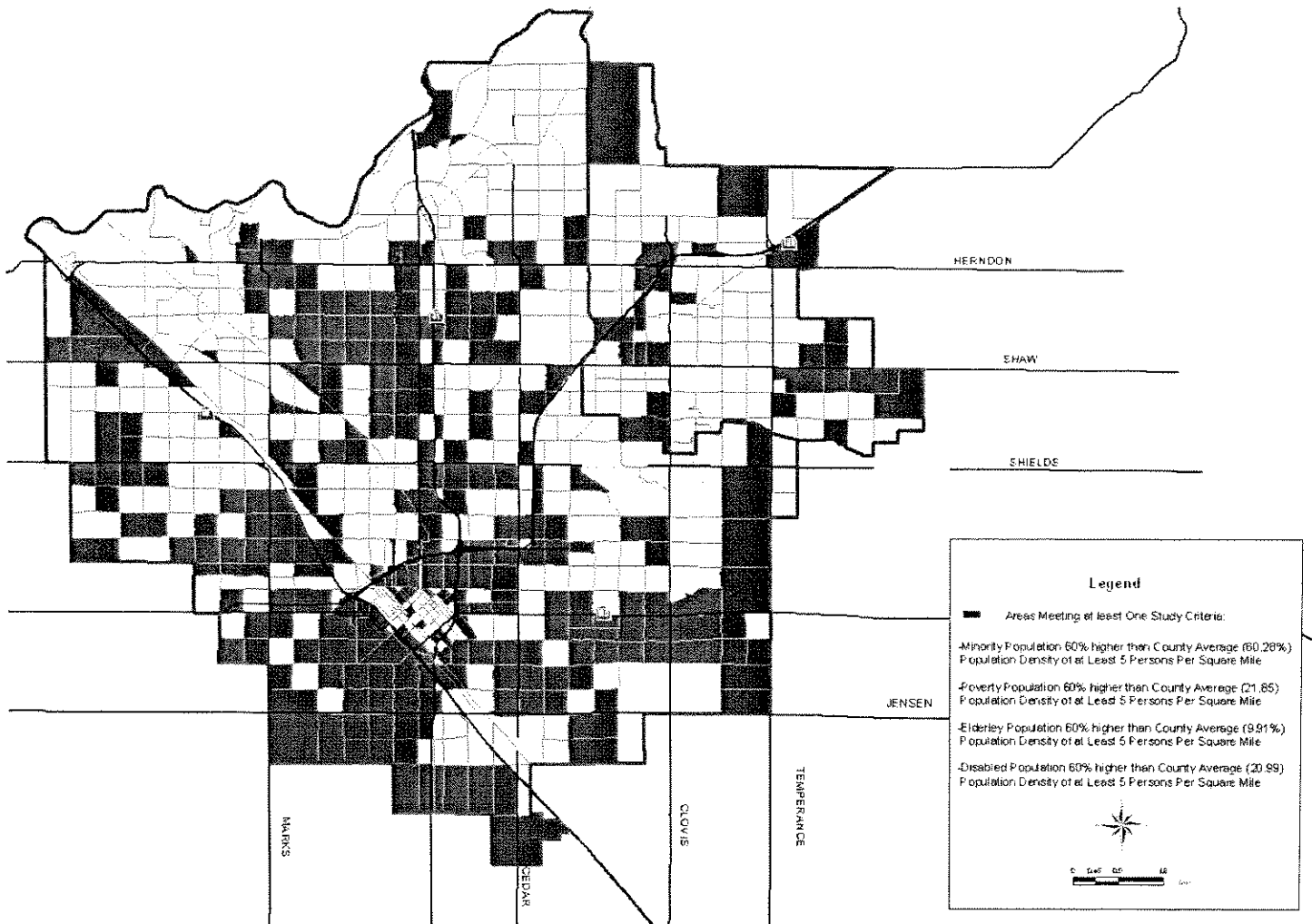
Map 11

Fresno County Environmental Justice Population by Traffic Analysis Zone



Map 12

Fresno-Clovis Metro Sphere of Influence Area
Environmental Justice Population by Traffic Analysis Zone



Appendix A

List of agencies and resources consulted to determine the number of farm workers in Fresno County

Organizations

California Rural Legal Assistance
California Department of Transportation – CALTRANS
California Employment Department
California Employment Development Department, Labor Market Information Division
California Economic Opportunities Commission
California Institute of Rural Studies
Fresno County Department of Public Health
Fresno County Department of Children's and Family Services
Fresno County Housing Authority
Migrant Health Program, Bureau of Primary Health Care, Health Resources and Services Administration
National Farm Workers Service Center
Proteus, Inc.,
United Farm Workers
University of California, Davis, Department of Agricultural and Resource Economics
United States Census Bureau
United States Bureau of Labor Statistics
United States Department of Housing and Urban Development
United States Department of Agriculture, Rural Development Department

Literature

California State Justice Plan 2001, California Legal Services Coordinating Committee, Public Interest Clearinghouse

Counting the Uncountable, Immigrant and Migrant, Documented and Undocumented Farm Workers in California: Results From An Alternative Enumeration in a Mexican and Mexican-American Farm Worker Community in California and Ethnographic Evaluation of the Behavioral Causes of Undercount, by Victor Garcia

Department of Agricultural and Resource Economics, University of California, Davis, June 2000

Farm Employment, Immigration, and Poverty: A Vicious Circle?, Philip L. Martin and J. Edward Taylor,

Farm Workers: Their contributions to the California Economy, Phillip Martini and Mark Madamba, July 6, 2000

Appendix B

Many members and agencies were invited to participate in the environmental justice process. Please find below the list of organizations that were invited to participate in the Environmental Justice Task Force meeting process.

Environmental Justice Task Force Invitation List

Airport Land Use Commission	Big Sandy Rancheria of Mono Indians of CA
Building Industry Association	California Data Researchers
California High-Speed Rail Authority	California Air Resources Board
California Highway Patrol	California Public Utilities Commission
California Regional Water Quality Control board	CALTRANS, District 6
California Trucking Association	Central Valley Ridesharing
Calwa Recreation and Park District	City of Clovis
City of Coalinga	City of Firebaugh
City of Fowler	City of Fresno
City of Huron	City of Kerman
City of Kingsburg	City of Mendota
City of Orange Cove	City of Parlier
City of Reedley	City of Sanger
City of San Joaquin	City of Selma
Clovis Transit	Cold Springs Tribe
Consolidated Transportation Service Agency	County of Fresno COG
Economic Opportunities Commission	Federal Highway Administration
Federal Transit Administration	Five Cities Economic Development Authority
Fresno Area Citizens for Effective Transportation	Fresno County Economic Development Corporation
Fresno Area Express	Fresno County Rural Transit Agency
Fresno Area Residents for Rail Consolidation	Fresno Cycling Club
Fresno Area Workforce Investment Council	Metropolitan Flood Control District
Fresno County/City Chamber of Commerce	High Speed Rail Authority
Fresno County Community Health Department	KFSN-TV Channel 30
Fresno County Economic Opportunity Commission	KGPE- TV channel 47
Fresno County Farm Bureau	KSEE-TV Channel 24
Fresno County Transportation Authority	League of Women Voters
Fresno County Bicycle Coalition	Federation of the Blind
Fresno-Madera Area Agency on Aging	Picayune Rancheria
Fresno Work Force Investment Corporation	Table Mountain Rancheria Band of Indians
I-5 Business Development Corridor	A Recovery Center for Chemical Dependency
KFTV Channel 21	Alcoholism and Drug Abuse Council
KMPH-TV Channel 26	American Lung Association of Central CA
Latino Issues Forum	American Red Cross
Local Agency Formation Commission	Association for Retarded Citizens
North Fork Rancheria	Bella Vida Group Home
San Joaquin Valley Air Pollution Control District	Big Brothers, Big Sisters
Sierra Club	Burlington Northern Santa Fe Railroad
1000 Friends of Fresno COG	California Conservation Corps

Adult Protective Services Alzheimer's Disease and RDA American Protective Services Asian Interpreting Services Balderas Elementary School Bible Truth Ministries Boys and Girls Clubs of Fresno California Armenian Home Catholic Charities, Diocese of Fresno California Department of Rehabilitation CSUF (Several Departments) Central Community Church Central Valley Regional Center Central Valley Indian Health Center Children of Family Services Civil Air Patrol Clovis Unified School District Coalinga-Huron Recreation and Parks Community Food Bank Deaf and Hard of Hearing Service East Fresno Baptist Church Employment Development Department Evangelicals for Social Action/LOVE, Inc., Family Communications Center Firebaugh Community Health Center Fresno Air National Guard Fresno Bee Fresno County Adult Protective Services Fresno County Hispanic Commission on Alcohol Fresno county Info. & Referral Network Fresno County Office of Education Fresno Fire Department Fresno Metro Ministry Fresno Pacific University Fresno Rescue Mission Fresno West Economic Development Corporation Friendship Center for the Blind F.X. Singleton Emergency Food Governor's Office of Emergency Services Highway City Foundation Hinton Center Hmong American Women Associates Hospice of Fresno, CA Hy-Pana Convalescent Hospital Interdenominational Refugee Ministries Kingsburg Office of Emergency Services Laidlaw Transit Lao Family Community Las Casitas Village Sr. Nutrition Med Stat Medical Services Mosqueda Center, Senior Nutrition Nekkei Service Center, Senior Nutrition Older Adult Social Services Parlier Senior Services Poverello House Reedley Chamber of Commerce	California Department of Fish and Game California Detoxification Corp., Baart Clinic Cambodian Community Association Central Valley Aids Center for Independent Living Centro La Familia Children's Services Network Clovis Chamber of Commerce Coalinga Senior Center Coalition for Community Trails Comprehensive Youth Services Delano Terrace Elderly Housing Easter Seal Society of Southern California EOC Local Conservation Corps Exceptional Parents Unlimited Fowler Chamber of Commerce Frente Indigenia Oaxaqueno Binacional Fresno Association of Realtors Fresno County Adult Services Fresno County Fire Protection District Fresno County Sherriff's Office Fresno Food Bank Fresno Neighborhood Alliance Fresno Police Department Fresno Unified School District Friant Area Association Glen Agnes Center, Senior Nutrition Golden Valley Girl Scouts Habitat for Humanity Highway City Thrift Center Hmong-American Advisory Holiday Gardens Retirement Housing Authority I-5 Social Services Corporation, Inc., Kerman Senior Center Kingsburg Senior Center Lao Buddist Temple Lao Veterans of America Malaga Community Center Mennonite Disaster Services New United Way North-Central Fire Department Opportunities Plus People First Proteus Reedley Senior Services Salvation Army San Joaquin River Parkway Trust Selma Senior Center Senior Compassion Program Sierra National Forest Sierra Tribal Consortium, Turtle Lodge SPCA Ted C. Willis Center, Blind Handicapped The Senior Guidebook United Hmong Federation
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Romain Center San Joaquin River Conservancy San Joaquin Senior Center Senior Citizen's Village SER-Jobs for Progress, Inc., Sierra Oaks Senior Center Southern Baptist Convention State Center Community College District Ted C. Willis Center, Senior Nutrition United Cerebral Palsy of Central CA United Way of Fresno Co. Valley Advocacy & Communications Center Victory Christian Fellowship WAVE Program Woodward Park Mobile Homeowner's Association Young Men's Christian Association	USDA Forest Service Valley Caregivers Resource Center Volunteer Bureau Winners on Wheels World Relief Refugee Services Young Women's Christian Association
List from Odyssey Community Transit Project Outreach American Lung Association Bus Riders Union Ca. State Department of Rehabilitation Center on Race, Poverty and the Environment Central Ca Legal Services Chicano Youth Center County of Fresno/Probation Education & Employment Program Economic Development Department, City of Fresno El Dorado Housing Association CSU Fresno County Green Family Fresno Area Congregations Together Fresno Area Hispanic Chamber of Commerce Fresno Barrios Unidos Fresno Center for New Americans Fresno County Department of Social Services Fresno County Transportation and Land-Use Coalition Fresno Regional Foundation Fresno West Coalition for Economic Development Goodwill Industries of San Joaquin Valley, Inc House of Hope for Youth, Inc. Khmer Society Huntington Boulevard Historical Homeowners Association Leadership Fresno Legal Aid for Seniors Lowell/Jefferson Neighborhood Association Medical Alliance for Healthy Air of Fresno Mexican American Political Association- Fresno Chapter Pinedale C.A.R.E.S. Radio Bilingue Retired and Senior Volunteer Program Rural Youth Centers Council of Fresno County SEIU Local 250 Health Care Workers Union Senior Companion Program	

Sequoia Community Health Foundation
Southeast Asian Labor Services
State of California Employment Dev. Dept.
Stone Soup

Appendix C

List of Acronyms used within the Fresno County Environmental Justice Plan.

COG – Council of Governments

CRLA – California Rural Legal Assistance

EJ – Environmental Justice

EJ TAZ – Environmental Justice Traffic Analysis Zone

DOT – Department of Transportation

FHWA – Federal Highways Administration

GIS – Geographical Information System

HUD – United States Department of Housing and Urban Development

LOS – Level of Service

MPO – Metropolitan Planning Organization

NEPA – National Environmental Policy Act of 1969

PMT – Passenger Miles Travelled

RTP – Regional Transportation Plan

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SOI – Sphere of Influence

TAZ – Traffic Analysis Zone

VMT – Vehicle Miles Travelled

Appendix D

Comments received during public review of the Fresno County Environmental Justice Plan. Our response to comments received are noted in italics

- The Caltrans Desk Guide on Environmental Justice In Transportation Planning and Investments dated January 2003 should be referenced. The document can be accessed at the website:

http://www.dot.ca.gov/hq/tpp/offices/epar/ejandtitlevi_files/EJDeskGuidejan03.pdf

Comment noted with reference to the above document made in the body of the Fresno County Environmental Justice Plan.

- The Draft EJ Plan needs to define the role of the EJ Task Force. One of the responsibilities should be to define and prioritize issues of concern. The Task Force should also provide guidance and direction to Fresno COG as to how to address these issues of concern such as helping to define the EJ Task Force's role in the Blueprint Planning process.

Comment noted with suggestion added to the Fresno County Environmental Justice Plan.

- Page 9, Populations concentrations: The last sentence in the section on Non-white: should read, "The criteria for the EJ Plan was TAZs with a percentage of minority or 'non-white' population 60% higher than the county percentage, specifically African-Americans, Latinos, Asians and Southeast Asians, Pacific Islanders and Native Americans"

Comment noted with suggestion added to the Fresno County Environmental Justice Plan.

- Page 10, Migrant Farm Workers: The term 'migrant' should be deleted from this section to refer to farmworkers on a general and broader scope rather than to limit discussion to only "migrant farmworkers."

Comment noted with suggestion incorporated into the Fresno County Environmental Justice Plan.

- Page 10, Migrant Farm Workers, Third Paragraph: This paragraph discusses the conclusion by the E.J. Task Force that classifying farmworkers as a fifth 'disadvantaged population' was not feasible. It should be clear that Fresno COG made the decision and not the E. J. Task Force. This paragraph should be revised since the E. J. Task Force was not in agreement with this decision.

The Caltrans Environmental Justice Grant should be considered for a study to address the lack of accurate data on farmworkers within Fresno County.

Comment noted with suggestion incorporated into the Fresno County Environmental Justice Task Force. Fresno COG staff spent several months looking for a suitable way to create migrant farm worker data in TAZ format. Along the same lines, Fresno COG way sought to define a way to integrate assembled migrant farm worker TAZ data into the TAZ data provided by the U.S. Census Bureau for minority, low-income, elderly, and disabled disadvantaged populations within Fresno County. After extensive review, it was determined by Fresno COG staff that assembled data could not be integrated with calculated data provided by the U.S Census Bureau without greatly sacrificing the integrity of the study/plan. This is of course assuming that data could even be assembled for migrant farm workers by TAZ.

- Page 10, Migrant Farm Workers, Last Paragraph: The total amount for farm worker transportation funded by Measure C is approximately \$500,000 per year rather than \$1,000,000. Half of the yearly funds go to commuter vanpools.

Comment noted with correction already having been made to the Fresno County Environmental Justice Plan.

- The U. S. Department of Housing & Urban Development (HUD), Policy Link and California Rural Legal Assistance (CRLA) have been conducting work related to "colonias" within unincorporated communities throughout the San Joaquin Valley. The efforts have been about addressing Environmental Justice issues, specifically the lack of infrastructure investments, within these communities. One of the documents put together by Policy Link and CRLA is "Unincorporated Communities in the San Joaquin Valley: A Convening of Resident Leaders, Researchers, Legal Advocates, Community Organizations, Philanthropy, and Local Government Representatives," (April 2008) which serves as a summary of the first colonias meeting on November 2007. There is also another document that was prepared before the November 7, 2007, event. The work to develop the E. J. Plan should review this work and discussions should be made with Policy Link and CRLA before finalizing the report.

Comment noted. Fresno COG staff will look into this suggestion prior to finalizing the Fresno County Environmental Justice Plan.

- The question of affordable or obtainable transportation is an issue that has come up in the efforts of the Governor's Partnership for the San Joaquin Valley, the San Joaquin Valley Regional Blueprint and previous discussions of the Fresno COG Environmental Justice Task Force. The Environmental Justice Plan needs to address the question of affordable and obtainable transportation.

Comment noted. Fresno COG staff will look into this suggestion prior to finalizing the Fresno County Environmental Justice Plan.

