

POLICY ADVISORY COMMITTEE

CONSENT ITEMS

AGENDA ITEMS II. A-L.



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Fresno, California 93721

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POLICY ADVISORY COMMITTEE Executive Minutes

Date: Friday, February 20, 2009
Time: 10:00 a.m.
Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

Members Attending:

Jose Ramirez, City of Firebaugh
Rocky Rogers, City of Reedley
Ron Manfredi, City of Kerman
Lynn Gorman, Fresno County
Don Pauley, City of Kingsburg
Dan Spears, City of Sanger
Jeffery Webster, Fresno County Rural
Transit
Jeff Whitte, City of Clovis

Alan Bengyel, City of Orange Cove
Bruce Rudd, City of Fresno
Gabriel Gonzalez, City of Mendota
David Elias, City of Fowler
Lou Martinez, City of Parlier
D-B Huesser, City of Selma
Cruz Ramos, City of San Joaquin
J. C. Elsome, California Highway Patrol

Others Attending:

Stanley Nass, City of Reedley
Manny Barrios, Mendoza & Associates
Tony Boren, Fresno COG
Barbara Steck, Fresno COG
Les Beshears, Fresno COG
Stephanie Maxwell, Fresno COG
Lauren Dawson, Fresno COG
John Downs, Fresno COG/FAX

Jeff Long, Fresno COG/FAX
Tom Webster, Fresno COG
Jennifer Dansby, Fresno COG
Todd Sobrado, Fresno COG
Renee DeVere-Oki, Fresno COG
Kristine Cai, Fresno COG

The meeting was called to order by Vice Chairman, Rocky Rogers (Reedley).

I. PRESENTATIONS

This portion of the meeting is reserved for persons wishing to address the PAC on items within its jurisdiction but not on this agenda.

There were no public presentations.

Request for Urgency Item: requires 2/3 majority vote declaring urgency and 2/3 vote to add the item to the agenda. A request was made by Fresno COG staff to add the Regional Transportation Mitigation Fee to the Action/Discussion Items. A motion was made by David Elias (Fowler) and seconded by Ron Manfredi (Kerman) to declare this item as an urgency. A vote was called for and the motion carried. A motion was made by Ron Manfredi (Kerman) and seconded by Don Pauley (Kingsburg) to add this Item to the agenda as an Action/Discussion Item III A. A vote was called for and the motion carried.

Fresno COG Staff requested that **Item III A. California Product Stewardship Council – Presentation on Toxic Waste Management** be pulled from Action Discussion. This presentation will be brought back in March.

II. CONSENT ITEMS

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

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

- | | |
|---|-------------|
| A. TTC/PAC Executive Minutes of January 16, 2009 | Approve |
| B. California Transit Assistance Fund (CTAF), – RESOLUTION 2009-02
[BESHEARS] | Approve |
| C. Public Transportation Modernization, Improvement, and Service
Enhancement Account (PTMISEA) Project Award – RESOLUTION 2009-03
[BESHEARS] | Approve |
| D. Transportation Development Act (TDA) Claims, RESOLUTION 2009-04
[BESHEARS] | Approve |
| E. VRPA Contract Amendment [BESHEARS] | Authorize |
| F. Social Services Transportation Advisory Council (SSTAC) Member
Appointments [LONG] | Approve |
| G. FY 2007-08 Transit Productivity Evaluation Report [LONG] | Accept |
| H. Initiation of the 2009 Unmet Transit Needs Process [LONG] | Information |
| I. Transportation Development Act (TDA) Preliminary Estimates
[BESHEARS] | Information |
| J. White Paper Exploring the Linkages Between AB32, SB375, SJV
Regional Blueprint and the Fresno Model Farmland Conservation
Program [DAWSON] | Information |
| K. Status Report on Recent Environment Protection Agency (EPA)
Action [DAWSON] | Information |
| L. Safe Routes to School, Cycle 8 - Call for Projects [THOMPSON] | Information |
| M. Monthly Legislative Update [DANSBY] | Information |
| N. Status Report on Sacramento Lobbying Activities—
Steve Samuelian, California Consulting LLC [BOREN] | Information |

A motion was made by Jeff Webster (FCRTA) and seconded by Ron Manfredi (Kerman) to approve the Consent Items as presented. A vote was called for and the motion carried.

III. ACTION / DISCUSSION ITEMS

A. Regional Transportation Mitigation Fee (RTMF) – Request for COG Legal Counsel to Determine if use of a Joint Powers Agency to Implement the RTMF is Legally Feasible

Tony Boren, Executive Director reported on this item. Due to perceived difficulties by several member agencies' legal counsel related to the implementation of the Measure "C" Regional Transportation Mitigation Fee, the Policy Advisory Committee has requested a formal legal opinion from COG's legal counsel as to whether utilization of a joint powers agreement is a legally acceptable approach to implementing the fee.

There was a consensus by the Committee to have a joint meeting with the Commercial and individual developers to review the RTMF. Tony Boren (COG) will meet with Mike Dozier to set up the joint meeting.

B. FY 2009-10 Draft Overall Work Program and Budget

Tony Boren, Executive Director gave an update on the summary memo and the draft 2009-10 Overall Work Program (OWP) that was included in the packet. Distribution of this draft OWP begins the review and comment period with adoption expected in May. The Intermodal Planning Group, the federal and state agency review committee, is scheduled to meet on March 24, 2009 to review the OWP.

A motion was made by Gabriel Gonzalez (Mendota) and seconded by D-B Husser (Selma) to recommend that PAC initiate the 45-day review process. A vote was called for and the motion carried.

C. Sacramento "One Voice" Trip - Advocacy Issues

Jennifer Dansby (COG) reported that the 5th annual Sacramento "One Voice" advocacy trip is scheduled for March 9th and 10th. Staff and our lobbyist, Steve Samuelian, are preparing for the trip.

Please contact Jennifer Dansby at (559) 233-4148 or jenniferd@fresnocog.org if you are interested in participating in the trip and she will provide you with further details. A list of confirmed trip attendees at time of agenda mail-out was included in the meeting package.

The Policy Board's Ad Hoc Sacramento "One Voice" Subcommittee met prior to the TTC/PAC meeting in January. The primary goal of the meeting was to develop a list of legislative and policy issues to recommend to the Policy Board for inclusion in the "One Voice" advocacy program. They met again on February 19th at 10:00 am via conference call to further discuss and decide upon a recommended list of issues. The list of recommended issues was made available to the Committee during the meeting.

A motion was made by David Elias (Fowler) and seconded by Jose Ramirez (Firebaugh) that the recommended list of legislative and policy issues for the "One Voice" advocacy program be presented to the Policy Board for their final consideration. A vote was called for and the motion carried.

D. Call for Projects – Federal Transit Administration (FTA) Section 5316 and 5317 Funds for FY2007, 2008, and 2009

Todd Sobrado (COG) reported that the Fresno COG is announcing the following call for projects for the Federal Transit Administration (FTA) grant programs for fiscal year's 2007, 2008 and 2009.

Section 5316 – Job Access and Reverse Commute Program

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

Section 5317 – New Freedom Program

The New Freedom program provides funding to assist transit operators and public agencies "new" transportation services for individuals with disabilities above and beyond the minimum currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.).

Apportionments available are as follows:

	FY 2007	FY 2008	FY 2009
Section 5316 JARC Grant Program	\$505,727	\$547,871	\$235,639
Section 5317 New Freedom Grant Program	\$182,740	\$197,405	\$84,904

Fact sheets were included in the agenda packet. Please contact Todd Sobrado at Fresno COG with questions or to request additional information.

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

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

Barbara Steck (COG) gave an update on the most recent draft agenda for the Washington DC "One Voice" trip. A delegation of 41 participants, including 14 elected officials, traveled back east this year. The delegation left Fresno on Saturday, February 7th and returned on Thursday, February 12th. Staff provided a verbal update at the meeting.

Ms. Steck informed the Committee that this trip to Washington was the largest group to date. The group promoted a list of eight transportation and infrastructure projects plus two projects that do not ask for earmarks, and a list of policy issues that were important to the region.

Ms. Steck reviewed a handout of the final agenda that was used in Washington. The Economic Stimulus was the main topic of conversation. This year, because Chairman Rodriguez was not available to attend each one of the sessions was chaired by a different elected official. This worked out very well.

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

F. Blueprint Update

Barbara Steck (COG) gave an update on this item. On Monday, January 26th, nearly 600 individuals from around the Valley participated in the Valleywide Blueprint Summit held in Fresno. A detailed memo providing an update was enclosed in the agenda package. In addition, staff enclosed the Fresno Bee article by Russell Clemings, which provided a summary of the event.

The Blueprint planning process has now developed Valleywide scenarios for review and comment. At the Valleywide Summit on January 26th, the majority of those in attendance recommended scenarios that included housing densities higher than what is traditionally seen in the Valley.

Ms. Steck reviewed a handout on the 4 Valleywide scenarios. One side of the handout was the vote that the people weighed in on for those particular scenarios. Scenario A is the current trends, Scenario B is what each of the eight individual COG's submitted, and Scenario B+ is B with an integrated transportation overlay and scenario C is what U.C. Davis came up with that included increased densities and transportation systems. This is the update at this point in time the Blueprint is still a work in progress.

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

G. Federal Economic Stimulus Package

Renee DeVeree-Oki – COG reported on this item.

1. Current Legislative Activity:

On January 28, 2009 the "American Recovery and Reinvestment Act of 2009" or House Bill 1 (HR1) was passed by the House of Representative. The intention of this bill is to create and save 3 to 4 million jobs, jumpstart our economy, and begin the process of transforming our economy for the 21st century. The Act identifies \$275 billion in economic recovery tax cuts and \$550 billion in targeted priority investments. Of the \$550 billion identified for specific programs, \$30 billion has been targeted at highway infrastructure and \$9 billion at transit. This act is aimed at funding "shovel ready" transportation projects and comes with strict delivery deadlines and reporting requirements. A similar bill (S 336) was introduced by the Senate on January 27, 2009 and was passed on February 10, 2009. While similar in intention, these bills differ in overall size and implementation policy. The next step will be House-Senate negotiation to reconcile the bills into one piece of legislation that can make it through both houses and be signed by the President. COG staff has been actively participating in dialogue at both the state and national level, tracking policy recommendations, and evaluating the needs of our region. A side-by-side analysis of both the House and Senate bills was included in the agenda package. Staff provided a verbal update of ongoing legislative activities at the meeting. Ms. Oki (COG) reviewed the handout on the Update on Implementation of Federal Stimulus.

2. Fresno COG Activity:

On February 10, 2009 Draft Amendment #4 to the Interim Federal Transportation Improvement Program was released for a 14 day public review and comment period. Draft Amendment #4 to the 2009 Interim FTIP adds the Proposed American Recovery and Reinvestment Act of 2009 revenue as a fund source. This is a revenue only amendment. The Executive Director of Fresno COG, as authorized by the Policy Board, will take action on the proposed amendment on February 24, 2009. Fresno COG anticipates State and Federal approval by late March or early April 2009. The details of this amendment can be viewed at www.fresnocog.org.

A meeting of the SAFETEA-LU Programming Steering Committee took place on February 17, 2009. At this meeting, the Committee made a recommendation to staff on how to allocate the Stimulus Funds. Pending further legislative action and the outcome of the Committee meeting, COG staff released Draft Amendment #5 to the Interim Federal Transportation Improvement Program for a 14 day public review and comment period during the week of February 16th. This amendment, in concept, will program projects against the available revenue added in Draft Amendment #4.

This will be a Type 3 Formal Amendment, which will allow for the addition of new "exempt" projects and funding changes. A Type 3 Formal Amendment can be processed using Fresno COG Director delegated authority.

There was a consensus by the committee to wait until the pending dollar amount was final and more direction was made to go further.

H. Caltrans Monthly Report

Due to the mandatory furloughs of Caltrans every 1st and 3rd Friday of the month Tony Boren (COG) reported for Steve Curti. Mr. Boren reported that construction on 180 East Clovis to Temperance did not shut down and should be ready to open to traffic in the Fall.

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

IV. OTHER BUSINESS

A. Items from Staff

There were no items from staff

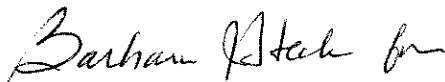
B. Items from Members

Bruce Webber (Reedley) informed the committee about the post PAC sandwich luncheons that will be scheduled for the next few months.