- The EJ Plan needs a section on recommendations. This section could include recommendations such as the following:

The Environmental Justice Task Force needs to meet on periodic basis as a way for Fresno COG to consistently have input about issues of importance to the EJ communities. A recommendation could be for the EJ Task Force to meet on a quarterly basis to seek input and offer solutions.

Fresno COG needs to provide accurate data on farmworkers living in Fresno County. The Caltrans EJ Grants should be considered as a way to fund a study to address the lack of accurate data.

Comments noted with a section created called "Recommendations" to the Fresno County Environmental Justice Plan.

Section 1: Introduction and Background, Introduction, Page 3

- It is stated that Fresno COG "took significant steps to publicize its efforts and involve the public. "Please explain further on what steps and efforts were made to involve the community. Who is community defined as in this case?

Comments noted with further explanation provided within the Fresno County Environmental Justice Plan.

- Who makes up the Fresno COG Environmental Justice Task Force? A general overview of these participants is presented, but there is no clear identification of who these representatives are. How did Fresno COG choose these representatives? And do these representatives reflect their respective communities' race, gender, and socio-economic demographics

Comment noted. Additional information was added to the Fresno County Environmental Justice Plan that sought to address these questions.

Section 1: Introduction and Background, Environmental Justice Background, Page 5

- Three different ways to promote environmental justice should be assessed and integrated in to all transportation projects. All three "ways" should be considered and not just one or two when confronted with plans for a new project. Each project should be analyzed with the scope of (1) Who will benefit from the project? (2) Who bears the burden of this project? And (3) Who will pay for the project?

Comment noted.

Section 2: Public Involvement Procedures, Fresno COG Public Involvement Procedures, Page 6/Paragraph 1

- Another possible outreach mechanism could be an Environmental Justice Carnival/Event for community members to engage with local officials and gain education on environmental justice issues affecting their area.

Comment noted with your suggestion passed on to Fresno COG staff responsible for the Public Involvement Procedures.

- Availability of translators/interpreters for non English speakers and appropriate assistance for disabled individuals should be emphasized in outreach material and presentations. Research and include an appropriate logo for handicapped and language accessibility.

Comment noted. The following message is located at the top of every agenda that goes out of the Fresno COG.

“Americans with Disabilities Act (ADA) Accommodations. The Fresno COG offices and restrooms are ADA accessible. Representatives or individuals with disabilities should contact Fresno COG at (559) 233-4148, at least three days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting / public hearing. If Fresno COG is unable to accommodate an auxiliary aid or translation request for a public hearing, after receiving proper notice, the hearing will be continued on a specified date when accommodations are available.”

- Public meetings should be open to community dialogue to ensure community concerns are effectively voiced.

Comment noted. All three committee meetings overseeing Fresno COG opens with an item called Public Presentations. This item gives persons wishing to address the respective committee the opportunity to address them on an item within the committee’s jurisdiction that is not on the agenda. Persons are given three minutes in which to address the respective committee.

In other meetings associated with the Fresno COG, persons are given the opportunity to comment or provide feedback on the matter being addressed. This normally takes place at the end of the meeting in question and can be called several things including ‘participant feedback’, ‘open session’ and so on.

Section 2: Public Involvement Procedures, Fresno COG Public Involvement Procedures, Page 6/Paragraph 3

- Outreach materials to federally recognized tribal communities should be culturally sensitive/applicable not only verbally/physically accessible.

Comment noted. Fresno COG staff needs to look into how, if possible this suggestion can be implemented.

Section 2: Public Involvement Procedures, Fresno COG Public Involvement Procedures, Page 7

- Add reference to Appendix C

Section 3: Fresno COG Environmental Justice Process, Page 9

- Definitions and Criteria of the ‘disadvantaged populations’.

Comment noted. Definition added to the Fresno County Environmental Justice Plan.

- Low income: Are you referring the federal poverty rate? If so, please clarify?

Comment noted. Federal poverty rates are used in the calculation of low-income TAZs in Fresno County.

Section 3: Migrant Farm Workers, Page 10/Paragraph 3

- “The main reason being TAZ data for migrant farm workers is not available and would need to be manufactured.” It would be good to continuously revisit and identify current researchers that have relevant data, i.e., UC Davis’ Community Development and Regional Change Institute.

Comment noted. Should Fresno COG staff revisit enumerations studies and methodologies to manufacture TAZ data for migrant farm workers, funding sources may need to be addressed in order to pay for such activities if there are costs involved.

Section 5: Modeling Results, Page 19/Paragraph 3

- Define Sphere of Influence. It would be helpful to add an appendix with acronyms used.

Comment noted. Appendix with acronyms added.

- Are we taking into consideration travel time for EJ TAZ communities to and from home, universities, clinics/hospitals, social services, parks, and shopping centers?

The transportation model only calculates trips between home and places of employment. If a household in the model works at a university, hospital, social services agency, park, or shopping zone, travel times to these different institutions are considered within the model. Travel time or trips for anything other than work related purposes are not considered.

Section 5: Modeling Results, Page 20 – Definition of Equity

- It was difficult to comprehend the definition of equity. Please acknowledge your source/s for the definition of “equity”.

Overall Recommendations

- Please work to reconvene the EJ Task Force as soon as possible.
- Due to the fact that it has been a long while since we have discussed these issues, it would be helpful to have a briefing/recap on this valuable information. Also, it would benefit the community to have a public presentation of this information when we initiate the EJ Task Force meeting.
- The Environmental Justice Task Force needs to meet periodically to keep Fresno COG informed regarding transportation planning issues of importance to EJ communities

- Fresno COG should work to develop accurate data on Farmworkers as it relates to transportation planning within Fresno County.
- Fresno COG should work to develop partnerships with California Rural Legal Assistance and Policy Link as the Strategies Plan is developed for 'colonias' within the unincorporated communities of Fresno County.
- Fresno COG should address the question of affordable and obtainable transportation process within the Fresno COG transportation process.

Fresno COG should work with the Central California Regional Obesity Prevention Program (CCROPP) in coordinating their efforts to support healthier communities in Fresno County through transportation planning.

Conformity Analysis

for
Amendment #3 to the
2009 Interim Federal Transportation Improvement Program
and
Fresno County's
2007 Regional Transportation Plan Amendment #2

Prepared by:



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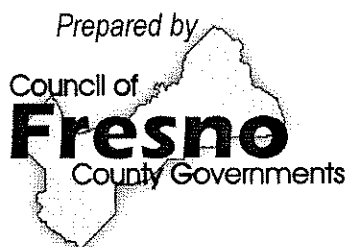
**AVAILABLE FOR VIEWING AT:
FRESNOCOG.ORG**

January 2009

2007

Regional Transportation Plan

Amendment #2 is available for viewing
at: www.fresnocog.org



2009 FTIP

Formal Amendment #3



BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-01

In the Matter of:)
)
2009 INTERIM FTIP / RTP)
AMENDMENTS AND CORRESPONDING)
CONFORMITY ANALYSIS)

RESOLUTION ADOPTING THE
AMENDMENT #3 TO THE 2009
INTERIM FTIP, RTP AMENDMENT
#2 AND CORRESPONDING
CONFORMITY ANALYSIS

WHEREAS, the Council of Fresno County Governments is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (Interim FTIP) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the Council of Fresno County Governments forum and general public involvement; and

WHEREAS, Amendment #3 to the Interim FTIP program listing is consistent with: 1) the 2007 Regional Transportation Plan, Amendment #2; 2) the 2008 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, Amendment #3 to the 2009 Interim FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, Amendment #3 to the 2009 Interim FTIP meets all applicable transportation planning requirements per 23 CFR Part 450.

WHEREAS, projects submitted in Amendment #3 to the 2009 Interim FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, Amendment #3 to the 2009 Interim FTIP and 2007 RTP Amendment #2 includes a new Conformity Analysis; and

WHEREAS, Amendment #3 to the 2009 Interim FTIP does not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, Amendment #3 to the 2009 Interim FTIP and 2007 RTP Amendment #2 conforms to the applicable SIPs; and

WHEREAS, in accordance with EPA Companion Guidance for the Conformity Rule for multi-jurisdictional areas, Council of Fresno County Governments has developed their portion of the PM2.5 regional emissions analysis separately and provided the entire PM2.5 nonattainment area conformity demonstration; and

WHEREAS, the PM2.5 nonattainment area conformity demonstration is contingent upon adoption by all MPOs in the PM2.5 nonattainment area; and

WHEREAS, the Council of Fresno County Governments has also developed a regional emissions analysis for Carbon Monoxide (CO), Ozone, and PM-10 for Fresno County; and

WHEREAS, the documents have been widely circulated and reviewed by Council of Fresno County Governments advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Fresno County consistent with public participation process adopted by Council of Fresno County Governments; and

WHEREAS, a public hearing was conducted on December 18, 2008 to hear and consider comments on Amendment #3 to the 2009 Interim FTIP and 2007 RTP Amendment #2 and Corresponding Conformity Analysis; and the remainder of the MPOs in the PM2.5 nonattainment area have conducted public hearings as well; and

NOW, THEREFORE, BE IT RESOLVED, that Council of Fresno County Governments adopts Amendment #3 to the 2009 Interim FTIP and RTP Amendment #2 and Corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that the Council of Fresno County Governments finds that the 2007 Regional Transportation Plan Amendment #2 and Amendment #3 to the 2009 Interim FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plan for air quality.

THE FOREGOING RESOLUTION was passed and adopted by Council of Fresno County Governments this 29th day of January, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 29th day of January, 2009.

Signed:

Tony Boren, Executive Director

FFY 2007 - 2008
"Close Out"
Local Assistance Delivery
Formula OA Funds
Based on CBARS/FMIS Transactions as of September 30, 2008

Region	Actual Base FFY 2008 OA ¹	Adjustment to FFY 2008 OA Over - Under Delivery ²	OA Payback from State for FFY 2008 (\$50,000,000 Payback) ³	Contribution for NEPA FY 2007/08	NEPA Funding Offset	Adjusted FFY 2008 Actual OA ⁴	FFY 2008 Obligations as of 9/30/08	Percent Target Delivered	Balance of FFY 2008 Actual OA	FFY 2008 August Redistribution (\$42,350,079) ⁵	Balance Due of FFY 2008 OA as of 9/30/2008 (Numbers in Parenthesis are \$ owed) ⁶
Bufile	4,329,118	531,272	195,305			5,055,695	2,316,593	45.8%	2,739,111	-	2,739,111
Fresno	18,739,325	(7,200,328)	860,358	(18,376)		12,369,078	14,818,828	119.7%	(2,437,850)	550,861	(1,886,989)
Kern	14,413,029	303,936	655,576	(15,268)		15,357,275	20,854,480	135.8%	(5,497,204)	1,242,159	(4,255,046)
Kings	2,825,254	(308,298)	127,512			2,644,469	1,816,170	68.7%	828,298	-	828,298
Los Angeles	226,550,255	6,334,794	10,490,223	(227,743)	1,000,000	244,147,528	262,834,510	107.7%	(18,686,981)	4,222,545	(14,464,436)
Madera	2,747,317	(872,956)	122,729			1,997,090	1,605,058	80.4%	392,032	-	392,032
Merced	4,676,197	729,598	209,684			5,615,479	4,934,383	87.9%	681,096	-	681,096
Monterey	5,088,665	(3,444,953)	225,196			1,868,868	5,067,625	271.2%	(3,198,757)	722,797	(2,475,959)
Orange	67,930,237	(19,680,308)	3,146,203	(68,238)		51,327,893	31,553,029	61.5%	19,774,865	-	19,774,865
Riverside ¹²	40,960,467	9,245,173	1,852,554	(39,081)		45,762,146 ¹²	47,888,354	104.9%	(2,226,208)	503,038	(1,723,170)
Sacramento (SACOG) ¹²	42,414,182	(21,871,805)	1,946,931	(41,308)		28,704,967 ¹²	51,214,296	178.4%	(22,509,329)	5,086,250	(17,423,079)
San Benito	676,261	201,990	29,929			908,180	773,959	85.2%	134,221	-	134,221
San Bernardino ⁷	43,007,151	(5,756,769)	1,962,546	(41,947)		39,171,081	20,468,374	52.3%	18,702,707	-	18,702,707
San Diego	58,454,148	(31,172,677)	2,704,348	(58,763)		29,927,056	54,930,849	183.5%	(25,003,792)	5,649,904	(19,353,888)
S.F. Bay Area (MTC)	139,714,514	(16,598,879)	6,458,858	(139,797)		129,434,696	189,998,205	146.8%	(60,563,509)	13,685,044	(46,878,465)
San Joaquin	13,809,296	(7,057,489)	627,143	(13,292)		7,165,658	12,288,337	171.5%	(5,122,679)	1,157,530	(3,965,149)
San Luis Obispo	2,756,006	(295,707)	121,607			2,581,906	2,756,006	106.7%	(174,100)	39,340	(134,760)
Santa Barbara	5,045,303	(245,500)	223,265			5,023,007	5,072,568	101.0%	(49,559)	11,199	(38,361)
Santa Cruz	3,219,819	(270,850)	142,479			3,091,547	3,174,575	102.7%	(83,128)	18,784	(64,344)
Stanislaus	10,743,711	1,184,026	488,370	(10,465)		12,405,641	14,651,789	118.1%	(2,246,148)	507,544	(1,738,604)
Tahoe	973,549	1,685,609	48,870			2,708,028	943,200	34.8%	1,764,828	-	1,764,828
Tulare	8,061,889	(2,923,903)	360,803			5,498,789	10,377,477	188.7%	(4,878,687)	1,102,397	(3,776,290)
Ventura ¹³	15,109,342	(8,898,804)	699,409	(14,874)		6,894,972	8,010,079	116.2%	(1,115,107)	251,972	(863,135)
Amador ^{8,13}	700,374	96,667	31,390			1,695,350 ¹³	1,498,667	88.4%	196,683	-	196,683
Calaveras ^{8,13}	828,606	677,995	37,095			1,179,948 ¹³	843,083	71.5%	336,865	-	336,865
Imperial ⁸	2,778,124	(790,391)	126,937	(1,923)		2,112,747	2,357,346	111.6%	(244,599)	55,270	(189,329)
Mariposa ⁸	336,148	263,492	15,147			614,787	191,382	31.1%	423,405	-	423,405
Nevada ⁸	1,816,543	(131,087)	81,729			1,767,185	1,033,225	58.5%	733,960	-	733,960
Tuolumne ^{8,13}	1,084,648	850,089	48,075			1,479,642 ¹³	817,904	55.3%	661,738	-	661,738
Rural Counties ^{8,9}	8,702,625	1,182,174	475,780	-	-	10,360,578	10,360,578	100.0%	-	-	-
TOTAL LOCAL AGENCIES	748,292,203	(104,233,991)	34,516,050	(691,073)	1,000,000	678,883,190	785,551,019	115.7%	(106,667,829)	34,806,634	(71,861,195)
HBP	244,054,328	13,982,080	11,328,510	(308,927)		269,055,981	302,439,898	112.4%	(33,383,707)	7,543,445	(25,840,262)
Safety	62,635,192	44,828,904	2,864,370			110,328,466	46,126,028	41.8%	64,202,438	-	64,202,438
SRIS	16,352,234	23,997,195	759,642			41,109,070	11,565,998	28.1%	29,543,072	-	29,543,072
Rail ¹⁰	11,628,074	22,325,618	531,428			34,485,119¹⁰	34,485,119	transferred			
TOTAL	1,082,962,031	899,806¹¹	50,000,000	(1,000,000)	1,000,000	1,133,861,837	1,180,167,862	104.1%	(46,308,025)	42,350,079	(3,955,946)
FFY 2007 Formula OA Obligations											
YTD (09/30/07) (Total)	Prior year data here for informational purposes					1,023,429,367	1,067,757,147	104.3%	(44,327,781)	45,227,586	899,806

In addition to this Formula federal-aid OA, Local Assistance Delivered another \$55,000,000 of Special Bridge OA that is above and beyond Local's Formula OA.

Beginning with April 2008 report, RSTP Exchange [\$45,317,078] and SR2S/Safety Exchange [\$25,000,000] included in Obligations.

FFY 2007 - 2008
"Close Out"
Local Assistance Delivery
Formula OA Funds
Based on CBARS/FMIS Transactions as of September 30, 2008

Assumptions:

- < Obligations are based on CBARS/FMIS transactions and adjustments per the Department's Federal Resources Office (FRO).
- < Obligations include obligations, deobligations, exchanges, FTAs.