Adjournment

There being no further business, a motion was made by Gabriel Gonzalez (Mendota) and seconded by Cruz Ramos (San Joaquin) to adjourn the meeting.

Respectfully submitted,



Tony Boren, Executive Director
Council of Fresno County Governments

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**Council of Fresno County Governments
Second Quarter Progress Report for FY 2008-09
Ending December 31, 2008**

REGIONAL TRANSPORTATION PLANNING

WE 110 - Regional Streets and Highways

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

Accomplishments:

- Continued participation in the Statewide California Federal Programming Group (CFPG) established to provide a linkage between State, Federal, and Regional Transportation Planning Agencies involved in transportation programming activities.
- 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.
- 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.
- The Freeway Deficiency Study was completed.
- Continued participation 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.

[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: Fehr and Peers have conducted a preliminary traffic analysis of the Study Area including traffic counts, several traffic demand model runs, and baseline reviews. Several staff-level meetings with the consultant, the County of Fresno, the City of Fresno and Fresno COG have taken place to identify critical direction for the study. A full committee meeting, which will involve a broad list of stakeholders is scheduled for early January 2009.

[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.
- Project has been completed

[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 have been 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 next steps in the Plan implementation are being pursued with the PTIS.
 - *Regional Farebox:* The contract has been approved for Fare Logistics; however, due to the State's fiscal crisis, the Prop 1B funds that are needed for the farebox contract have been frozen.
 - *Social Service Transportation Advisory Council:* Staff is preparing the Annual Transit Productivity Evaluation Report which will be available in January 2009.
- [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:

- Implemented 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.
- Prepared contracts for grantees of monies awarded from 2008 JARC grant cycle.
- Answered questions from and worked with grant applicants to prepare for upcoming 2009 JARC grant cycle.

[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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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:

- Implemented 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.
- Prepared contracts for grantees of monies awarded from 2006 New Freedom grant cycle.
- Answered questions from and worked with grant applicants to prepare for upcoming 2009 New Freedom grant cycle.

[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:

- COG Policy Board accepted staff's recommendation to award the contract to Kimley-Horn Associates during their July 2008 meeting, and the contract was subsequently signed on November 3, 2008.
- Initial meetings with the various sub-consultants are underway and will continue through January 2009 to finalize the project goals.
- A task to develop a transit development impact fee or similar long-term funding mechanism has been added to the early work at the request of the City of Fresno. The City of Fresno has agreed to pay any additional costs associated with the study; however, most of the work is believed to be part of the original scope of services agreed upon in the contract.

[DOWNS]

WE 124 – Transit Professional Development

Objective:

The purpose of this Professional Development project is to provide a training and capacity building program for staff planners, decision makers and the development industry of the Central San Joaquin Valley.

Accomplishments:

The Fresno COG submitted the grant application titled, Central Valley Transit Professional Development, on behalf of the City of Fresno for a Caltrans Transit Professional Development grant.

[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:

- The staff of the Fresno County Rural Transit Agency and the Rural Consolidated Transportation Service Agency prepared and completed their respective sections of the *2007-08 Transportation Productivity Evaluation Report*. The Fresno COG's Social Service Transportation Advisory Council (SSTAC) is scheduled to review the draft report during the Third Quarter, on January 16, 2009.
- The FCRTA staff monitored the three (3) month Transit Service Demonstration referred to as South Sierra Transit. Despite efforts to outreach to the residents of Dunlap, Miramonte, Pinehurst, and Squaw Valley, actual ridership did not materialize. Minimum performance standards were simply not met to warrant continuation under any circumstance. Following public notification, the service was terminated on November 14, 2008. [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 meeting of the High-Speed Rail Authority in San Jose on December 3, 2008. Key issues at this meeting included a Cooperative Agreement between the Authority and Caltrans pertaining to services including project design, engineering, right-of-way, and construction; federal legislation and funding for high-speed train projects; and, the Authority's work program.
- Participated in a meeting of the San Joaquin Valley Rail Committee on October 30, 2008 in Sacramento. Key agenda items included presentation and discussion on high-speed rail and "Quiet Cars" and reports on route performance, Amtrak California train and thruway bus operations, state/federal budgets and legislation, and an update on Division of Rail capital projects.

- Conducted a meeting of the COG Rail Committee on October 10, 2008. Agenda items included the San Joaquin Valley Agricultural Goods Movement Trade Corridor Rail Program, rail abandonment in Tulare County, and the Fresno Joint High-Speed Train / Freight Rail Alignment Study.
- 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.
- The first meeting of the Fresno COG Bikeways / Trails Committee was conducted on October 23, 2008. Agenda items included a discussion of the purpose of the Bikeways / Trails Committee, the status of bikeways and trails planning within the Fresno-Clovis Metropolitan Area and the balance of the county outside the FCMA, the Measure “C” Extension Pedestrian / Trails Bicycle Facilities Program, AB 1358 (California Complete Streets Act of 2008) and Caltrans Deputy Directive DD-64-R1 (Complete Streets – Integrating the Transportation System), and minimum bikeway standards.
- 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 December 4, 2008 in Sacramento. Agenda items included various status reports (Highway Design Manual Revision, NEV Workshop Update, DD-64 Revision Implementation, and AB 1581 Recommendations) and discussions of Centerline Rumble Strips and Driver’s Handbook modifications.
- Provided COG Committees and Policy Board a comprehensive evaluation of Assembly Bill 1358 (Leno), the California Complete Streets Act of 2008, at the November cycle of meetings. This bill would require, commencing January 1, 2011, that any substantive revision of the circulation element of a city or county general plan shall cause the circulation element to be modified to plan for a balanced, multimodal transportation network.
- Provided COG Committees and Policy Board information on the Caltrans “Call for Projects” for the fiscal year 2009/10 Bicycle Transportation Account (BTA) Program. Caltrans anticipates for this cycle an appropriation of \$7.2 million for projects that improve safety and convenience for bicycle commuters.

[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:

- Conducted two Airport Land Use commission (ALUC) review and held the first ALUC meeting to determine consistency with the Airport Land Use Compatibility Plan.
- Created a GIS map base to facilitate ongoing and future presentations to the commission.
- Began establishing procedures and reviewed current, best-practices from other ALUCs in order to establish more meaningful and functional process for the COG.