Footnotes:

- ¹ The FFY 2008 Actual Base OA is provided with this **September 30, 2008** Delivery Report based on final FFY 2008 information received from FRO on October 23, 2008.
- ² Balance of FFY 2007 OA -- This is the amount a Region must pay back if over delivered or the amount a Region will receive to "make whole" if under delivered based on the DLA OA Management Policy. Amounts shown in parenthesis are amounts owed back and positive (non-parenthesis numbers) amounts are amounts owed to those Regions/Programs. When DLA, as a whole, under delivers the OA in an FFY and this under delivered OA is "lost" to the State because of DLA under delivery -- this "lost" OA may not be repaid to DLA.
- ³ The \$50,000,000 payback from State to DLA based on FFY 2008 Estimated apportionments. State to repay DLA \$200,000,000 over four years (\$50 M each for FFY '05, '06, '07, and '08).
- ⁴ This is FFY 2008 Actual OA with the adjustments for FFY 2007 OA Over or Under Delivery; \$50,000,000 OA payback for FFY 2008, and National Environmental Policy Act (NEPA) delegation for FFY 2008.
- ⁵ August Redistribution -- Local Assistance FFY 2008 August Redistribution amount equals \$42,350,079.
- ⁶ Balance of FFY 2008 Actual OA -- At the end of FFY 2008 (September 30, 2008 report) this is the amount a Region must pay back if over delivered or the amount a Region will receive to "make whole" if under delivered, in the next FFY, based on the DLA OA Management Policy. Amounts shown in parenthesis are amounts owed back and positive (non-parenthesis numbers) amounts are amounts owed to those Regions/Programs. If OA is lost to the State due to DLA under delivery, as a whole, then under delivered OA may not be available to repay Regions and/or Programs.
- ⁷ Per August 1, 2006 MOU from Riverside County Transportation Commission (RCTC) and the San Bernardino Associated Governments (SANBAG), the FFY 2006 OA for these two regions was adjusted in September 2006 to reflect a loan of OA of \$16,000,000. The loan decreased RCTC's FFY 2006 OA and increased SANBAG's FFY 2006 OA by the \$16,000,000. The August 1, 2006 memo states that the payback of the OA to RCTC from SANBAG is anticipated in FFY 2009 or FFY 2010.
- ⁸ The Rural Counties' subtotal above excludes those rural counties receiving CMAQ beginning in FFY 2006.
- ⁹ Rural's Actual Base FFY 2008 OA adjusted for RSTP Exchange to cancel potential carryover OA into FFY 2009. Rurals in this reporting row (those that do not receive CMAQ) exchange all their apportionments (RSTP Flexible), therefore, there should not be any carryover OA into the next FFY.
- ¹⁰ Rail information is included here for informational purposes. Beginning with the October 31, 2007 Delivery Report -- Rail Obligations/Deobligations and OA will no longer be included in Local Assistance Amounts. However, necessary to show Rail's information for continuity from FFY 2007 September 30, 2007 Delivery Report. Rail FFY 2008 carry-over and payback OA going to Capital for FFY 2008. This does not impact Projected FFY 2008 OA for the Regions or Programs, only Local Assistance Total OA. Per agreement Rail will participate in the FFY 2008 payback of \$50,000,000 to Local Assistance (see footnote 3).
- ¹¹ Based on FFY 2007 September 30, 2007 year-end reconciliation with FRO, this amount is an adjustment to OA that will be made in FFY 2008. The \$899,806 equals the \$800,993.51 OA adjustment plus the \$98,812 carry-over OA (see September 30, 2007 Delivery report footnotes 11 and 12). These adjustments increase OA to the Locals in FFY 2008.
- ¹² Memorandum of Understanding between SACOG and RCTC -- \$6,256,967 of OA from RCTC to SACOG for FFY 2007-08; repayment of \$6,256,967 of OA from SACOG to Riverside in FFY 2010-11.
- ¹³ Memorandum of Understanding between ACTC, CCOG, and TCTC -- \$363,749 of OA from CCOG to ACTC for FFY 2007-08 and \$503,170 of OA from TCTC to ACTC for FFY 2007-08; repayment and future loans in FFYs 2009, 2010, 2011, and 2012.

[SRTS is the federally funded State Routes to School Program enacted with SAFETEA-LU.]

Apportionment Status Report
CMAQ and RSTP
(as of October 31, 2008)

AB 1012
Balances entering the 3rd Year
(from FFY 2007)*
Region Report Summary

*Previously referred to as Cycle 10

Region	CMAQ Unobligated 10/31/2008 Delivery Balance ¹	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2009 ²	RSTP Unobligated 10/31/2008 Delivery Balance ¹	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2009 ²
Butte	5,197,839	734,535	2,271,225	-
Fresno	20,311,848	-	23,062,976	4,657,227
Kern	16,876,041	1,104,908	13,421,550	-
Kings	3,860,885	872,220	1,447,229	-
Los Angeles	214,452,101	-	192,461,667	-
Madera	2,371,356	-	1,375,326	-
Merced	3,715,574	-	2,353,758	-
Monterey	166,037	-	5,668,432	-
Orange	84,095,146	3,147,947	52,776,387	-
Riverside ⁶	48,619,038	-	51,317,579	15,721,134
Sacramento (SACOG) ^{3,4,5,6}	25,196,144	-	18,735,154	-
San Benito ³	(14,961)	-	595,096	-
San Bernardino	72,475,078	19,282,726	42,575,770	3,199,681
San Diego	38,390,837	-	25,786,419	-
S.F. Bay Area (MTC)	103,579,064	-	61,249,291	-
San Joaquin	16,906,121	299,067	10,426,572	-
San Luis Obispo	-	-	3,695,873	-
Santa Barbara ⁴	(0)	-	4,464,253	-
Santa Cruz	586,638	186,652	2,857,345	-
Stanislaus	14,798,881	2,158,093	9,025,632	-
Tahoe	2,391,448	1,173,243	515,939	-
Tulare	4,630,290	-	4,114,062	-
Ventura	15,319,525	112,307	21,257,926	3,910,317
Rural Counties & SCAG ⁵	\$5,575,765	753,154	\$16,972,259	-
TOTAL	699,500,693	29,824,850	568,427,719	\$27,488,360

Balances now include:

* Oct 08--Advanced/Estimated Apportionments for CMAQ & RSTP for FFY 2008-09

Footnotes:

¹ Indicates all apportionments not yet obligated.

² Totals reflect balances in the third year.

^{3,4,5,6} Includes adjustments made through MOU agreements between regions (San Benito, Santa Barbara, Imperial & Riverside) and SACOG.

Assumes the use of all previous balances.

The regional balances reflect activities that have been recorded in the Department's Local Assistance accounting system. There may be a delay between the FHWA authorization and the recording of the transaction in the Department's Local Assistance accounting system.

Annual Listing of Projects with Federal Funding for Federal Fiscal Year 2008



December 2008

Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, California 93721
Phone: (559) 233-4148
Fax: (559) 233-9645

Available for Viewing at: www.fresnocog.org



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Intergovernmental Relations and Federal Affairs

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(202) 659-2229 • Fax (202) 659-5234 • e-mail: len.simon@simoncompany.com

2009 Fresno COG “One Voice” Meetings

Agenda Overview

DRAFT DECEMBER 15, 2008

Sunday, February 8th

5:00 PM Staff Briefing and Dinner
Location – Old Ebbitts

Monday, February 9th *Cannon House Office Building Room 121*

8:00 am Briefing at Hotel

9:15am **Meet on the Hill and Agenda Review**

9:30am **“One Voice” Funding and Policy Priorities**
Presentations to Offices of Rep. Radanovich, Rep. Nunes,
Rep. Cardoza and Rep. Costa

11:00am **Break**

11:30am **New Opportunities Panel: The Economic Stimulus Program**
Meeting with Obama Administration officials and Congressional staff
regarding the economic stimulus program being adopted in January 2009
and other key activities related to reviving the economy.

12:30pm **Lunch: Rayburn or Longworth Cafeterias**

1:30pm **New Opportunities Panel: Surface Transportation Reauthorization**
Meeting with Obama Administration officials and Congressional staff
regarding the reauthorization of highway and transit programs (SAFETEA-
LU) prior to September 2009 and funding of key “One Voice Projects

2:30pm **Break**

3:00pm **New Opportunities Panel: COPS and Byrne Program Resources**
Meeting with Obama Administration officials and Congressional staff
regarding the funding opportunities for “One Voice” communities in the
public safety area and the new initiatives to be implemented in 2009

4:00pm Adjourn

6:00pm Group or Individual Dinners

Tuesday, February 10th

8:00	Briefing at Hotel
9:30am	<u>Meeting with Senator Diane Feinstein and Staff</u> Review of "One Voice" Funding and Policy Priorities <i>Hart Senate Office Building Room 331</i>
10:30am	<i>Return to Cannon House Office Building Room 121</i>
11:00am	<u>Perspectives 2009: Rep. Jim Costa</u> Meeting with one of the Fresno "One Voice" congressional delegation members to present him with an award for outstanding service and hear his perspectives on 2009.
11:30am	New Opportunities Panel: <i>Climate Change and Energy Independence</i> Meeting with Obama Administration officials and Congressional staff to discuss developing legislation regarding energy independence climate change, and cap and trade measures initiatives
12:30pm	Lunch: <i>Rayburn or Longworth Cafeterias</i>
1:30pm	<u>California Leadership Focus</u> Meeting with one of California's House Committee or Subcommittee Chairs (<i>see attached list</i>) to discuss key issues of concern to "One Voice" delegation
2:00pm	New Opportunities Panel: <i>Housing and Community Development</i> Meeting with Obama Administration officials and Congressional staff regarding new initiatives in the areas of housing and community development including
3:00pm	<u>Perspectives 2009: Rep. George Radanovich</u> Meeting with one of the Fresno "One Voice" congressional delegation members to present him with an award for outstanding service and hear his perspectives on 2009.
3:30 pm	Capitol Tour – arranged by Congressman Radanovich's office
6:00pm	Reception in Honor of Fresno COG Delegation and Legislative Staff – Hilton Garden
7:30 pm	Group or Individual Dinners

Wednesday, February 11th

- 8:30 Briefing at Hotel
- 9:30am **White House Briefing with Intergovernmental Relations Office**
Hilton Garden & Inn Conference Room
Meeting with White House local government liaison staff to discuss how the Obama Administration will relate to localities and development of the new *White House Office of Urban Policy*
- 10:30am Transfer to Senate Hart Office Building
- 11:00am **Meeting with Senator Boxer and Staff**
Review of "One Voice" Funding and Policy Priorities
Hart Senate Office Building Room 112
- 12:00pm **Perspectives 2009: Rep. Devin Nunes**
Meeting with one of the Fresno "One Voice" congressional delegation members to present him with an award for outstanding service and hear his perspectives on 2009.
- 2:00pm **New Opportunities Panel: Immigration Policy**

Meeting with Obama Administration officials and Congressional staff regarding plans to pursue immigration reform legislation in 2009 and how it could impact the region.
- 3:00pm **Perspectives 2009: Rep. Dennis Cardoza**
Meeting with one of the Fresno "One Voice" congressional delegation members to present him with an award for outstanding service and hear his perspectives on 2009.
- 3:30pm **Governor Schwarzenegger's Office**
Discussion with Governor's Washington DC office regarding the Governor's 2009 federal priorities and impacts on the COG Region
- 4:00 pm Adjourn
- 6:00 pm **Closing Dinner - Hilton Garden**

California House Leaders – *Group from Which “California Leadership Focus” Will Be Drawn*

1. Representative **Nancy Pelosi** (8th District) – Speaker of the House
2. Representative **George Miller** (7th District) – Chairman of the Education and Labor Committee
3. Representative **Henry A. Waxman** (30th District) – Chairman of the Energy and Commerce Committee
4. Representative **Bob Filner** (51st District) – Chairman of the Veterans Affairs Committee
5. Representative **Lynn Woolsey** (6th District) – Chairwoman of Subcommittee on Healthy Families and Communities
6. Representative **Joe Baca** (43rd District) – Chairman of the Department Operations, Oversight, Nutrition and Forestry Subcommittee
7. Representative **Ellen Tauscher** (10th District) – Chairwoman of the Strategic Forces Subcommittee
8. Representative **Maxine Waters** (35th District) – Chairwoman of the Housing and Community Opportunity Subcommittee
9. Representative **Brad Sherman** (27th District) – Chairman of the Terrorism, Nonproliferation, and Trade Subcommittee
10. Representative **Loretta Sanchez** (36th District) – Chairwoman of the Boarder, Maritime and Global Counterterrorism Subcommittee
11. Representative **Jane Harman** (36th District) – Chairwoman of the Intelligence, Information Sharing and Terrorism Risk Assessment Subcommittee
12. Representative **Zoe Lofgren** (16th District) – Chairwoman of the Elections Subcommittee, and the Immigration, Citizenship, Refugees, Boarder Security, and International Law Subcommittee
13. Representative **Linda Sanchez** (39th District) – Chairwoman of the Commercial and Administrative Law Subcommittee
14. Representative **Howard Berman** (28th District) – Chairman of the Courts, the Internet and Intellectual Property Subcommittee
15. Representative **Pete Stark** (13th District) – Chairman of the Health Subcommittee
16. Representative **Anna G. Eshoo** (14th District) – Chairwoman of the Intelligence Community Management Subcommittee
17. Representative **Mike Thompson** (1st District) – Chairman of the Terrorism, Human Intelligence, Analysis and Counterintelligence Subcommittee

2009 “ONE VOICE” TRIP PARTICIPANTS

1. **Susan Anderson**, Fresno County Board of Supervisors, Supervisor, District 2
2. **Judy Case**, Fresno County Board of Supervisors; Supervisor, District 4
3. **Margaret Mims**, Sheriff, County of Fresno
4. **Bob Whalen**, Mayor, City of Clovis
5. **Ashley Swearengin**, Mayor, City of Fresno
6. **Cynthia Sterling**, Council President, City of Fresno
7. **Rico Aguayo**, Councilmember, City of Fowler
8. **Ramon Dominguez**, Mayor, City of Huron, I-5 Business Development
9. **David Karstetter**, Mayor Pro Tem, City of Kingsburg
10. **John C. Flores**, Councilmember, City of Mendota
11. **Glenda Hill**, Councilmember, City of Orange Cove
12. **Mary Fast**, Mayor, City of Reedley
13. **Steve Rapada**, Councilmember, City of Reedley
14. **Michael Derr**, Mayor Pro Tem, City of Selma
15. **Frank Franco**, Board of Directors, Fresno Metropolitan Flood Control District; Director, Fresno County EOC
16. **Kendall Groom**, Board of Directors, Fresno Metropolitan Flood Control District
17. **Darius Assemi**, Granville Homes
18. **Jeffrey T. Roberts**, Representing the Building Industry Association
19. **Jason Paul**, Environmental Group Manager, Kleinfelder
20. **Lydia Zabrycki**, Director of Business Partnering, Quad Knopf
21. **Dr. G. Gary Manross, Ph.D.** Chairman/CEO, Strategy Research Institute
22. **Debbie Hunsaker**, Chair, Greater Fresno Area Chamber of Commerce
23. **Al Smith**, CEO, Greater Fresno Area Chamber of Commerce
24. **Steve Geil**, President/CEO, Economic Development Corporation Serving Fresno County
25. **Paul Thorn**, Vice President of Business and Finance, Economic Development Corporation Serving Fresno County
26. **Kirk Hunter**, Southwest Transportation
27. **Kathy Millison**, City Manager, City of Clovis
28. **Jose Antonio Ramirez**, Fresno COG Policy Advisory Committee Chair, City Manager, City of Firebaugh
29. **Andrew T. Souza**, City Manager, City of Fresno
30. **Rocky Rogers**, City Manager, City of Reedley
31. **Russell C. Widmar**, City of Fresno, Fresno Yosemite International Airport, Director of Aviation
32. **John Mulligan**, Deputy Public Works Director, City of Sanger
33. **Sandy Sanchez**, PreDevelopment Director, O & S Holdings, LLC
34. **Gary Giannetta**, Giannetta Engineering
35. **Raymond Manzanedo**, Manager, Signmax
36. **Barbara Goodwin**, Consultant
37. **Darren Rose**, Congressman Radanovich's office
38. **Tal Eslick**, Field Director, Congressman Nunes' office
39. **Julianne Tuggle**, Assistant to Susan Anderson, County of Fresno
40. **Tony Boren**, Executive Director, Council of Fresno County Governments
41. **Barbara Steck**, Deputy Director, Council of Fresno County Governments
42. **Brenda Lauchner**, Planner, Council of Fresno County Governments
43. **Marla Day**, Executive Assistant, Council of Fresno County Governments



MEASURE C *CITIZEN OVERSIGHT COMMITTEE* SELECTION COMMITTEE

TO: Applicant for Citizen Oversight Committee

FROM: Measure C *Citizen Oversight Committee* Selection Committee

DATES: December 12, 2008, due by February 17, 2009

SUBJECT: Measure C Citizen Oversight Committee

The Fresno County Mayors' Select Committee and the Chair of the Fresno County Board of Supervisors will be appointing a new at-large public member to the Measure C Citizen Oversight Committee consistent with the November 2006 voter-approved Measure C Expenditure Plan. Mr. Jose Villareal resigned from the position to accept a position on the Sanger City Council. The vacancy must be filled within 90 days of his resignation by a member who resides in Fresno County Supervisory District 4 in an incorporated city outside the Fresno-Clovis Metropolitan Area.

The purpose of the Citizen Oversight Committee is to inform the public and to ensure that the Measure C funding program revenues and expenditures are spent as promised to the public.

DEADLINE: Applicants will need to fill out the attached application form and submit the application by February 17, 2009 to:

Measure C *Citizen Oversight Committee* Selection Committee
c/o Fresno COG
2035 Tulare Street, Suite 201
Fresno, CA 93721
Telephone: (559) 233-4148
Website: www.fresnocog.org
Email: brendal@fresnocog.org

There are 13 members of the Citizen Oversight Committee that must meet certain eligibility and residency criteria as noted on the application form and in the attached Appendix G – Citizen Oversight Committee. Appendix G also states the Committee's duties and responsibilities.

The selection process is anticipated to be completed by the end of February, 2009.

Should you have any questions, please call Brenda Lauchner at 233-4148.