[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.
- Formal Amendment #2 was made available for 30 day public review and comment November 19-December 18.

[DEVERE-OKI]

WE 172 - Congestion Management Process

Objective: To respond to federal congestion management planning requirements.

Accomplishments:

- Continued dialogues with FHWA and other reviewing agencies on Fresno COG's Congestion Management Process (CMP)
- Prepared and Submitted a Congestion Management System (CMS) summary to FHWA, which summarizes the current congestion management practices in Fresno County
- Developed a draft work plan and timeline for the update of Fresno County's Congestion Management Process

[CAI]

WE 180 - Air Quality Transportation Planning

Objective: The Air Quality Transportation Planning Work Element provides for the development and maintenance of a coordinated transportation and air quality planning process. The federal and California Clean Air Acts require that transportation plans, programs and projects be consistent with, or conform to, state air quality implementation plans, and establishes the criteria and procedures for determining whether or not they conform. In order to be in compliance with federal and state regulations, transportation activities can not produce new air quality violations, worsen existing violations, or delay timely attainment of the national 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 Transportation Conformity Working Group including meetings and transmitting 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 (hot-spot) transportation 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 related to transportation.
 - 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/webcasts and legislative developments related to Climate Change initiatives (AB 32 and SB 375).
 - Prepared comment letters regarding implementation of Climate Change legislation.
 - Made available for 30 day public review and comment the latest Conformity Analysis corresponding with Formal Amendment #3 to the FTIP and Formal Amendment #2 to the RTP.
 - Prepared CMAQ Obligations Annual Report.
 - Membership and active participation in the San Joaquin Valley Clean Cities Coalition.
 - Participation and review of San Diego Association of Government's Sustainable Region Program.
 - Attended Valley-wide Fall Policy Conference to facilitate Valley-wide approach to transportation issues.
- [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.
- Staff began development of the Measure C Carpool Program and sought approval of the Program Concept from the TTC, PAC and Policy Boards

[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 November 13, 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.
- Staff worked with local agencies to complete their Local Agency Reporting Forms for submittal to the Oversight Committee

[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 Commuter Vanpool Program: 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 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 to improve and enhance Commuter Vanpool Program.

[GARZA]

Accomplishments Carpool Subsidy Program: COG staff continues to:

- Continuous research and development of nationwide carpool incentive programs in order to develop a well-prepared program for Fresno County residents.
- Develop innovative ideas for a carpool subsidy program that incorporates monthly cash drawings, grand prizes, community buy-in, partnerships, and leveraging funds.
- A pilot program was developed and staff sought approval of the Program Concept from the TTC, PAC and Policy Boards

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 second meeting of the Technical Assessment Group (TAG) for the Joint High-Speed Rail / Rail Consolidation Study on December 12, 2008. Primary agenda items included review and discussion of

alignment and station location alternatives and alignment and station location evaluation criteria. The goal is to select three or four alternatives for future in-depth analysis.

- Report and recommendation to the COG Committees and Policy Board regarding the potential expansion of the High-Speed Rail / Rail Consolidation Technical Assessment Group (TAG) to include high-level local agency personnel required to comprehensively address the complex and varied issues of the high-speed rail/rail consolidation project. The staff recommendation was approved by the Policy Board and letters were sent to local agencies soliciting participation

[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: Staff continues to

- Improve and update tracking, reporting and information in 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, television interviews, group presentations, 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 complete and updated resources.
- Visit all distribution centers no less than once a month to ensure proper sales reporting, documentation, and provide training sessions on a needs basis.
- COG staff set additional implementation guidelines for receiving and evaluating all applications for each taxi scrip user.
- A vendor reimbursement agreement was drafted to provide all vendors/distributors with a sales percentage reimbursement for administrative costs incurred.
- 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:

- 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)
- 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 of the Obligation Plan for FFY 2007/08 and preparation of the Obligation Plan for FFY 2008/09.
- Development and posting of the Annual listing of projects for projects delivered in FFY 2007/08.
- 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 2009 FTIP was adopted by the COG Policy Board July 31, 2008 and submitted to Caltrans and Federal Highway Administration (FHWA) for approval. Federal approval was received on November 17, 2008.
- Formal Amendment #3 was made available for 30 day public review and comment November 19-December 18.
- Administrative Modification #2 was approved by Caltrans on December 16, 2008.
- 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.
- Continued involvement, participation and monitoring of monthly California Transportation Commission meetings, Regional Transportation Planning Agency meetings, and Self-Help County Coalition meetings

[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; and 4) To provide local agencies with information on federal and state legislation, regulations, guidelines, and policies that effect the Fresno COG and our member agencies.

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.
- 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.

- Fresno COG staff devotes significant time to on-going legislative activities including, but not limited to, monthly reports detailing pending state and federal legislation in current sessions, bill analysis, regular correspondence to state and federal representatives communicating positions on bills of interest by our Policy Board, and the development of an annual Fresno COG Legislative Platform.
 - In March, staff will submit a Draft 2009 Fresno COG Legislative Platform for Policy Board approval.
- [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 implement a new media strategy with the Great Valley Center.
 - Met with staff to discuss Blueprint Summit format and Survey development
- Facilitated meetings of the Public Information Officers Peer Group
- Worked with Fresno County Transportation Authority Staff and consultants on public outreach for Measure C projects and programs
- Designed One Voice and Valley Voice graphic/print materials
- Attended Environmental Justice Public Outreach meeting

[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, transportation modeling data and other information 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 has been designed. Construction of this new functionality is completed. Staff is meeting with stakeholders to get feedback on the software.
- 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.

The Environmental Justice Task Force has reviewed the Fresno County Environmental Justice and has provided valuable guidance to strengthen key points made in the Plan. Fresno COG staff has also had the Fresno County Environmental Justice Plan translated into Spanish for Spanish-speaking stakeholders. A draft copy of the Fresno County Environmental Justice Plan has been completed and will be release for 45-day review and comment during the January/February 2009 Fresno COG public meetings cycle.

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.
 - Completed a draft copy of 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.
- Currently assisting rural communities with establishing videoconferencing platforms in order to help cut the cost, time and air quality detriment associated with frequent travel to required meeting.
- COG staff is providing additional support to help fund the project through various competitive as well as available, government formula grants.