MEASURE C

CITIZEN OVERSIGHT COMMITTEE

SELECTION COMMITTEE

CITIZEN OVERSIGHT COMMITTEE -- APPLICATION FORM

(Please print legibly or type)

Name of Applicant: _____

Residential Information

Street Address: _____ Phone: _____
City: _____ Cell Phone: _____
State/Zip Code: _____ (Optional)
E-mail: _____ Fax: _____

Employment Information

Employer: _____
Title: _____
Work Address: _____ Phone: _____
City: _____ Fax: _____
State/Zip Code: _____
E-mail: _____

Eligibility Requirements

By signing this application form I hereby certify that:

- 1) I am a U.S. citizen 18 years of age or older and reside within Fresno County.
- 2) I am not an elected official at any level of government
- 3) I am not a public employee from Fresno County, nor of any of the incorporated cities in Fresno County, Caltrans, the Fresno County Transportation Authority (Authority), or the Council of Fresno County Governments (Fresno COG).
- 4) I have no economic interest in any of the Authority's projects.
- 5) I will submit an annual statement of financial disclosure consistent with Fair Political Practices Commission (FPPC) rules and regulations to be filed with the Authority.

Area or Community Represented

I wish to be considered for the following position:

____ One (1) of the six (6) at-large public members, and I reside in: (see attached maps)
*Supervisory District 4 in an incorporated city outside of the Fresno-Clovis
Metropolitan Area*

Additional Information

Please briefly explain why you are interested in serving on the Citizen Oversight Committee.

List past/present professional/community affiliations, including any elected positions previously held
(please list dates served):

Required Signature

I declare under penalty of perjury the above information is true and correct.

Dated: _____ Applicant: _____
Signature

Resume or letters of recommendation may be attached.

RETURN COMPLETED, SIGNED APPLICATION TO:

Measure C *Citizen Oversight Committee* Selection Committee
c/o Fresno COG
2035 Tulare Street, Suite 201
Fresno, CA 93721

Telephone: (559) 233-4148

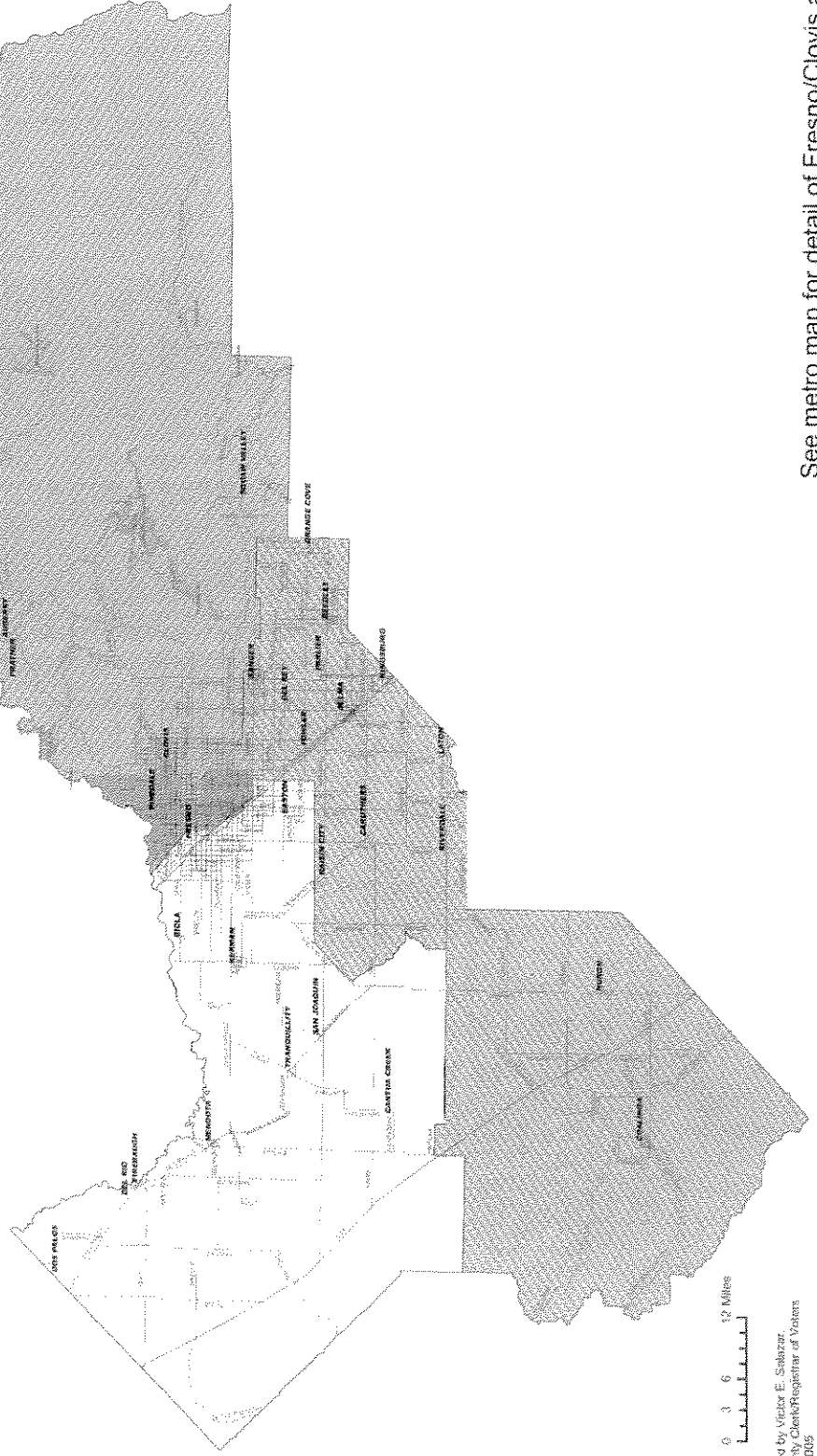
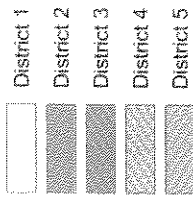
APPLICATIONS WILL BE KEPT ON FILE FOR TWO YEARS.

OFFICE USE ONLY:

DATE STAMP OR DATE RECEIVED:

Fresno County Supervisory Districts

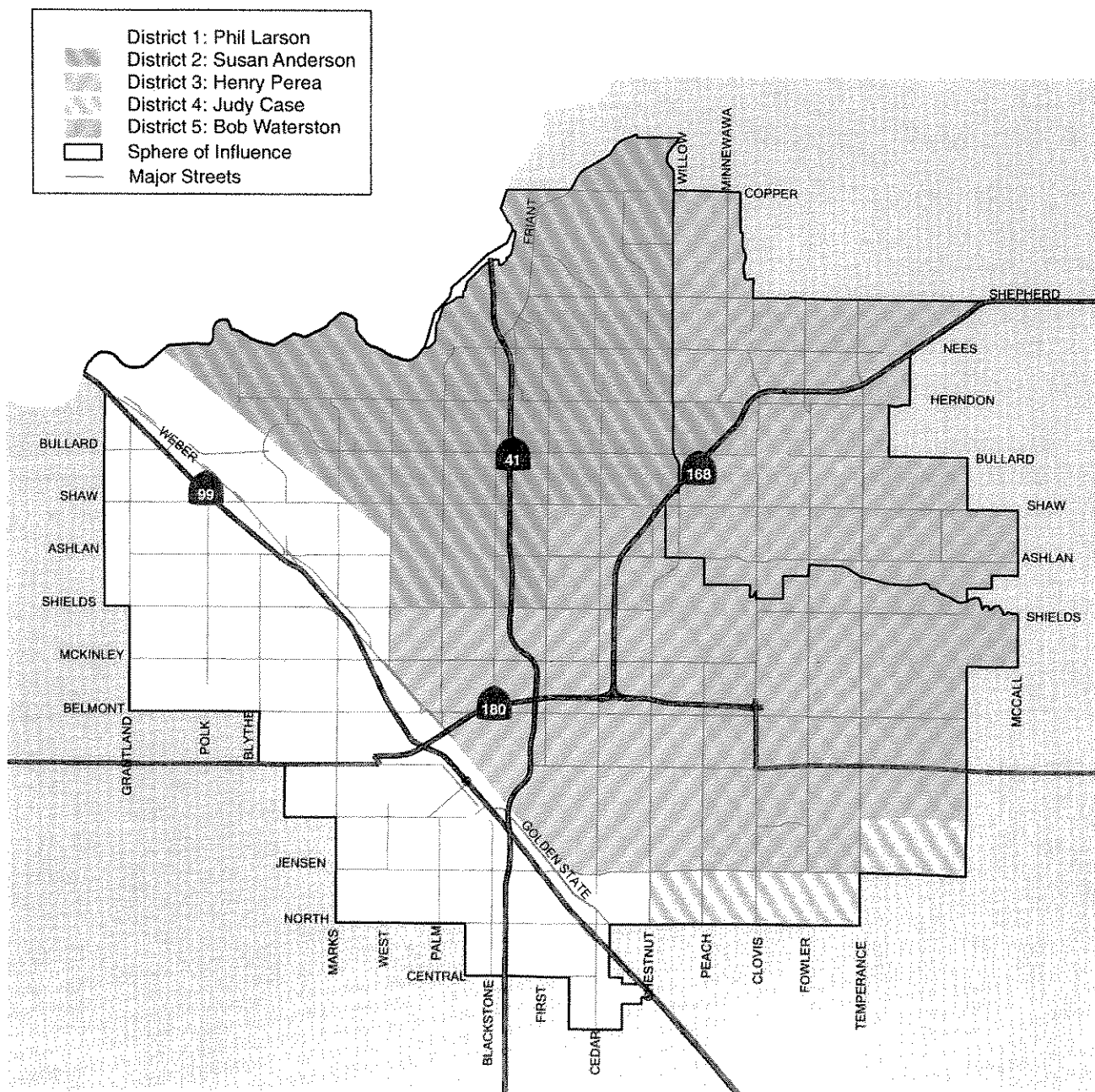
Supervisory Districts



Map provided by Victor E. Salazar,
Fresno County Clerk/Registrar of Voters
December 2005

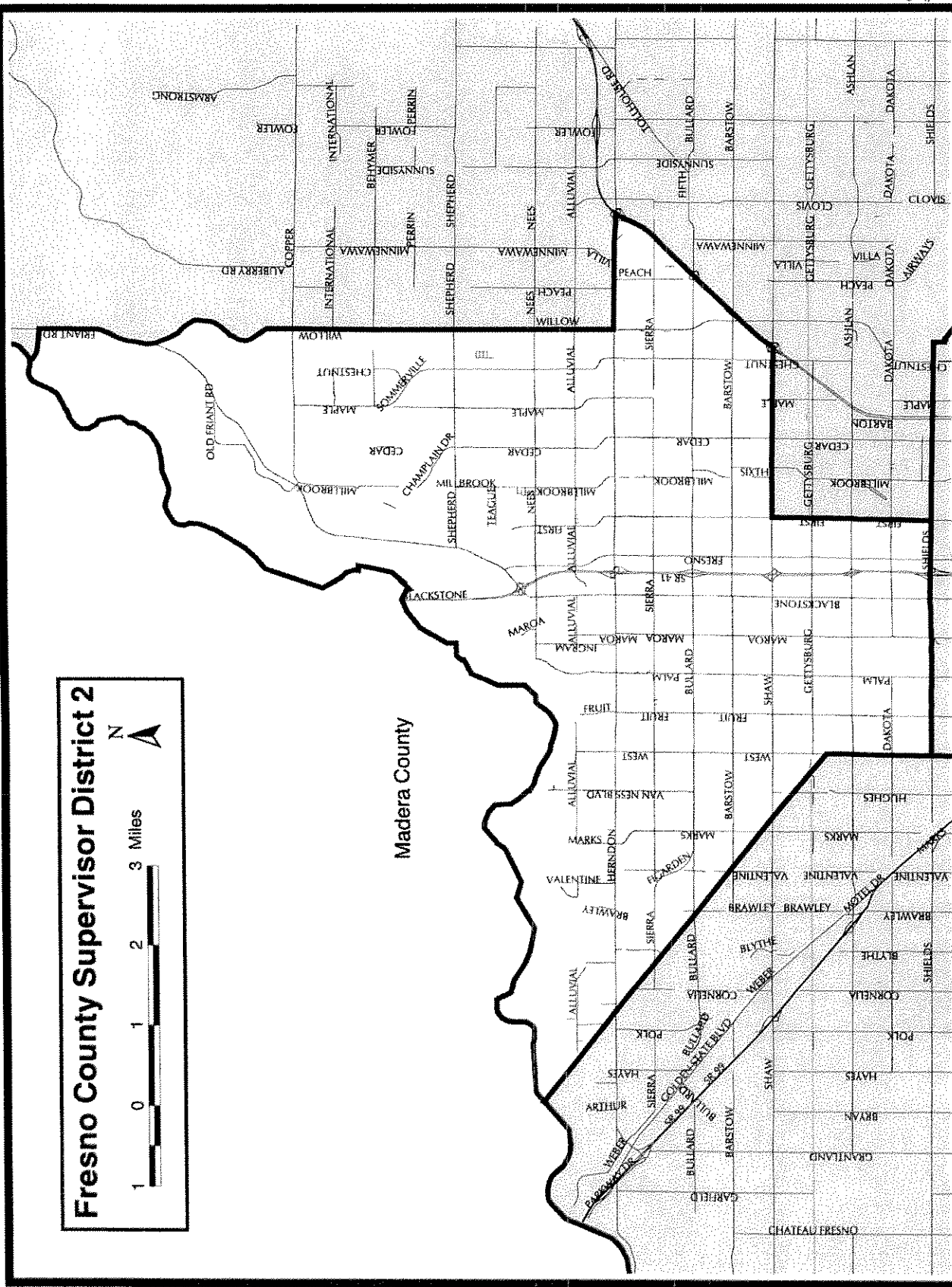
See metro map for detail of Fresno/Clovis area

Within the Fresno-Clovis Metropolitan Area





Madera County



Appendix G – Citizen Oversight Committee

Committee Purpose

To inform the public and to ensure that the Measure “C” funding program revenues and expenditures are spent as promised to the public.

Administrative Issues

Committee Formation

- The Committee will be formed within 6 months upon approval of the Measure “C” Extension by the voters of Fresno County in November 2006.
- The Citizen Oversight Committee (Committee) shall not be amended out of the Expenditure Plan.
- Meetings will commence when Measure “C” Extension revenues are recommended for expenditure; including Expenditure Plan updates.

Selection and Duties of Committee Chair and Vice Chair

- The Committee shall select a Chair and Vice Chair from the members, each of whom shall serve a one (1) year term.
- The duties of the Chair will be to call meetings, set agendas, and preside over meetings.
- The duties of the Vice chair will be to perform the same duties described above in the absence of the Chair.

Committee Meetings

- The Committee will hold one formal meeting annually, with additional meetings scheduled as needed by the Committee.
- All Committee meetings must be held in compliance with the Brown Act.
- All meetings will be conducted as per “Robert’s Rules of Order.”

Subcommittee Requirements

- Subcommittees: the Committee may elect to form subcommittees to perform specific parts of its purpose.
- All subcommittees shall have an odd number of members so that tie votes are less likely.

Committee Membership and Quorum

- Membership - The Committee shall be composed of thirteen (13) members including:
 - Six (6) at-large public members:
 - ◆ Five (5) who must each respectively reside in each one of the five Fresno County Supervisorial Districts; and
 - ◆ Three (3) must reside in the Fresno-Clovis Metropolitan Area (FCMA); and
 - ◆ Two (2) must reside in the unincorporated rural area of the county, one from the east side and one from the west side of the county.
 - ◆ One (1) must reside in an incorporated city outside of the FCMA.
 - Seven (7) members who must each be representatives drawn from a diverse mix of interested community organizations. The members are expected to provide a balance of viewpoints.
- Quorum
 - A Quorum will be no less than seven (7) members of the Committee.
 - An action item of the Committee may be approved by a simple majority of the quorum present.

Membership Selection

Selection Committee

- Oversight Committee members will be selected by the Fresno County Mayors’ Selection Committee (the 15 mayors within Fresno County) and the Chair of the Fresno County Board of Supervisors.

Recruitment Process

- Each year as terms of various members expire or as vacancies occur, annual postings of membership openings will be noticed 60 days in advance of the application process pursuant to Public Utilities Code Section 99238.
- Potential members must submit an application to the Selection Committee.
- The Selection Committee will screen all applications and approve candidates for membership on the Committee.

Term of Membership

- Terms of membership will be for four (4) years. No member may serve more than eight (8) years.
- Members will not be compensated for their service on the Committee.
- In an effort to maintain Committee member consistency, during the first four (4) years of the Committee, terms will be staggered with six (6) of the members to serve a four-year term, seven (7) of the members to serve a two-year term. Such assignment of terms shall be made by the Selection Committee at time of appointment.
- Members who are not in attendance for two (2) consecutive meetings or are not present at 50% of the Committee meetings over a 12-month period shall be replaced with a new member selected by the Selection Committee.
- If a member position on the Committee becomes vacant, the Selection Committee will fill the vacant position within 90 days of the date when the position became vacant.
- No proxy voting will be permitted.

Eligibility

- U.S. citizen 18 years of age or older who resides in Fresno County.
- Not an elected official at any level government.
- Not a public employee from Fresno County, nor of any of the incorporated cities, in Fresno County, Caltrans, the Fresno County Transportation Authority (Authority), or the Council of Fresno County Governments (Fresno COG).
- Restricted to individuals without economic interest in any of the Authority's projects.
- Must submit an annual statement of financial disclosure consistent with Fair Political Practices Commission (FPPC) rules and regulations and filed with the Authority.

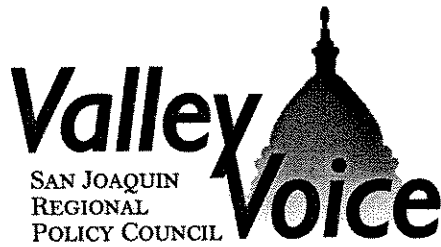
Staffing

- Fresno COG will staff the Committee and provide technical and administrative assistance to support and publicize the Committee's activities, with the staff assignment subject to approval of the Committee.
- Fresno COG services and any necessary outside services will be paid using the Fresno County Transportation Authority's Measure "C" Extension Administration Program revenues.
- Expert staff may be requested to provide information and make presentations to the Committee, as needed.
- The cities and County of Fresno shall each provide to the Citizen Oversight Committee, on an annual basis for a specific time period prescribed, and in a timely fashion at least two weeks prior to the meeting of the Citizen Oversight Committee, a specific report on the local jurisdiction's planned budget for Measure "C" fund expenditures and financial report on the use of those funds.
- The precise format of the report may be based on similar report formats for other jurisdictional monitoring, but must be separate from the comprehensive agency budgets and general and enterprise fund financial reports of the cities and the County of Fresno and will be prescribed by the Citizen Oversight Committee.

Responsibilities

The Committee may receive, review and recommend any action or revision to plans, programs, audits or projects that is within the scope of its purpose stated above. Specific responsibilities include:

- Receive, review, inspect, and recommend action on independent financial and performance audits related to the planning and implementation of the Measure "C" Extension program.
- Receive, review, and recommend action on other periodic reports, studies and plans from responsible agencies including the Authority, Fresno COG, the Cities, the County or other agencies. Such reports, studies and plans must be directly related to Measure "C" Extension programs, revenues, or expenditures.
- Review and comment upon Measure "C" Extension expenditures to ensure that they are consistent with the Expenditure Plan.
- Annually review how sales tax receipts are being spent and publicize the results.
- Present Committee recommendations, findings, and requests to the public and the Authority in a formal annual report.



2009 SACRAMENTO "VALLEY VOICE" PRIORITIES

ADVOCACY ISSUES	REQUEST
SENATE BILL 375	Ensure cleanup legislation related to SB 375 advances the Valley's transportation and land use goals: 1. Advocate for funding, through Proposition 84 and other sources, to adequately assist Regional Transportation Planning Agencies and local governments in implementation of SB 375. 2. Advocate for CEQA exemption and/or streamlining for transportation projects that are consistent with a Sustainable Communities Strategy. 3. Advocate for local agencies to be able to use the EIRs and EIS prepared for the Regional Transportation Plan when performing project-level CEQA analysis for transportation projects.
TRANSPORTATION FUNDING	1. Port Container Fees for SVJ. 2. Protect Proposition 42 and other transportation funds from being diverted to the General Fund for other purposes. 3. Support Legislation to lower the required threshold for transportation initiatives to 55%. 4. Support raising state Gas Tax.
SAN JOAQUIN VALLEY GOODS MOVEMENT PLAN	Support matching funds for the Goods Movement Plan as part of the "Valley Voice" federal advocacy effort.
SUPPORT REGIONAL PARTNERS' INITIATIVES	1. Support funding to ensure sustainability of the California Partnership for the San Joaquin Valley. 2. Support a new designation for the San Joaquin Valley as an Air Quality Enterprise and Empowerment Zone at the state and federal level.



2035 Tulare Street, Suite 201
Fresno, California 93721

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

**THE COUNCIL OF FRESNO COUNTY GOVERNMENTS
POLICY BOARD AD HOC SACRAMENTO “ONE VOICE” SUBCOMMITTEE**

2009 Sacramento “One Voice” Meeting

9:00 a.m. Friday, January 16, 2009
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Sequoia Conference Room

-AGENDA-

I. Introductions

II. Overview and Purpose of the Sacramento “One Voice” Advocacy Effort

2009 Sacramento Trip Dates: Monday, March 9th – Tuesday, March 10th.

III. Presentation of Preliminary List of Legislative Issues

COG’s state lobbyist, Steve Samuelian, will present the enclosed preliminary list of legislative priority issues for advocacy on Capitol Hill.

IV. Prioritize List to Send to COG Policy Board for Approval in January

The Subcommittee will prioritize and finalize a list for recommendation to the Policy Board for their approval at their January 29th meeting.

V. Other Business

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



**CALIFORNIA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING GRANTS
FISCAL YEAR 2009-2010
NEW APPLICATION AND WORKSHOPS**

- Environmental Justice: Context-Sensitive Planning
- Community-Based Transportation Planning
- Partnership Planning (SPR)
- Transit Planning (FTA Section 5304)
 - Statewide Transit Planning Studies
 - Transit Technical Planning Assistance
 - Transit Professional Development

**Application
Deadline
April 1, 2009**

The Fiscal Year 2009-2010 Transportation Planning Grant application package and a list of workshops in your area is now available on the California Department of Transportation, Division of Transportation Planning's website at <http://www.dot.ca.gov/hq/tpp/grants.html>

To request a grant application by mail, please call *Suzanne De Foor* at (916) 653-8697 or email her at *Suzanne_De_Foor@dot.ca.gov*.

FY 2009-2010 Transportation Planning Grant Marketing Workshop Schedule

Region	Date/Time	Location	Contact Info
Orange County	Wednesday, January 21, 2009, 10 AM-11:30 AM	Transportation Management Center, 6881 Marine Way Irvine, CA	Barbara Gossett, 949-440-4461 Damon Davis, 949-440-3487
Los Angeles	Wednesday, January 28, 2009, 9 AM-12:00 PM	California Department of Transportation, Conference Room 1.037, 100 South Main Street, Los Angeles, CA	Fernando Castro, 213-897-1905 Melanie Bradford, 213-897-9446
Greater Sacramento Valley	Wednesday, January 28, 2009, 9 AM-11:00 AM	California Department of Transportation, 703 B Street, Marysville, CA	Shannon Culbertson, 530-741- 5435

Transportation Planning Grants Fiscal Year 2009-2010

Environmental Justice: Context-Sensitive Planning

Community-Based Transportation Planning

Partnership Planning (FHWA)

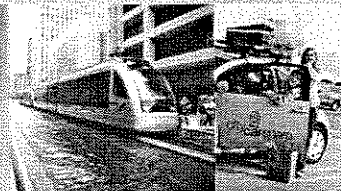
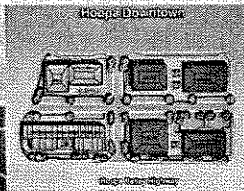
Transit Planning (FTA Section 5304)

Statewide Transit Planning Studies

Transit Technical Planning Assistance

Transit Professional Development

Application Deadline
April 1, 2009



DEPARTMENT OF TRANSPORTATION

DISTRICT BOUNDARIES

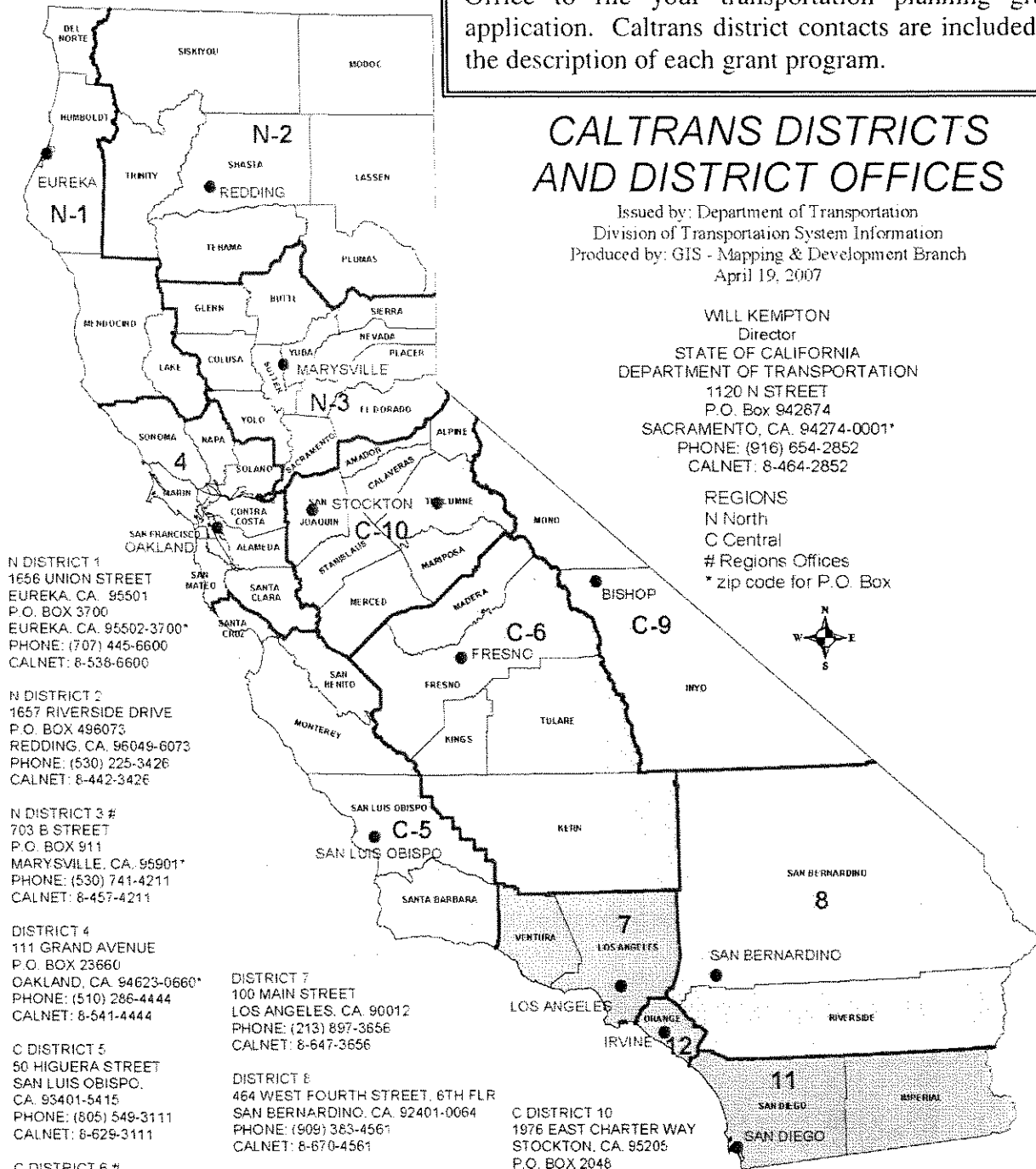
Refer to this map to locate your local Caltrans District Office to file your transportation planning grant application. Caltrans district contacts are included in the description of each grant program.

CALTRANS DISTRICTS AND DISTRICT OFFICES

Issued by: Department of Transportation
Division of Transportation System Information
Produced by: GIS - Mapping & Development Branch
April 19, 2007

WILL KEMPTON
Director
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
1120 N STREET
P.O. Box 942874
SACRAMENTO, CA. 94274-0001*
PHONE: (916) 654-2852
CALNET: 8-464-2852

REGIONS
N North
C Central
Regions Offices
* zip code for P.O. Box



N DISTRICT 1
1656 UNION STREET
EUREKA, CA. 95501
P.O. BOX 3700
EUREKA, CA. 95502-3700*
PHONE: (707) 445-6600
CALNET: 8-538-6600

N DISTRICT 2
1657 RIVERSIDE DRIVE
P.O. BOX 496073
REDDING, CA. 96049-6073
PHONE: (530) 225-3426
CALNET: 8-442-3426

N DISTRICT 3 #
703 B STREET
P.O. BOX 911
MARYSVILLE, CA. 95901*
PHONE: (530) 741-4211
CALNET: 8-457-4211

DISTRICT 4
111 GRAND AVENUE
P.O. BOX 23660
OAKLAND, CA. 94623-0660*
PHONE: (510) 286-4444
CALNET: 8-541-4444

C DISTRICT 5
50 HIGUERA STREET
SAN LUIS OBISPO,
CA. 93401-5415
PHONE: (805) 549-3111
CALNET: 8-629-3111

C DISTRICT 6 #
1352 WEST OLIVE AVENUE
FRESNO, CA. 93778
P.O. BOX 12616
FRESNO, CA. 93728-2616*
PHONE: (559) 486-4082
CALNET: 8-422-4082

DISTRICT 7
100 MAIN STREET
LOS ANGELES, CA. 90012
PHONE: (213) 897-3656
CALNET: 8-647-3656

DISTRICT 8
464 WEST FOURTH STREET, 6TH FLR
SAN BERNARDINO, CA. 92401-0064
PHONE: (909) 383-4561
CALNET: 8-670-4561

C DISTRICT 9
500 SOUTH MAIN STREET
BISHOP, CA. 93514
PHONE: (760) 872-0601
CALNET: 8-627-0601

C DISTRICT 10
1976 EAST CHARTER WAY
STOCKTON, CA. 95205
P.O. BOX 2048
STOCKTON, CA. 95201*
PHONE: (209) 948-7543
CALNET: 8-423-7543

DISTRICT 11
4050 TAYLOR STREET
SAN DIEGO, CA. 92110
PHONE: (619) 688-6670
CALNET: 8-688-6670

DISTRICT 12
3337 MICHELSON DRIVE SUITE CN 360
IRVINE, CA. 92612-8894
PHONE: (949) 724-2000
CALNET: 8-655-2000

Grant Program Description

The California Department of Transportation (Caltrans) invites applications for Fiscal Year 2009-2010 Transportation Planning Grant Programs. The funds available from the six grant programs identified in this package may be used for a wide range of transportation planning projects.

INTRODUCTION

Caltrans provides transportation planning grants for:

- Environmental Justice: Context-Sensitive Planning
- Community-Based Transportation Planning
- Partnership Planning (FHWA)
- Transit Planning (FTA Section 5304)
 - Statewide Transit Planning Studies
 - Transit Technical Planning Assistance
 - Transit Professional Development

Transportation Planning Grants are intended to promote a balanced, comprehensive multi-modal transportation system. The Federal and State goals provide a framework for the grant programs. The Environmental Justice: Context-Sensitive Planning and the Community-Based Transportation Planning grant programs reflect State goals, while the Partnership Planning and Transit Planning grant programs reflect Federal Goals. The results of these grants should ultimately lead to the adoption, initiation, and programming of transportation improvements.

Each Transportation Planning Grant program has program-specific purposes and is intended to address local needs and issues. Transportation Planning Grant proposals should also incorporate broader goals and reflect attributes desired throughout the transportation system.

Grant applicants must clearly demonstrate how their proposed planning project promotes federal and/or state transportation planning goals.

FEDERAL TRANSPORTATION PLANNING GOALS

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

Transportation Planning Grant Summary Chart

GRANT	FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
Environmental Justice: Context-Sensitive Planning	State Highway Account Budget \$3 million Grant Cap \$250,000	Promote community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities.	The following may apply directly or as a sub-recipient : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies • Cities and Counties • Transit Agencies • Native American Tribal Governments The following may apply only as a sub-recipient : • Universities and Community Colleges • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities**	10% of the grant amount requested (in non-State and non-federal funds). Up to half of the 10% match can be in-kind*. Refer to sample match calculation on Page 14.
Community-Based Transportation Planning	State Highway Account Budget \$3 million Grant Cap \$300,000	Fund coordinated transportation and land use planning that promotes public engagement, livable communities, and a sustainable transportation system which includes mobility, access, and safety.	The following may apply directly or as a sub-recipient : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies • Cities and Counties • Transit Agencies • Native American Tribal Governments The following may apply only as a sub-recipient : • Universities and Community Colleges • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities**	20% of the grant amount requested (in non-State and non-federal funds). Up to half of the 20% match can be in-kind*. Refer to sample match calculation on Page 24.
Partnership Planning	FHWA*** State Planning and Research, Part 1 Budget Federal funds \$1,000,000 Grant Cap \$300,000	Fund transportation planning studies of multi-regional and statewide significance in partnership with Caltrans.	The following may only apply as an applicant : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies The following may apply only as a sub-recipient : • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities**	20% of grant amount requested (in non-federal funds or an in-kind* contribution). The entire minimum 20% local match may be in the form of an in-kind contribution. Additional local funds above the minimum local match are desired. Refer to sample match calculation on Page 37.

General Information and Requirements

APPLICATION SUBMITTAL

Five signed hard copies and one electronic copy on a CD (Microsoft Word and Excel) of the entire Application including documents must be postmarked or received by your local Caltrans District Planning Office no later than **5:00 pm, Wednesday, April 1, 2009** (see appropriate Caltrans District Planning contact in the description of each grant program). **Late applications will not be accepted.**

Caltrans district staff is available **prior to the April 1, 2009** deadline to answer general questions to help interested groups complete their applications. Applicants may also direct their questions to the appropriate Caltrans Headquarters staff for the respective programs.

Timeline

- Winter – Transportation Planning Grant Application available by mail, e-mail, and website.
<http://www.dot.ca.gov/hq/tpp/grants.html>
- April 1, 2009 – Final applications due to appropriate Caltrans District Planning Office.
- Fall 2009 – Estimated time of grant award announcements (upon approval of State budget).

FINANCIAL REQUIREMENTS

Grant payments are made only as reimbursements occurring no more frequently than monthly or at a minimum quarterly. The Grantee must pay its sub-recipients and named subcontractors prior to submitting an invoice requesting reimbursement from Caltrans. A single, one-time, **lump sum invoice for the entire grant is not allowed.** Local match must be expended on a proportional basis coinciding with the expenditure of the grant funds.