[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:

- Conducted modeling to support several traffic impact studies for local consultants.

[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

- Website has been redesigned to incorporate all Measure C programs and to improve user functionality.
- 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

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 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 the Blueprint project and the One Voice and Valley Voice efforts.
- Assisted the member agencies in their participation in and follow-up for the 2010 U.S. Census Local Update of Census Addresses (LUCA) program.
- Hosted workshops on the 2010 Census Block Boundary Suggestion Program (BBSP) and the Participant Statistical Areas Program (PSAP).
- Provided work and guidance for each member agency in their efforts in the Participant Statistical Areas Program (PSAP).
- 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 and support annually for projects and legislative priorities of

regional significance. All projects and legislative priorities chosen shall contribute to an improved quality of life throughout the Fresno County region.

One Voice Accomplishments:

- Fresno COG Policy Board identified list of projects and priority issues for advocacy in Washington D.C. through annual One Voice trip.
- In the next quarter, staff will lead a delegation of elected representatives and community stakeholders to Washington D.C. February 8-12 for the One Voice trip.
- Staff has begun planning activities related to the 2009 Fresno COG “One Voice” advocacy efforts to Sacramento. The trip will take place March 9th and 10th. Staff will hold a meeting on January 16th with the Policy Board’s Ad Hoc Subcommittee for Sacramento One Voice to discuss and prioritize a list of legislative priorities for advocacy in March.

“Valley Voice” brings together elected officials from each of the eight San Joaquin Valley counties and the Regional Transportation Planning Agencies to advocate for infrastructure projects and legislative priorities that will benefit the San Joaquin Valley.

Also, at the Valleywide level, the eight San Joaquin Valley Regional Transportation Planning Agencies have united through the San Joaquin Valley Regional Policy Council to build consensus on projects and legislative priorities in order to advocate at the state and federal level through their own lobbying effort, termed “Valley Voice”. This effort takes the Valley COG’s and their respective elected officials to Sacramento and Washington D.C. on an annual basis beginning in 2008.

The “One Voice” and “Valley Voice” efforts heighten the COGs’ visibility and solidify relationships with both elected and staff representatives in Washington D.C. as well as in Sacramento.

Valley Voice Accomplishments:

- The Valley COG’s Policy Council has chosen a list of projects and legislative issues for advocacy in Sacramento and Washington D.C. The advocacy trips are scheduled for January 28th and 29th for Sacramento and February 25th and 26th for Washington D.C.
- The Valley Legislative Affairs Committee (staff representatives from each of the 8 Valley COGs) have been meeting weekly to plan for the trips.

[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 second quarter of FY 2008-09 builds upon the work from last quarter

- Prepare and submit grant proposal for fourth year funding to Caltrans
- Continue work with the Valley COGs in identifying alternative regional scenarios
- Complete DRAFT Fresno County Blueprint Progress Report to summarize first three years of the project.
- Forwarding the three growth scenarios to the Blueprint Regional Advisory Committee (BRAC) for their recommendation
- Reporting BRAC’s recommendation to Fresno Blueprint Roundtable and Fresno COG Policy Board
- Working with Valley COGs and Great Valley Center to plan Valleywide Blueprint Summit where the scenarios will be presented to stakeholders and the general public for their recommendation
- Work with Local Government Commission to prepare “Community Housing Survey” for January Summit
- Begin planning for Valleywide local agency planners group meeting.

The coming quarter will include the Valleywide Blueprint Summit on Jan. 26, 2009 as well as activities that are aimed at planning implementation at the local level. It will also include working more with the local agency planners, Valleywide Economic Development organization and preparing an RFP for consulting services.
[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 Farmland Conservation Model Program Steering Committee is to oversee the daily activities for implementing the Farmland Conservation Model Program. Also involved in the development of the plan is an advisory board comprised of stakeholders from governmental, the agricultural industry, the environmental and development community, amongst others that are involved in agriculture matters on regular basis that advised the Steering Committee on issues of importance to agriculture in Fresno County.

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:

- 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 met on an ongoing basis to provide the Farmland Conservation Model Program Steering Committee recommendations in formulating and defining the policy that will be incorporated into the Farmland Model Conservation Program for Fresno County.
- Completed a draft copy of the Farmland Model Conservation Model Program for Fresno County.

[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 Unified Air Pollution Control District. The goal is to attain and subsequently maintain federal and state air quality standards. With the State of California taking the national and international lead on the reduction of greenhouse gas emissions which contribute to climate change, new tasks are being required of transportation planning agencies.

Accomplishments:

- Continued contract administration for the Valley-wide Air Quality Planning and Coordination consultant. Managed the efforts of the air quality consultant (including strategy, review of materials, processed invoices) on behalf of the eight Valley RPAs.
- Continued contract administration for the Valley-wide Air Quality Policy-side consultant. Managed the efforts of the policy consultant (including strategy, review of materials, processed invoices) on behalf of the eight Valley RPAs.
- Managed the contract for the Valley-wide Air Quality Policy Services consultant. Directed consultant to track greenhouse gas initiatives as they relate to transportation issues.
- Directed Policy consultant to develop a “white paper” exploring the linkage of AB32, SB375, the Blueprint Process and the Fresno Model Farmland Conservation Program.
- Managed and coordinated the Policy consultant ‘close-of-contract’ transition period including summary reports and document compilation.
- Managed process and selection committee for adoption of new contract for Valley-wide Air Quality Planning and Coordination Services.

- Wrote new contract for Valley-wide 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.
- Continued coordination among Valley transit agencies.
- Tracked and attended meetings/webcasts and legislative developments related to Climate Change initiatives (AB 32 and SB 375).
- Comment letter was prepared regarding the Air Resources Board Proposed Scoping Plan for the implementation of AB32.

[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.
- The San Joaquin Valley Express Transit Study Travel Demand Analysis Report was circulated through the COG committees in December 2008, and is available on the COG website.

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.
- 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 prepared an updated Valley Legislative Platform to be effective in January of 2009 and also, the committee developed a set of formal protocols for the committee.
- 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.
- Fresno COG, along with staff from the other seven Regional Transportation Planning Agencies and Caltrans, have been working on updating the original SR 99 Business Plan Dated 2005. The new Business Plan will be finalized in spring of 2009 to include an updated list of Valley projects on this important north/south trade corridor, a financial plan on how best to make these projects a reality, and highlights the successes since the original Business Plan. The Business Plan also includes discussion about the economic impacts of designating SR 99 as an Interstate. Meeting take place on a monthly basis.

[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 Second Quarter, Staff processed claim reimbursement for provided transit service.
- Staff continued to respond to Caltrans on pending Grant requests.
- During the Second Quarter staff met with the independent auditors regarding the 2007-08 Fiscal Year accounting records.
- Staff also performed a variety of administrative functions concerning: general administration; accounting; risk management; procurement; and statistical analysis.

The General Manager completed the analysis for the Transit Operators Report and Annual Productivity Evaluation Report. The results will be review during the Third Quarter. [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.
- Attended annual Motorist Aid Committee meeting in Monterey on October 13th and 14th, 2008. Agenda items included Motorist Aid Guidelines, FSP financial requirements, CHP staffing analysis and funding agreements, FSP data and Benefit/Cost Model, and the FSP fuel issue.

[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 Year-End Summary Report to the Fresno COG Policy Advisory Committee and Policy Board at the December cycle of meetings.
- Continued to coordinate with Fresno County AVA personnel regarding options for adjusting either hourly rates or time spent in AVA activities.
- Conducted a meeting of the AVA Working Group on November 21, 2008. Agenda items included AVA Working Group meeting schedule, potential local agency budget impacts on AVA Program, the AVA Annual Report, and issues related to the Fund Claim Form and Quarterly Report.

[THOMPSON]

COUNCIL OF FRESNO COUNTY GOVERNMENTS

ANNUAL FINANCIAL REPORTS

FOR THE YEAR ENDED
JUNE 30, 2008

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INDEPENDENT AUDITORS' REPORT

The Board of Directors
Council of Fresno County Governments
Fresno, California

We have audited the accompanying basic financial statements of the Council of Fresno County Governments, as of and for the year ended June 30, 2008, as listed in the table of contents. These financial statements are the responsibility of the Council of Fresno County Governments' management. Our responsibility is to express an opinion on these general purpose financial statements based on our audit. The prior year partial comparative information has been derived from the Council of Fresno County Governments' 2007 financial statements and, in our report dated December 28, 2007, we expressed an unqualified opinion on those statements.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in "Government Auditing Standards", issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinions.

In our opinion, the basic financial statements referred to above present fairly, in all material respects, the financial position of the Council of Fresno County Governments as of June 30, 2008, and the respective changes in financial position for the year then ended in conformity with accounting principles generally accepted in the United States of America.

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INDEPENDENT AUDITORS' REPORT (CONTINUED)

In accordance with "Government Auditing Standards," we have also issued our report dated January 28, 2009, on our consideration of the Council of Fresno County Governments' internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with "Government Auditing Standards" and important for assessing the results of our audit.

The management's discussion and analysis and budgetary comparison information, as listed in the table of contents, are not a required part of the basic financial statements but are supplementary information required by accounting principles generally accepted in the United States of America. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit the information and express no opinion on it.

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Council of Fresno County Governments basic financial statements. The combining and individual fund statements and schedules, and the supplementary schedules and other reports sections listed in the table of contents are presented for purposes of additional analysis and are not a required part of the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by U.S. Office of Management and Budget Circular A-133, "Audits of States, Local Governments, and Non-Profit Organizations," and is also not a required part of the basic financial statements of the Council of Fresno County Governments. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and, in our opinion, is fairly stated in all material respects in relation to the basic financial statements taken as a whole.



Dedekian, George, Small & Markarian
Accountancy Corporation
January 28, 2009

MANAGEMENT'S DISCUSSION AND ANALYSIS

COUNCIL OF FRESNO COUNTY GOVERNMENTS
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2008

The following discussion and analysis of the financial performance and activity of the Council of Fresno County Governments Basic Financial Statements provide an introduction and understanding of the basic financial statements of the Council of Fresno County Governments (COFCG). This discussion has been prepared by management and should be read in conjunction with the financial statements and the notes thereto, which follow this section.

The Council of Fresno County Governments is a voluntary association of the County of Fresno and the 15 incorporated cities in Fresno County established on September 24, 1969, under a joint exercise of power agreement to provide a cooperative body for discussion and resolution of issues which go beyond individual boundaries. COFCG's major function is the activity generated by its responsibilities as a designated transportation-planning agency, complying with federal and state requirements.

Each year the Policy Board adopts an overall Work Program and Budget setting forth the work activities for the next fiscal year. The major revenue sources come from the Federal Highway Works Administration and Federal Transit Administration. COFCG also receives grants from the State Department of Transportation and a variety of local revenue sources including Planning funds from the Transportation Development Act fund. The COFCG administers the Transportation Development Act fund and State Transit Assistance fund, which consist of allocations to local governments in Fresno County from the proceeds of 1/4 cent sales tax and the state highway account. In addition, the COFCG provides much of the planning for the Measure C Program, a local transportation fund generated by a 1/2 cent sales tax approved by the voters of Fresno County.

The Financial Statements

The Council's basic financial statements include (1) the Statement of Net Assets, and (2) the Statement of Activities. The financial statements are prepared in accordance with accounting principles generally accepted in the United States of America.

The Statement of Net Assets reports assets, liabilities, and the difference between the two as Net Assets. The entire equity section is combined to report total net assets and is displayed in three components - invested in capital assets, net of related debt; restricted net assets; and unrestricted net assets.

The net asset component *invested in capital assets, net of related debt*, consists of capital assets including restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances of any borrowings attributable to the acquisition, construction, or improvements of those assets.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
MANAGEMENT'S DISCUSSION AND ANALYSIS (CONTINUED)
JUNE 30, 2008

The Financial Statements (Continued)

Restricted net assets consist of assets where constraints on their use are either (a) externally imposed by creditors (such as through debt covenants), grantors, contributors, or laws or regulations of other governments or (b) imposed by law through constitutional provisions or enabling legislation.

Unrestricted net assets consist of net assets that do not meet the definition of restricted or invested in capital assets, net of related debt.

The Statement of Activities is reported using the accrual basis of accounting. Revenue is reported when earned and expenses are reported when incurred, regardless of when cash is received or paid. Revenues and expenses are categorized as either operating or non-operating based upon definitions provided by the Governmental Accounting Standards Board.