Non-federal sources for local match can include local sales tax, special bond measures, private donations, private foundations, etc. Examples of in-kind contributions include donated printing, facilities, food (for EJ and CBTP only), interpreters, equipment, advertising, staff time, etc. All in-kind contributions must be itemized.

Grantees are required to maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item. The accounting system of the Grantee, including its sub-recipients and subcontractors, shall conform to Generally Accepted Accounting Principles that enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices sent to or paid by Caltrans. Allowable project costs will be in compliance with 49 Code of Federal Regulations (CFR), Part 18 and Office of Management and Budget (OMB) A-87. It is the Grantee's responsibility, in conjunction with Caltrans district staff, to monitor work and expenses to ensure the project is completed according to the contracted Scope of Work and Project Timeline/Project Schedule and Funding Chart. Grantees must monitor work and costs to ensure their invoices are submitted on a regular and timely basis (monthly or quarterly). Grantees must communicate with their local Caltrans District Planning office to ensure any issues are addressed early during the project period.

An Indirect Cost Allocation Plan or Central Service Cost Allocation Plan and related documentation are to be provided to the Caltrans Office of Audits and Investigations annually for review and approval prior to the Grantee seeking reimbursement of indirect costs. The Grantee must prepare and submit its Indirect Cost Allocation Plan or Central Service Cost Allocation Plan in accordance with Office of Management and Budget (OMB) A-87 and Caltrans Local Programs Procedures (LPP) 04-10.

goods and services in a fair and open competitive manner. Grantees are prohibited from restricting competition in any government-funded procurement transaction.

The following applies only to the Environmental Justice: Context-Sensitive Planning and Community-Based Transportation Planning Grant programs.

- If the grant applicant specifically identifies a sub-recipient/subcontractor in the Scope of Work, the sub-recipient/subcontractor may be employed without further bidding. However, when choosing a sub-recipient/subcontractor, applicants are reminded to select them at the onset of their application in a fair and careful manner and be able to justify the value the sub-recipient/subcontractor brings to the project.
- If a sub-recipient/subcontractor is **not** identified in the Scope of Work and the value *exceeds* \$25,000, the work must be competitively bid. The bidding process does not need to be elaborate, but must reflect an honest and reasonable effort to seek at least three written proposals for the same work or services. It must be a fair, objective, and documented process. Grantees are advised to retain their documentation.
- If a sub-recipient/subcontractor is **not** identified in the Scope of Work and the work contemplated is *less than* \$25,000 in cost, the work is not subject to bid requirements but still requires prior approval by your Caltrans District Planning Office.

TITLE VI NONDISCRIMINATION REQUIREMENT

Title VI of the U.S. Civil Rights Act prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. Specifically Title VI provides the following:

No person in the United States shall, on the ground of race, color, national origin, religion, sex, age, or disability be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving financial assistance from the Federal government.

Caltrans is responsible for complying with Civil Rights requirements and for monitoring compliance of any sub-recipients of its funding. This is also applicable to sub-recipients of State funding. The Federal Highway Administration and the Federal Transit Administration each have requirements that recipients must demonstrate continued compliance with Title VI. Compliance with Title VI includes conducting meetings in a fair and reasonable manner that are open to all members of a community. Compliance also reflects not only law but is a good policy that builds the kind of trust and information sharing upon which successful planning is done. Even where a city or county may not be receiving federal funding for transportation, the Civil Rights Restoration Act of 1987 also obligates that a city or county comply with Title VI if it receives any other federal funding for any program.

DISADVANTAGED BUSINESS ENTERPRISE REQUIREMENT (DBE)

Effective May 1, 2006, Caltrans and its sub-recipient local agencies receiving U.S. Department of Transportation federal financial assistance for transportation and transit related projects, were obligated to change from a race conscious to a race neutral DBE Program. Current DBE provisions do not require specific DBE contract participation goals and evaluation of "Good Faith Efforts". As a matter of statewide policy, Caltrans would like all local agencies to express their desire for prime contractors and prime consultants to voluntarily continue to use and list DBEs as subcontractors. Please refer to the Caltrans Civil Rights' website (<http://www.dot.ca.gov/hq/bep/index.htm>) where the DBE Program Plan is posted. Specifically, refer to the Transportation Planning portion and any applicable attachments listed in the Table of Contents.



California Department of Transportation
Transportation Planning Grants FY 2009-10

- Environmental Justice: Context-Sensitive Planning
- Community-Based Transportation Planning

TIPS AND POINTERS

The following Tips and Pointers were compiled to help applicants prepare their proposals for a Transportation Planning Grant.

1. Clearly state the purpose and need. Rather than make a sweeping statement about past problems and inequities, be concise about defining the transportation barriers and problems that confront your community and how you plan to address them. Applicants can define their purpose and needs, such as better access to jobs and health care, safer access to schools and playgrounds, speeding traffic and air pollution, impact of heavy trucking on local streets, inadequate transit services, promoting more in-fill development, or reducing congestion.

Past applications that were NOT competitive dedicated lots of writing to “injustices” or “impacts” and failed to define the transportation and planning issues and how they would be addressed through community involvement in planning. The documents of planning need to be objective and readable.

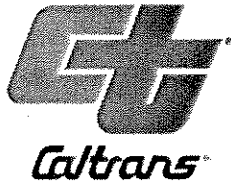
2. Clearly define the community, its boundaries, ethnic make-up, languages spoken, income levels, and transportation issues. This helps identify a community's conditions and needs. For example, the Environmental Justice: Context-Sensitive Planning grant program is aimed at helping low-income, minority, and Tribal communities, so it is important to research this information and state it clearly.

Past applications that were NOT competitive sometimes stated that some Hispanic and Asian “dialects” were spoken in the community and then proceeded to develop plans for revitalizing their downtown businesses to boost tourism and shopping. An applicant’s ability to identify the demographics and even the language barriers of a community helps strengthen the perception that you are able to promote environmental justice and community involvement in transportation planning.

3. Include digital photographs and maps of the community. Photographs help support an application because they help convey a complete picture of a diverse community, the condition of its streets and housing, and its transportation problems. A clear map helps locate a community within a city or county.

Past applications that had digital photos and maps generally stood out for the grant evaluation teams. Applications from one area of the State may be evaluated by persons in a different area. Visual information helps support and enhance the application. For awarded grants, we will encourage grantees to take digital photographs of community meetings, focus groups, field trips to critical sites, and conceptual renderings to help document the work.

4. Practical purposes and outcomes are encouraged. A good application should always try to achieve the achievable. Setting realistic goals and outcomes that a community can understand, accept, and take ownership for in order to address real issues of mobility, access, equity, safety, and economic opportunity are going to be more impressive than a study that does not have an obvious, practical outcome. The final results of these grants should lead to the adoption, initiation, and programming of transportation improvements that improve mobility, access, and economic vitality.



California Department of Transportation
Transportation Planning Grants FY 2009-2010

- **Partnership Planning and Transit Planning**

Tips and Pointers

Both Federal and State goals provide the framework or basis for the FHWA and FTA grant programs. These goals are general statements or visions about what each organization values and wants to ultimately achieve. A competitive grant application would address multiple Federal and State goals.

Objectives are the intermediary step between the goal and implementation. The grant program objectives indicate the specific purpose of each grant program. The proposed projects are the means of implementing the objectives and the goals. When preparing a grant application, bear in mind the goals as well as the purpose or objective of each grant program.

For example, the Federal goal of a safe transportation system can be addressed by a Partnership Planning, Statewide Transit Studies or Transit Technical Planning Assistance grant application. A Partnership Planning project could propose multi-agency sharing and comparison of roadway incident information in order to identify regional high-risk areas and possible coordination of programming efforts for roadway safety improvements.

A Statewide Transit Studies project could propose that several transit and railway providers develop a system to record, share and compare scheduling and safety data in order to identify compatible regional scheduling opportunities and high-risk incidents, leading to potential solutions and possible joint funding sources geared toward improving transit safety and connectivity. Note: This application would be addressing two of the Federal goals – connectivity/integration, and safety.

A Transit Technical project could propose a study that would review the feasibility of linking on-board transit communications systems to local law enforcement offices and programs.

Likewise, the application can link the individual grant program objective to one or more of the State goals. If any State goal overlaps or duplicates any Federal goal in the proposed project application, write a brief note in the State goals section to refer to the applicable Federal goal(s). The main idea is to prevent duplication and save time for writers and reviewers of the application. For example, the Federal goal, Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency, overlaps with the State goal, Support the economy. In the State goals section, the writer would simply note, "See Federal Goal number 1, Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency."

Local Government Omnibus Act of 2009 - 'AT&T Yahoo! Mail'



Local Government Omnibus Act of 2009

Wednesday, December 31, 2008 10:21 PM

From: "steve samuelian" <ca-consulting@sbcglobal.net>

Please find two attachments regarding Local Government Omnibus Act of 2009. Feel free to send me any comments or feedback that you desire as soon as possible.

Steve Samuelian
Manager
California Consulting, LLC
Central Valley Office
1530 E. Shaw Avenue, Suite 114
Fresno, CA. 93710
phone 559-244-0801

<http://us.mc819.mail.yahoo.com/mc/showMessage?fid=BIG%2520LIST%2520E%252d...> 12/31/2008

California Consulting, LLC
Fresno COG January, 2009 Report

- **Federal Economic Stimulus Package:** Our office has participated in several meetings and conference calls regarding this topic over the last month. We are working with the Cal-Trans federal representative in Sacramento and also with Valley Congressional Offices on this important issue. We are involved with the development of the state implementation language that will require a bill if and when federal money is approved and appropriated. We have e-mailed several update memo's on this topic over the last few weeks. See previously sent e-mails.
- **One Voice:** We are developing a proposed list of legislative issues for the Fresno COG "One Voice" trip. A meeting has been scheduled in January to further develop and finalize the list before it is submitted to the Policy Board for final approval. We continue to work with Jennifer Dansby of the COG staff who is coordinating this effort in conjunction with our Office and doing a great job.
- **Budget:** We have been in close communication with the Governor's Office, Senate Majority Leader Dean Florez's Office, and Assembly and Senate Republican Leaders Villines and Cogdill's Offices regarding the state budget. Several update memo's have been e-mailed out over the last month. Steve continues to be in regular communication with the Valley legislative offices and has personal meetings scheduled for January 6, 2009 with Senate President Pro-Tem Steinberg, Speaker Bass, and Leaders Villines and Cogdill in Sacramento. The Governor released his latest budget proposal on December 31, 2008. Our office e-mailed out a memo detailing the Governor's proposal. The special session is still in existence to deal with the current year budget deficit, although no agreement has been reached.
- **Prop. 84:** The guidelines for the important Prop. 84 grant are in the process of finalization. A memo with the specifics was recently sent out by our office. A member of our staff attended the workshop about this key parks and recreation money that will become available in April, 2009. See memo sent out in December regarding guidelines.
- **Prop. 42 and Prop. 1A:** We continue to advocate for preservation of these two important programs. Given the current budget crisis we need to press hard (now more than ever) to make our voices heard to preserve Prop. 42 and Prop. 1A. We continue to lobby policymakers on this issue in all of our meetings at the Capitol.
- **Childcare:** We organized a trip to Sacramento to meet with State Superintendent Jack O'Connell. The COG delegation was composed of COG Chairman Trinidad Rodriguez, and Mayor Victor Lopez as well as others. The group outlined several concerns regarding childcare in the rural communities and several follow up items came out of the meeting. Our office is coordinating the follow up and subsequent

meetings with the State Superintendent and his staff to implement the agreements forged at this important meeting.

- **Water:** There continues to be discussion of a possible water bond in 2009. We are actively involved in this issue and will continue to monitor this important issue as developments transpire.
- **Senator Florez:** Our very own Senator Dean Florez was elevated to the rank of Senate Majority Leader. This is a victory for the Valley and Florez joins two other Valley legislators Dave Cogdill and Mike Villines in leadership roles. The Valley now has three articulate and capable leaders representing us in leadership roles in Sacramento. Congratulations to Senator Florez on the well deserved elevation to Senate Majority Leader.

Budget Update - 'AT&T Yahoo! Mail'

Page 1 of 1

**Budget Update**

Friday, December 5, 2008 5:11 PM

From: "steve samuelian" <ca-consulting@sbcglobal.net>

Last night I spoke with Assemblyman Juan Arambula (D-Fresno) about the budget situation.

A special budget session of the Legislature will be held on Monday at which time the State Controller and State Treasurer will make presentations to a Joint Session of the State Assembly and State Senate. The Joint Session will serve as a briefing and update on the crisis and underscore details of the budget situation.

The Legislative Leadership has set Dec. 22 as a tentative target date to pass a budget. Big 5 will continue to meet to attempt to agreed on a "package" so a budget vote can take place in the Senate and Assembly before Dec. 22.

Steve Samuelian
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Republicans Propose \$22 Billion in Solutions to Narrow California's Historic Budget Gap...



Republicans Propose \$22 Billion in Solutions to Narrow California's Historic Budget Gap

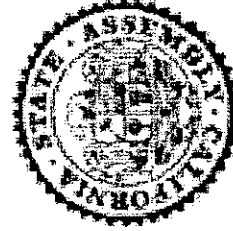
Tuesday, December 16, 2008 6:22 PM

From: "steve samuelian" <ca-consulting@sbcglobal.net>

See attached the Republican Budget Proposal released by Senate Republican Leader Cogdill and Assembly Republican Leader Villines.

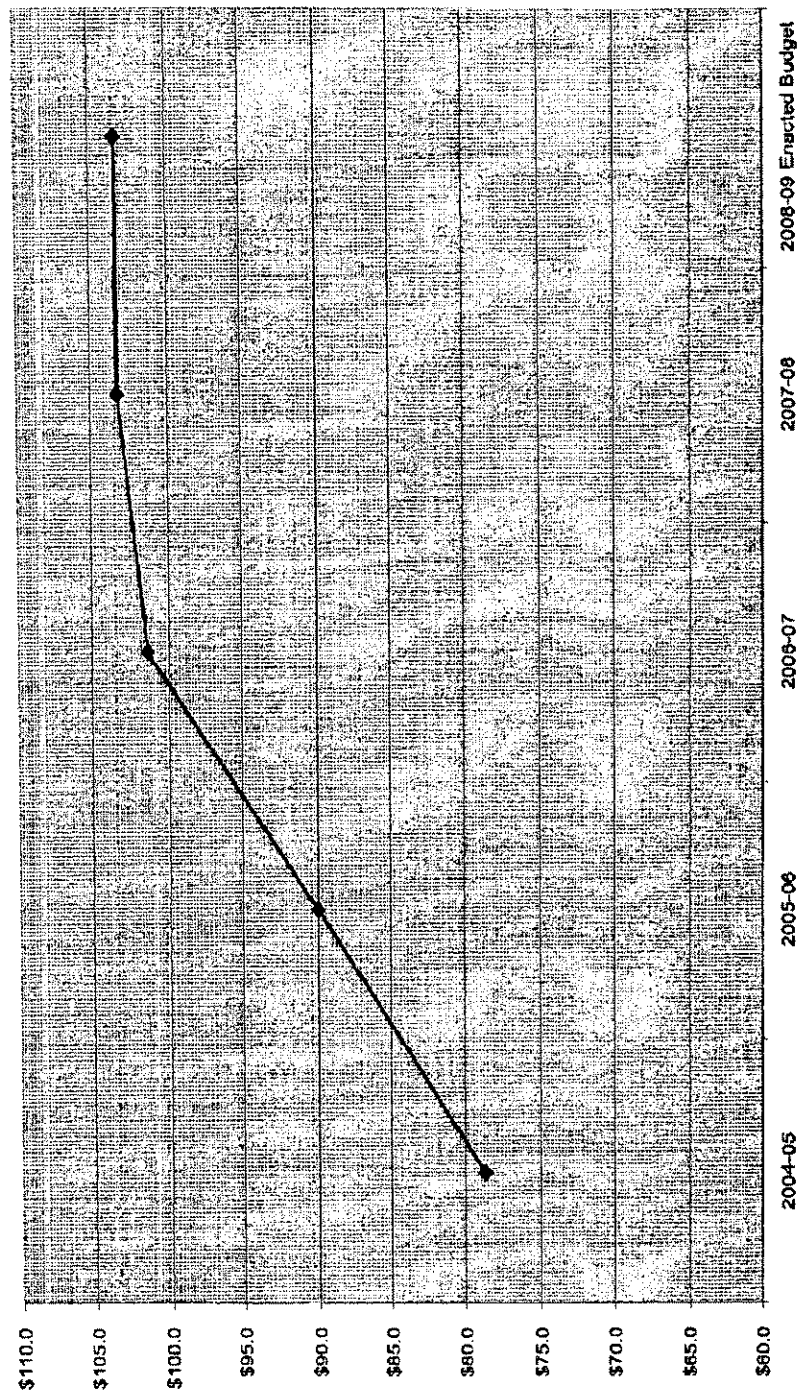
Republican Special Session Budget Proposal

December 15, 2008



Growth in the Budget

General Fund Expenditures (in Billions)





Overview of Republican Plan

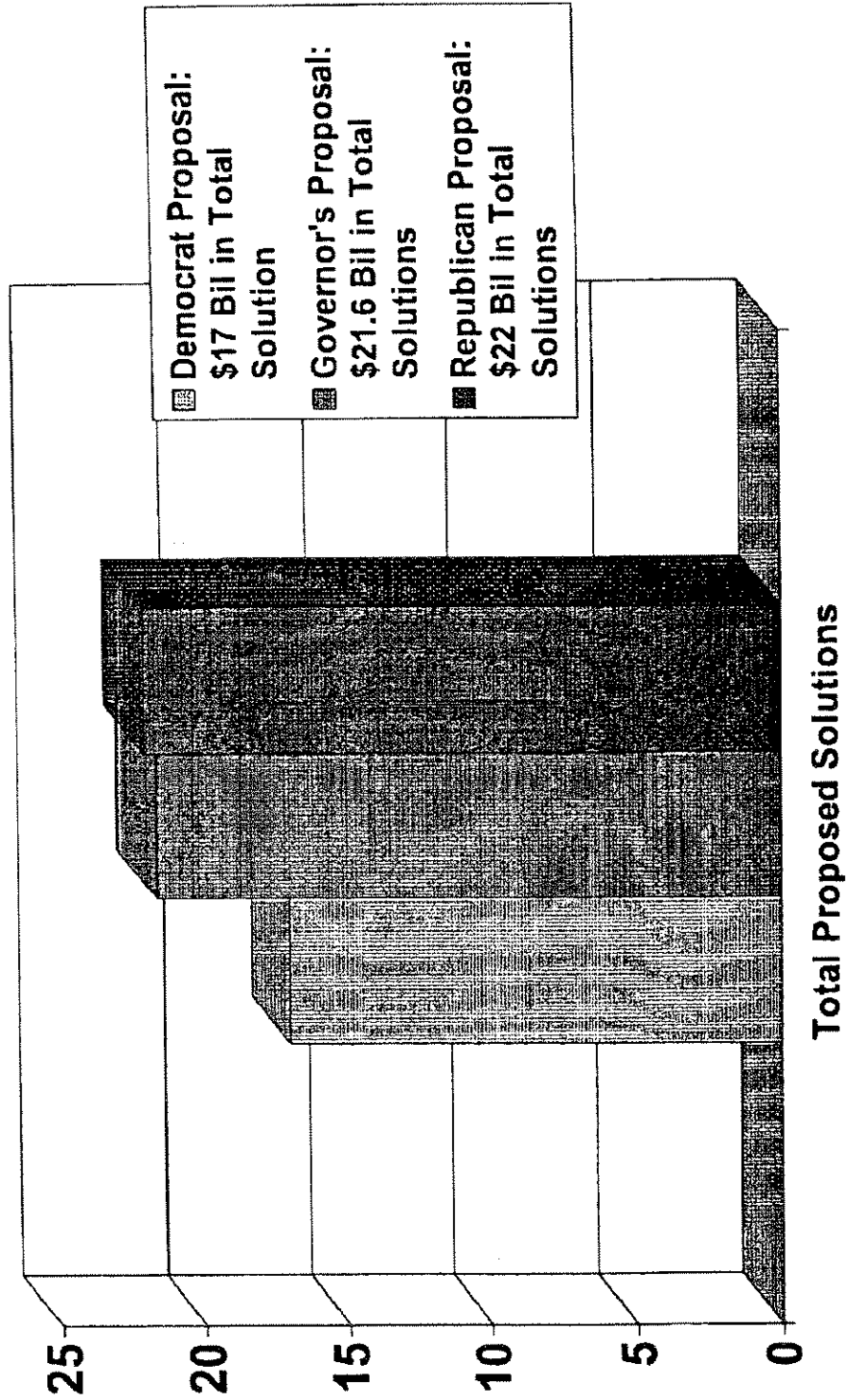
- **Contains \$22 Billion in Solutions**
- **Protects Core Programs Without Raising Taxes**
- **An Honest Plan Based on Real Budget Savings**
- **Adopts Many Cuts Proposed By Democrats, Governor**



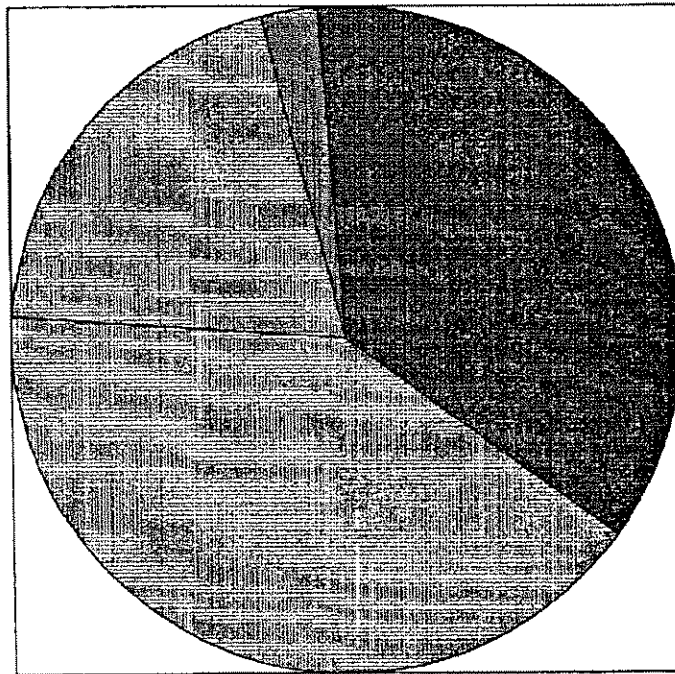
Key Provisions of Republican Plan

- **Legislature Not Spared from Budget Axe**
- **Targets Automatic Increases, New Programs and Unnecessary Spending**
- **Includes Long-term Budget Reform**
- **Makes Job Creation and Economic Growth a Top Priority**
- **Fully Funds Proposition 98 and Protects Classroom Funding**

Total Solutions Compared to Other Proposals



Proposed Savings in Republican Budget Plan



■ 41% Democrat Proposals

■ 20% Governor's Proposals

■ 3% LAO Proposals

■ 36% Republican Proposals
and Increases to Existing
Solutions

➤ Two-thirds of Proposed Savings in Republican Budget Plan
Come From Democrat, LAO and Governor's Proposals



Reforms in Republican Plan

- Budget and Government Reform
- Education Reform
- Economic Stimulus

California Legislature



SENATE REPUBLICAN LEADER DAVE COGDILL
ASSEMBLY REPUBLICAN LEADER MIKE VILLINES

FOR IMMEDIATE RELEASE:
Monday, December 15, 2008

CONTACT: Sabrina Demayo Lockhart (Cogdill)
(916) 651-4014
Jennifer Gibbons (Villines)
(916) 319-2029

Republicans Propose \$22 Billion in Solutions to Narrow California's Historic Budget Gap

Comprehensive Plan Includes Cut to Legislature, Economic Stimulus, Budget Reform

Senate Republican Leader Dave Cogdill and Assembly Republican Leader Mike Villines today proposed a comprehensive package to save the state \$22 billion, help reverse California's record-high jobless rate and enact meaningful reforms to prevent future budget shortfalls.

"This spending plan provides the short-term solutions needed to ease California's cash crunch, while tackling the long-term structural deficit through budget reforms," said Cogdill. "Ensuring the state spends no more than it takes in is the most responsible way to climb out of this massive shortfall. State revenues flourish when we have a robust economy – that's precisely why we must focus on job creation instead of further burdening taxpayers who are concerned about losing their jobs and homes."

"Our plan is a realistic and responsible way to solve California's growing budget challenges, protecting the budget priorities of working families and rejecting costly tax increases, while taking steps to cut wasteful spending and prevent future deficits from hurting Californians. It is the only budget plan on the table that looks at the whole picture, including reforms to demand more efficient state spending and promote more investment and job creation in our state. The problems facing our state require immediate action by the Legislature, and we call upon our colleagues to set aside partisan differences and work with us to pass the honest budget solutions Californians deserve," said Villines.

The Republican Special Session Budget Plan contains \$22 billion in solutions – both revenue measures and spending reductions – a greater amount than any other proposal on the table to date. The majority of the solutions within the Republican plan were first proposed by the Governor, Democrats or the nonpartisan Legislative Analyst (LAO). In addition to spending savings and added revenues, the proposal includes economic stimulus, provides flexibility and fairness in education spending and ensures California never again faces a deficit.

Revenue Measures (\$6.5 billion total):

Proposal	Revenue (Fiscal Years 2008-09 and 2009-10)	Source
With voter approval, redirects Proposition 10 funds currently sitting unspent to children's health programs	\$2.1 billion	Republicans
With voter approval, redirects Proposition 63 funds currently sitting unspent to mental health programs.	\$3.9 billion	Republicans
Transfer from trial court improvement fund	\$61 million	Democrats
Fund transfers from Department of Parks and Recreation	\$27 million	Democrats
Delay loan repayment to Integrated Waste Management Board	\$21 million	Democrats
Delay loan repayment to Public Utilities Commission	\$5 million	Democrats
Motor Vehicle Account Fund Transfer	\$170 million	Democrats
Redirect tribal gaming payments for transportation loans.	\$200 million	Democrats

Spending savings (\$15.6 billion total):

Program	Savings (Fiscal Years 2008-09 and 2009-10)	Source
Legislature - 5 percent across-the-board cut, including cut to lawmakers' salaries	\$26.2 million	Republicans
Medi-Cal - Suspend County Eligibility Processing Cost of Living Adjustment (COLA)	\$24.6 million	LAO
SSI/SSP - Suspend June 2010 COLA	\$26.0 million	Democrats
CalWORKs - Suspend 2009 COLA	\$99.0 million	Democrats
Judicial Branch - Eliminate COLA provided in 2008-09	\$105.3 million	Democrats (Lesser Amount)
Judicial Branch - Suspend SAL adjustment for one-year	\$99.9 million	Democrats (Lesser Amount)
Employee Compensation Changes	\$802.5 million	Democrats (Lesser Amount)
OPR - Eliminate Cesar Chavez Grants	\$5.0 million	Democrats
Corrections - GPS Parole Proposal	\$57.4 million	Republicans
Hydrogen Highway - No Funding at this time	\$6.0 million	Republicans
Fi\$CAL - No Funding at this time	\$30.0 million	Republicans

Program	Savings (Fiscal Years 2008-09 and 2009-10)	Source
Medi-Cal (1) Reduce eligibility for working families and immigrants, (2) eliminate certain optional benefits, including, optometry and psychology, and (3) reduce reimbursement rates for public hospitals	\$406.1 million	Governor
Medi-Cal - Reinstate share of cost for care to 2001 eligibility level for aged, blind, and disabled	\$215.9 million	Governor
Medi-Cal - Delay implementation of SB 437. This program could increase waste, fraud and abuse in Medi-Cal	\$13.0 million	LAO
Medi-Cal - Suspend 90% Rate Increase for FPACT	\$56.9 million	Republicans
Healthy Families Program - Protects benefits for existing enrollees, freezes funding for new enrollment	\$28.4 million	LAO
3-Percent Rate Reduction for Regional Center Payments - Discount payments to regional center service providers by three percent effective December 1, 2008, some payments exempt	\$85.5 million	Democrats
DDS - Expand cost participation (parental co-pay) based on family earnings	\$10.0 million	LAO
DDS - Define Cost Effectiveness Current law refers to cost-effectiveness for Regional Center services but does not define it. Establishing a consistent definition throughout the state will ensure that taxpayer moneys are not used to fund ineffective services	\$29.0 million	Republicans
SSI/SSP - (1) Match grants to federal minimum levels. (\$830 per month for individuals and to \$1407 for couple). (2) Eliminate Cash Assistance Program for recent immigrants	\$1.3 billion	Governor
CalWORKs - (1) Make changes to welfare to work program requirements, including establishing time limits for child-only cases and work requirements for families who have reached their time limit, (2) implement self sufficiency reviews, and (3) 10 percent reduction to grants	\$913.1 million	Governor

Program	Savings (Fiscal Years 2008-09 and 2009-10)	Source
In-Home Supportive Services Program (IHSS) - Target program services to the neediest individuals - (1) provide non-medical services only to the highest need consumers and (2) increase how much some individuals will have to pay before receiving subsidized care	\$117.0 million	Governor
Reduce state participation in IHSS worker wages to the state minimum wage (\$8 per hour) plus 60 cents per hour for health benefits	\$269.5 million	Governor
Various Social Services Programs – Eliminate State Food Stamps for immigrants who are not eligible for federal assistance.	\$30.3 million	Governor
Eliminate State Funding for Transit Agencies	\$459.6 million	Democrats (Lesser Amount)
Proposition 98 (K-14) - Fund education at minimum guarantee under voter-approved Prop. 98, provide flexibility in education spending	\$8.65 billion	Democrats (Lesser Amount)
Proposition 98 (K-14) – Deferred maintenance payments	\$280 million	Republicans
Proposition 98 (K-14) – Reduce Proposition 49	\$550 million	Republicans
Proposition 98 (K-14) – Settle up to reduce base	\$1.0 billion	Democrats (Lesser Amount)
Proposition 98 (K-14) – No settlement payment needed	\$150 million	Democrats
Higher Education - 10 percent across-the-board reduction to University of California, California State University and Hastings	\$264.2 million	Democrats
Higher Education - Increase student/faculty ratio to 20.5	\$340.9 million	LAO
Higher Education - Phase out General Fund support for excess course credits	\$57.9 million	LAO
Higher Education - Repeal AB 540 which allows unlawful immigrants to pay lower tuition than lawful citizens of other states	\$75.0 million	Republicans
Office of Planning and Research – No funding for census and volunteer network.	\$1.5 million	Republicans

The Republican Budget Solution stimulates our economy by encouraging businesses to invest in California, thus creating jobs and increasing the state's revenues — without tax hikes. Ideas include:

- Expanding health care options for employees by allowing individuals and employers to purchase health insurance through any licensed provider.
- Requiring a third party to analyze the economic impact of stringent air board regulations.
- Extending deadlines for greenhouse gas and engine retrofit regulations, allowing technology to catch up with the changes in law and saving California businesses and consumers hundreds of millions of dollars
- Making changes to the Carl Moyer program to allow agriculture to use the funding to help them comply with recent air board regulations.
- Allowing regulatory flexibility for the agriculture industry which is particularly impacted by the economic downturn. The agriculture industry is overseen by a wide range of bureaucracies whose regulations are not coordinated, making compliance difficult for the agricultural industry.
- Eliminating hurdles to moving forward with projects funded by infrastructure bonds.
- Expanding apprenticeships by eliminating "needs test".
- Streamlining small business certification process for micro businesses and sole proprietorships.
- Reclassifying "destination management companies" as consumers rather than retailers.
- Expanding tax credits to encourage businesses to invest in California:
 - A new employee tax credit for businesses that hire out-of-work Californians.
 - A manufacturing investment credit to help businesses purchase the equipment they need.
 - Capital gains reduction for businesses that invest in California.
 - Modification of the tax code to encourage companies to locate jobs in California.
- Adopting recommendations supported by the Governor to create and keep jobs in California including:
 - Easing burdens on workers by allowing flexible, family-friendly scheduling
 - Keeping high-wage jobs in California by allowing certain overtime exemptions.
 - Clarifying laws regarding meal and rest breaks to eliminate costly, unnecessary litigation against businesses.
 - Accelerating hospital construction.
 - Building infrastructure faster, better and cheaper through public-private partnerships and design-build agreements.

The Republican Budget Solution provides flexibility and fairness for the classroom:

- Restores the ability for schools and community colleges to save money by contracting out for services such as student transportation, cafeteria services, landscaping, and payroll.
- Gives more local control to schools by allowing 45-day notification prior to layoffs for certificated employees.
- Eliminates unfair and illegal law authorizing financial support for illegal immigrant students at California public colleges and universities, saving tens of millions of dollars.
- Provides maximum funding flexibility to enhance local control by cutting strings to categorical programs and allowing schools to redirect funding to their highest priorities.
- Gives legislature more flexibility for after-school program funding during annual budget process.
- Amends the COLA index for Proposition 98 programs to better reflect schools' actual costs, which was recommended by the Legislative Analyst's office.

The Republican Budget Solution ensures California never again faces a deficit of this magnitude:

- Enacts a strict spending limit that restricts spending growth each year to the combined percentage change in the state's population growth and inflation, which currently increases on average by about 5 percent.
- Creates a new Special Reserve Account that will accumulate funds to be saved for a rainy day.
- Increases accountability in state spending by requiring the state auditor to conduct a performance audit of state programs.
- Brings stability to the state budget process by requiring legislature to adopt a 2-year budget.
- Infuses much-needed revenues into state coffers by eliminating hurdles to selling state surplus properties, an idea proposed by the Governor.

Earlier this year, Republicans outlined a number of ideas related to solving our state budget, without raising taxes. Those plans include:

- Easing the burdens on workers by creating workweek flexibility.
- Streamlining government to maximize limited tax dollars.
- Ensuring more money goes to our classrooms and upholding voters' commitment to give 40 cents of every tax dollar to schools.
- Establishing a spending limit and new rainy day fund to end chronic deficits.

###

Budget Update - AT&T Yahoo! Mail

**Budget Update**

Thursday, December 18, 2008 5:09 PM

From: "steve.samuelian" <ca-consulting@sbcglobal.net>

Legislative session is scheduled this morning at 9 a.m. to vote on Democrat package that includes: raising sales tax by 3/4 of a percent; 2.5% surcharge to income taxes, replace current tax on gas with a 39 cent per gallon fee; several billion in budget cuts to programs; and several other elements. There was not a vote last night because the Governor asked for more emphasis on "economic stimulus" in the Democrat proposal. The Dems. have agreed to meet the Governor half way and are reportedly bringing back their proposal to the Legislature for a vote this morning.