Financial Highlights

- Total net assets of COFCG were \$1,727,505 and consisted of capital assets, net of related debt, of \$163,943; and unrestricted net assets of \$1,563,562.
- Net assets increased \$34,797 during fiscal year 2008. The increase in net assets from governmental activities was attributable to grant revenues and unretained earnings in excess of net governmental program costs.
- Total capital assets, net of accumulated depreciation, were \$163,943 at June 30, 2008, representing an increase of \$116,441, or 245.13%, over June 30, 2007. The increase in capital assets was primarily the result of the excess of current year capital additions over depreciation.
- COFCG's governmental fund reported ending fund balances of \$1,563,562, a decrease of \$81,644 compared to June 30, 2007. Approximately 3% of the governmental fund balances represent amounts available for transportation planning.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
MANAGEMENT'S DISCUSSION AND ANALYSIS (CONTINUED)
JUNE 30, 2008

Statement of Net Assets

A summary of the Council's Statement of Net Assets for Governmental Activities as of June 30, 2008, with comparative totals as of June 30, 2007 is as follows:

Statement of Net Assets Governmental Activities As of June 30, 2008 and 2007		
	2008	2007
Assets:		
Current and Other Assets	\$ 3,827,039	\$ 2,613,337
Capital Assets (Net of Depreciation)	163,943	47,502
Total Assets	\$ 3,990,982	\$ 2,660,839
Liabilities:		
Current and Other Liabilities	\$ 2,263,477	\$ 968,131
Net Assets:		
Invested in Capital Assets, Net of Related Debt	163,943	47,502
Unrestricted	1,563,562	1,645,206
Total Net Assets	\$ 1,727,505	\$ 1,692,708

As shown above, total assets of Governmental Activities were \$3,990,982 at June 30, 2008, including \$163,943 in capital assets (net of depreciation). Of the total \$3,827,039 in current assets, \$1,953,900 consists of pooled cash, which is invested in accordance with State law and the Council's investment policy.

Net assets totaling \$1,727,505 include \$1,563,562 in unrestricted assets that are available for discretionary spending, although a portion is reserved for encumbrances and a portion is designated for self-insurance. Total net assets increased from June 30, 2007 by \$34,797 (2%). This is a favorable outcome given the challenges the Council faced this year, as a result of a continued sluggish economy.

The net assets invested in capital assets increased by \$116,441 due to additional capital investment exceeding depreciation expense during the year. Unrestricted net assets decreased by \$81,644, in large part due to the results of current year operations.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
MANAGEMENT'S DISCUSSION AND ANALYSIS (CONTINUED)
JUNE 30, 2008

Statement of Activities

The Statement of Net Assets provides a measure of the financial health of an entity at a specific date in time (i.e., year end). The Statement of Activities provides details of how net assets changed from the beginning of the year to the end of the year, and whether net assets increased or decreased. Thus, it indicates whether the Council as a whole is better off at June 30, 2008 than it was at June 30, 2007.

A summary of the Council's Statement of Activities for fiscal year ended June 30, 2008, with comparative totals for the fiscal year ended June 30, 2007 is as follows:

Statement of Activities Governmental Activities Fiscal Years Ended June 30, 2008 and 2007		
	<u>2008</u>	<u>2007</u>
Revenues:		
Program Revenues	\$ 5,114,526	\$ 3,749,915
General Revenues	<u>235,162</u>	<u>231,165</u>
Total Revenues	<u>5,349,688</u>	<u>3,981,080</u>
Expenses:		
Transportation Planning	<u>5,314,891</u>	<u>3,967,506</u>
Changes in Net Assets	34,797	13,574
Net Assets - Beginning	<u>1,692,708</u>	<u>1,679,134</u>
Net Assets - Ending	<u>\$ 1,727,505</u>	<u>\$ 1,692,708</u>

Total revenues of the funds included in the Governmental Activities category were \$5,349,688 for the year ended June 30, 2008. Of this total, \$4,634,813 (87%) were derived from grants. This is consistent with the nature of governmental activities, which includes services traditionally financed from general tax revenues. \$479,713 (9%) of total revenues were derived from charges for services, representing fees charged for various services. Revenues derived from fees and charges help support programs largely subsidized from general tax revenues and thus reduce the burden on these limited resources.

Expenses for the year totaled \$5,314,891. All expenses were for transportation planning.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
MANAGEMENT'S DISCUSSION AND ANALYSIS (CONTINUED)
JUNE 30, 2008

General Fund Budgetary Highlights

The Council of Fresno County Governments revised the budget three times to add \$553,410 in additional federal grant funding that became available during the fiscal year. Generally federal and state grants are multi-year projects; however, due to funding agency authorization requirements, the Council of Fresno County Governments includes the amounts in the current year budget at the total authorized amounts. At the end of the year, there were significant variances between the final budget and the actual revenues and expenditures because of following this convention.

Contacting the COFCG's Financial Management

The Council of Fresno County Governments financial report is designed to provide the COFCG's Board of Directors, management, creditors, legislative and oversight agencies, citizens and customers with an overview of the Council of Fresno County Governments' finances and to demonstrate its accountability for funds received. For additional information about this report, please contact Les Beshears, Finance Director, Council of Fresno County Governments, 2035 Tulare Street, Suite 201, Fresno, California 93721.