Steve Samuelian
Manager
California Consulting, LLC
Central Valley Office

From: Danielle Sotelo
Date: Tue, 23 Dec 2008 12:22:24 -0800 (PST)
To: <ca-consulting@sbcglobal.net>
Subject: Prop 84 Update/Meeting Notes

Below you will find important information that was discussed at the Parks & Recreation Prop 84 Draft Guidelines Workshop.

Due Date

The final grant guideline will come out at the latest on April 1st, 2009. The application will be due six months after the final guidelines come out. The estimated due date is in October. Once the guidelines are out, the Department will offer technical workshops to help applicants improve their projects.

Award Amount

The current minimum grant award is \$100,000 and the maximum grant request is \$5,000,000. There has been talk about increasing the maximum to 10,000,000. No match is required.

Grant Cycles

There will be two rounds for the grant cycle. The first round application will be due in Fall of 2009 and the second round in 2010.

Applicant & Partner Criteria

The applicant city or organization may partner with another organizations such as a school. The applicant does not have to own the land but must have land tenure documentation granting permission from the owner for project use.

CEQA Documentation

CEQA documentation is required. If CEQA is not achieved at the time the application is due, the applicant will have one year upon completion of the application to achieve CEQA. 10% of grant funds may be used in achieving CEQA.

Project Need

The most highly scored projects will have 0 to 1 acre of park acreage per 1,000 residents and a median household income of lower than \$45,316. Only the area within 1/2 mile radius of the

park site will count toward measuring the park acreage and poverty. The nearest public elementary school to the park site should have a high percentage of youth enrolled that qualify for the federal free and reduced price lunch program.

Eligible Projects

The most highly scored projects will create completely new parks that were not in existence before the project began. The grant will fund renovation and additions to the park, but new parks will score more highly. The parks may include the following projects:

- Acquisition to create a new park
- athletic fields and courts
- community center
- community gardens
- gymnasiums
- non-motorized rec trails
- open space and natural areas
- performing arts venues
- picnic areas
- playgrounds and tot lots
- skate parks
- swimming pool and aquatic features
- restrooms & parking lots

Important Criteria**Community Planning**

The projects should have the support of the community. The applicant should start keeping track of meeting dates, times and locations. The most highly scored projects will have at least five meetings with residents from the community of the park area

Sustainable Design

The most highly scored project will use recycled materials in construction, minimize construction waste, use drought tolerant and native turf, trees, shrubs, ground cover and non-invasive species, minimize toxic pesticides and inorganic fertilizers and incorporate pervious surfaces and capture storm water runoff. Project should be as environmentally friendly as possible.

Project Accessibility

The most highly scored projects will be accessible the community with little to no fees required for entry.

Employment or Training Opportunities and Outdoor Learning Opportunities

Projects will score highly if they offer employment opportunities for residents, cal. conservation

corps or local conservation corps in the planning, construction and long-term operation phases. The applicant will need to document the description of the employment opportunities and # of residents or corp member involved. The project should offer outdoor learning opportunities that support nature or environmental education for at-risk youth or school pupils.

Danielle Sotelo
Project Manager
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FW: Building consensus on distribution of federal stimulus highway funds - [REDACTED]



Fw: Building consensus on distribution of federal stimulus highway funds

Monday, December 29, 2008 3:48 AM

From: "steve samuelian" <ca-consulting@sbcglobal.net>

Let me know if you have any questions or comments about the memo below. Steve

To: COG Directors

From: Rusty Selix

RE: Building consensus on distribution of federal stimulus highway funds

At Wednesday's meeting /conference call to discuss the state strategy on federal stimulus funding a decision was made to have a small committee meeting to discuss how the funds should be allocated. It was agreed that ideally we would have state legislation enacted which would specify that 1/3 should go to the state to be divided between CTC (for CMIA/TCRP and STIP projects) and SHOPP, 1/3 to regions for RSTP project selection and 1/3 to cities and counties in accordance with the 1B formula.

It was also suggested that the legislation add to the totals for the city and county 1B

program so that if a city or county did not have a project and others did - those which did would be using part of their allocation but those which did not would still have their allocation and that way it would be easier to make sure all of the funds were used and also to make sure cities and counties did not select low priority projects just to make sure they could spend the money within the time deadlines.

Based upon the draft house bill proposing \$30 Billion in funding California would get about \$3 Billion so this would mean \$1 Billion for each category with half required to be started within 90 days and half required to be started within 180 days.

We also discussed what we would do in the absence of state legislation and this depended upon how the federal legislation is written. If, as Caltrans expects, it is written to direct all of the funding to the state under STP with requirements for geographic equity and there was no state statute it would appear that it would all go to the CTC to allocate between STIP and SHOPP. In this scenario the CTC could make similar splits of the funding with 2/3 going to RTIP and 1/3 divided between ITIP and SHOPP. In this scenario the cities and counties would get their funding through the regional portions of the STIP and regions would be obligated to develop project lists expeditiously with a simplified and expedited CTC approval process for STIP amendments.

It is also possible that the federal legislation will require a direct suballocation of the funds in accordance with the state RSTP statute in which case 62.5% of the funds would go to the regions and 37.5% would be for the state to divide between the CTC programs and the SHOPP.

This will be discussed on the next conference call/meeting scheduled for Tuesday December 23rd at 3:00.

If anyone has comments or suggestions please get them to me to share with others by noon Tuesday.

12-29-08

Subject: T&I Stimulus Proposal Outline

The attached documents appears to be the current Transportation and Infrastructure Committee proposal for a stimulus/recovery bill.

Chairman Oberstar held a conference call earlier today with members of AASHTO and APTA to discuss his proposal for a stimulus bill. Will Kempton was invited to participate but had to leave early to attend a meeting with Governor Schwarzenegger. The following is from my notes of the AASHTO call, subsequent phone conference call held by the Chairman to discuss his endorsement of the nomination of outgoing Congressman Ray LaHood for Secretary of US DOT, and a quick look at the materials provided below, which have just come to me.

The Congressman is focused on getting money out quickly, creating employment, ensuring accountability, and getting the message to all agencies at the state and federal level that this is an urgent issue. The intent is to have the President Elect sign the bill directly after taking office.

The bill is going to propose \$85 billion for transportation. Of this amount, \$30.25 billion will be for highways and \$12 billion will be made available for transit. The proposal has two tiers: 50 percent of the funds will be allocated for projects that can be awarded in 90 days, and the remainder will be allocated for 180 day projects. My understanding is that the 90 day clock on award starts 10 days after funds are allocated by the federal agencies which should occur one week after the Inauguration. States will have 10 days after allocation to submit a program of projects that can be awarded 90 days later.

The bill will use the Appropriations formula to allocate \$30 billion of the highway funds to states for projects eligible under Title 23, the remaining \$250 million will be allocated for highways in national parks. Transit funds will be allocated as follows:

\$7.5 billion through the urban and rural transit formulas (5307 and 5311).

\$2.0 billion for transit energy projects through the transit energy program formula.

\$2.5 billion for New Starts.

Funds will be allocated to State DOT's but he expects that there will be a suballocation to meet concerns expressed by the National Conference of Mayors. The details of the suballocation have yet to be determined. He has asked AASHTO and the National Conference of Mayors to meet and provide him with a recommendation on how to best address their issues.

He does not intend to allow any of the transit funds to be used for operating expenses. He stated that Congress had authorized funding for this purpose under the energy bill.

I received the attached materials late this afternoon and they indicate that in addition to the \$42.25 billion already described, another \$10.25 billion will be spent as follows:

Rail: \$5 billion (\$3.4 for Intercity and High Speed Rail, \$1.5 billion for AMTRAK, and \$100 million for Shortline Rail)

Aviation: \$5.25 billion (\$5 billion Airport Improvement Program and \$250 million for FAA Facilities and equipment).

The balance of the \$85 billion will go to environmental infrastructure (\$14.275 billion mostly water related projects), Army Corps of Engineers (\$7 billion), Federal Buildings (\$10 billion), Coast Guard (\$750 million), Economic Development (\$400 million), Maritime Administration (\$55 million) and St. Lawrence Seaway (\$45 million).

During the call the Chairman asked if states would be looking at existing projects that are funded or new projects. Participants responded that it would be most likely a mix of projects. In some cases accelerating outer year projects in the TIP. He stated that he had expected that would happen, but again emphasized that state's lists would clearly need to present that the stimulus funds would be used to create a net gain of jobs.

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He is very concerned about accountability, both for the use of funds and the types of projects selected.

The Governor of each state will be required to sign a maintenance of effort certification. The certification will have a statement of predicted funding levels for the federal program (including state match funds) and a pledge to maintain them. In addition, the Governor will be certifying that the projects on the list represent an equitable distribution between metropolitan and non-metropolitan areas in the state. The program of projects list will be made public by US DOT.

After enactment, US DOT will be required to submit reports to Congress at 30 days, 60 days, 90 days, 180 days, 1 year, and 3 years. The reports will have the following information:

- Amount of funds appropriated, allocated, obligated, and outlays.

- Number of projects put to bid and amount of funds committed to them.

- Number of projects awarded and amount of funds committed to them.

- Number of projects that have begun work and amount of funds committed to them.

- Number of projects completed and amount of funds committed to them.

- Jobs created by the project as well as sustained jobs (the discussion described not only the construction jobs but the jobs created in support of the construction).

- Pay levels for those jobs.

He did mention something about maintenance of effort at this point but I was not able to hear it all because of interference on the line.

There will be a use it or lose it clause that will apply to both 90- and 180 day tiered projects. The funds will be redistributed to other states using the August Redistribution process.

The 180 day program of projects will have the same certification requirements, but the list will not be due until 180 days after the allocation described earlier.

During the call, the Chairman stated that he expects that states will require contractors to be on site and begin work within 30 days after contract award (although he did not go so far to say that it will be a federal requirement to include such a statement in the bid and award documents). During this part of the discussion he asked if states thought they would have capacity issues in finding contractors. All states responded that this should not be a problem.

He is considering relaxing some of the construction start deadlines for northern states experiencing weather problems. From the tone of his statements, it appears that he is not considering relaxing any federal requirements. He noted that he expected that the 90 day projects would have to have the environmental, design and engineering, permitting, and right of way acquisition in place to meet the deadline.

During the call, states and transit operators stated that they are committed to making any stimulus proposal work and getting the funds out. He will be emailing an outline of his proposal to AASFTO and meeting participants.

It is not clear as to how much input for this proposal has come from the incoming administration, although the Chairman did mention that he has spoken with the transition team several times. Also, it is not known whether the Senate will develop its own proposal. Again, in this respect the Chairman did state that he was working with Appropriation Chair Obey and that it was expected that the proposed bill would be sent to the Senate within one week of its introduction in the House.

(See attached file: Rebuild America (updated 12-12-08 proposal).pdf) (See attached file: Ensuring Transparency and Accountability in use of Economic Recovery Supplemental Funds.pdf)

Ken De Crescenzo
Federal Liaison
California Department of Transportation

Fw: Draft State Implementing Legislation for Federal Economic Stimulus Package - 'AT... Page 1 of 1



Fw: Draft State Implementing Legislation for Federal Economic Stimulus Package

Wednesday, December 31, 2008 1:02 AM

12222008 Draft State Legislation v3.doc (28KB)

From: steve samuelian <ca-consulting@sbcglobal.net>
Subject: Draft State Implementing Legislation for Federal Economic Stimulus Package
Date: Wednesday, December 24, 2008, 7:44 PM

Attached is the DRAFT state implementation legislation for the Federal Economic Stimulus Package. If there is a federal economic stimulus package, state implementing legislation to determine project selection and distribution of funds is needed.

Please review the attached and send me your comments asap. I will pass along your comments to the small group working committee drafting the state implementing legislation.

Thank You.

Steve Samuelian
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December 22, 2008

DRAFT

Chapter 9.5 (commencing with Section 2420) is added to Division 3 of the Streets and Highways Code to read:

CHAPTER 9.5. FEDERAL TRANSPORTATION ECONOMIC STIMULUS ACT

2420. This chapter may be cited as the Transportation Economic Stimulus Act.

2421. The Legislature finds and declares that:

(a) Congress has enacted the Economic Stimulus Act of 2009, which provides in part for supplemental federal funding to the states for purposes of the Federal Aid Highway Act. For 50 percent of these funds, the federal act requires that the state shall submit a program of projects within 10 days and that the funds be obligated (with contracts awarded) within 90 days after the state receives the federal allocation. For the remaining 50 percent of the funds, the act requires that the state shall submit a program of projects within 180 days and that the fund be obligated within one year after the state receives the federal allocation. The federal share of funds provided to a project under the act is 100 percent of the total cost.

(b) It is in the interest of the state to insure that the transportation funds apportioned to the state under the act are fully obligated within the constraints of the act.

(c) It is the intent of the Legislature that the allocation of project funding under this chapter shall be an augmentation of funding made available under current state transportation programs and shall not be earmarked, distributed, or programmed separately.

(d) It is the intent of the Legislature that the commission, in consultation with the department and the regional transportation planning agencies, shall have broad authority to make full and expeditious use of these funds for economic stimulus in accordance with the federal act and this chapter.

(e) It is the intent of the Legislature that, to the extent practicable and consistent with subdivision (d), the commission shall allocate the funds made available under this chapter in approximately equal parts, (1) to cities and counties for projects eligible for funding from the Local Streets and Road Improvement, Congestion Relief, and Traffic Safety Account of 2006, (2) to agencies implementing projects selected by a metropolitan planning organization, county transportation commission, or regional transportation planning agency that programs projects for regional surface transportation program funds pursuant to Section 182.6, and (3) to the department for projects on the state highway system.

(f) It is the intent of the Legislature that the commission give priority to delivered projects that are at risk for funding because of the current inability to sell voter-authorized bonds.

2422. Notwithstanding any other provision of law, the amount of all federal funds made available to the state under the Federal Economic Stimulus Act shall be continuously appropriated to the commission without regard to fiscal year for allocation to the department or to local agencies to carry out projects eligible under the Act. The

commission's allocations to the department under this chapter may be for either capital outlay or support.

2423. Notwithstanding any other provision of law, the commission may allocate funds under this chapter for any of the following purposes. The amounts shall augment the funding appropriated for the same purposes from other sources in the Budget Act of 2008.

(a) To the department for a project in the state highway operation and protection program (SHOPP), including a project amended into the SHOPP and delivered within the constraints of the Federal Economic Stimulus Act.

(b) To a city, county, or city and county for a project eligible for funding from the Local Streets and Road Improvement, Congestion Relief, and Traffic Safety Account of 2006 pursuant to subdivision (l) of Section 8879.23 of the Government Code and Article 10 (commencing with Section 8879.65) of Chapter 12.491 of the Government Code. Any amount the commission allocates for this purpose shall be treated as an amount allocated by the Controller under subdivision (l) of Section 8879, and the Controller shall adjust statewide allocations accordingly.

(c) To the department or to a local agency for a project that a metropolitan planning organization, county transportation commission, or regional transportation planning agency has programmed for regional surface transportation program funds pursuant to Section 182.6. Any amount that the commission allocates for this purpose shall be treated as an amount apportioned by the department under subdivision (b) of Section 182.6, and the department shall adjust statewide apportionments accordingly. For allocations from the federal 90-day program of projects, the department shall adjust statewide apportionments for 2008-09. For allocations from the federal one-year program of projects, the department shall adjust statewide apportionments for 2009-10.

(d) To the department or to a local agency for a project that the commission has programmed in the state transportation improvement program (STIP). Any amount that the commission allocates for this purpose shall be treated as STIP revenue for the purposes of Sections 164, 188, and 188.8.

(e) To the department or to a local agency for a project in the commission's program of projects for the Trade Corridors Improvement Fund (TCIF). Any amount that the commission allocates for this purpose shall be treated as meeting the commission's commitment under the TCIF program.

(f) To the department or to a local agency for a project scheduled for funding under the Traffic Congestion Relief Act of 2000. Any amount that the commission allocates for this purpose shall be treated as meeting the commitment from the Traffic Congestion Relief Fund under Section 14556.40 of the Government Code.

2324. Notwithstanding Section 14531 of the Government Code, the commission may amend the state transportation improvement program to add any project to be funded under this chapter after providing public notice of the meeting in which the commission takes formal action. Any funding provided under this chapter for the state transportation improvement program is, together with other state transportation improvement program revenue, subject to Sections 164, 188, and 188.8.

MEMORANDUM

DATE: December 30, 2008
To: Policy Advisory Committee
COG Policy Board
FROM: Todd Sobrado, Planner
SUBJECT: Regional Clearinghouse Consent Calendar

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

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

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

FUNDING: Proposed funding levels are as shown below:

Applicant	Federal Funds	Other/ Applicant Funds	Total Funds
Fresno Area Hispanic Foundation	\$1,429,750	\$2,600,000	\$4,029,750

PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2009-150*
Project Title: *Fresno Area Hispanic Foundation Building Renovation
and Upgrade*
Applicant Agency: *Fresno Area Hispanic Foundation*
Contact Person: *Dora Westerlund*
Address: *1444 Fulton Street, Fresno, CA 93721*
Phone: *559-222-8705*
Federal Catalog #: *11-300*
Status: *New*
Area of Impact: *City of Fresno and Fresno County*
Federal Funding Agency: *Economic Development Administration*

FUNDING:

\$1,429,750 Federal
\$2,600,000 Applicant
\$0 State
\$0 Local
Other
\$4,029,750 TOTAL

Fresno Area Hispanic Foundation Building Renovation and Upgrade – Federal - \$1,429,750;
Applicant - \$2,600,000 for a total of \$4,029,750