BASIC FINANCIAL STATEMENTS

COUNCIL OF FRESNO COUNTY GOVERNMENTS
STATEMENT OF NET ASSETS
JUNE 30, 2008

	<u>Governmental Activities</u>	<u>Component Units</u>
<u>ASSETS</u>		
Cash and investments	\$ 1,953,900	\$ 355,103
Accounts receivable	306,843	-
Due from other governments	1,550,899	-
Interest receivable	5,074	-
Prepays	10,323	-
Capital assets (net of accumulated depreciation)	<u>163,943</u>	<u>-</u>
Total assets	<u>\$ 3,990,982</u>	<u>\$ 355,103</u>
<u>LIABILITIES AND NET ASSETS</u>		
Liabilities:		
Accounts payable	\$ 847,026	\$ 181,087
Deferred revenues	1,162,232	-
Due to other governments	82,513	-
Accrued payroll	8,432	-
Compensated absences	<u>163,274</u>	<u>-</u>
Total liabilities	<u>2,263,477</u>	<u>181,087</u>
Net assets:		
Invested in capital assets, net of related debt	163,943	-
Unrestricted	<u>1,563,562</u>	<u>174,016</u>
Total net assets	<u>1,727,505</u>	<u>174,016</u>
Total liabilities and net assets	<u>\$ 3,990,982</u>	<u>\$ 355,103</u>

The accompanying notes are an integral part of these financial statements.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2008

Function/Programs	Expenses	Program Revenues		Net (Expense) Revenue and Changes in Net Assets	
		Charges for Services	Operating Grants and Contributions	Governmental Activities	Component Units
PRIMARY GOVERNMENT					
Governmental Activities:					
Transportation planning	\$ 5,314,891	\$ 479,713	\$ 4,634,813	\$ (200,365)	
Total primary government	<u>\$ 5,314,891</u>	<u>\$ 479,713</u>	<u>\$ 4,634,813</u>	<u>(200,365)</u>	
Component Unit:					
Abandoned vehicle abatement	\$ 703,951	\$ -	\$ 696,695		\$ (7,256)
Total component unit	<u>\$ 703,951</u>	<u>\$ -</u>	<u>\$ 696,695</u>		<u>(7,256)</u>
General Revenues:					
Investment income				55,429	18,883
Miscellaneous				<u>179,733</u>	<u>-</u>
Total general revenues				<u>235,162</u>	<u>18,883</u>
Change in net assets				34,797	11,627
Net assets, beginning of year				<u>1,692,708</u>	<u>162,389</u>
Net assets, end of year				<u>\$ 1,727,505</u>	<u>\$ 174,016</u>

The accompanying notes are an integral part of these financial statements.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
BALANCE SHEET
GOVERNMENTAL FUND
JUNE 30, 2008

	<u>General Fund</u>	<u>Component Units</u>
<u>ASSETS</u>		
Cash and investments	\$ 1,953,900	\$ 355,103
Accounts receivable	306,843	-
Due from other governments	1,550,899	-
Interest receivable	5,074	-
Prepays	<u>10,323</u>	<u>-</u>
Total assets	<u>\$ 3,827,039</u>	<u>\$ 355,103</u>

LIABILITIES AND FUND BALANCES

Liabilities:		
Accounts payable	\$ 847,026	\$ 181,087
Due to other governments	82,513	-
Accrued payroll	8,432	-
Deferred revenues	1,162,232	-
Compensated absences	<u>163,274</u>	<u>-</u>
Total liabilities	<u>2,263,477</u>	<u>181,087</u>
Fund Balances:		
Reserved for encumbrances	1,426,123	-
Designated for self-insurance	90,333	-
Unreserved - undesignated	<u>47,106</u>	<u>174,016</u>
Total fund balances	<u>1,563,562</u>	<u>174,016</u>
Total liabilities and fund balances	<u>\$ 3,827,039</u>	<u>\$ 355,103</u>

Amounts reported for governmental activities in the statement of net assets (Page 8) are different because:

Total fund balances	\$ 1,563,562
Capital assets used in governmental activities are not financial resources and therefore are not reported in funds	<u>163,943</u>
Net assets of governmental activities (Page 8)	<u>\$ 1,727,505</u>

The accompanying notes are an integral part of these financial statements.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCES
GOVERNMENTAL FUND
FOR THE YEAR ENDED JUNE 30, 2008

	<u>General Fund</u>	<u>Component Units</u>
Revenues:		
Aid from federal government	\$ 2,535,028	\$ -
Aid from state government	669,760	696,695
Aid from local government	1,909,738	-
Interest revenue	55,429	18,883
Miscellaneous	<u>179,733</u>	<u>-</u>
Total revenues	<u>5,349,688</u>	<u>715,578</u>
Expenditures:		
Current:		
General government:		
Salaries and benefits	2,338,064	-
Supplies and services	2,829,397	-
Contributions to other local agencies	<u>263,871</u>	<u>703,951</u>
Total expenditures	<u>5,431,332</u>	<u>703,951</u>
Net changes in fund balances	(81,644)	11,627
Fund balances at beginning of year	<u>1,645,206</u>	<u>162,389</u>
Fund balances at end of year	<u>\$ 1,563,562</u>	<u>\$ 174,016</u>

Amounts reported for governmental activities in the statement of activities (Page 9) are different because:

Net change in fund balances - total governmental funds	\$ (81,644)
--	-------------

Governmental funds report capital outlays as expenditures. However, in the statement of activities the cost of those assets is allocated over their estimated useful lives and reported as depreciation and amortization expense. This is the amount by which capital outlays (\$134,542) exceeded depreciation (\$18,101) in the current period.

	<u>116,441</u>
Change in net assets of governmental activities (Page 9)	<u>\$ 34,797</u>

The accompanying notes are an integral part of these financial statements.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
STATEMENT OF FIDUCIARY NET ASSETS
ALL FIDUCIARY FUNDS
JUNE 30, 2008

	<u>Trust Funds</u>
<u>ASSETS</u>	
Cash and investments	\$ 3,501,121
Interest receivable	9,628
Due from other governments	<u>1,680,443</u>
Total assets	<u>\$ 5,191,192</u>
<u>LIABILITIES AND NET ASSETS</u>	
Liabilities:	
Due to other governments	\$ 4,119,702
Net assets:	
Unrestricted	<u>1,071,490</u>
Total liabilities and net assets	<u>\$ 5,191,192</u>

The accompanying notes are an integral part of these financial statements.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
STATEMENT OF CHANGES IN FIDUCIARY NET ASSETS
ALL FIDUCIARY FUNDS
FOR THE YEAR ENDED JUNE 30, 2008

	<u>Trust Funds</u>
Additions:	
Sales tax	\$ 30,415,224
Aid from state government	4,443,645
Interest revenue	<u>653,955</u>
Total additions	<u>35,512,824</u>
Deductions:	
Administration expense	127,865
TDA claims paid	34,150,769
STA distributions	<u>4,563,255</u>
Total deductions	<u>38,841,889</u>
Change in net assets	(3,329,065)
Net assets, beginning of year	<u>4,400,555</u>
Net assets, end of year	<u><u>\$ 1,071,490</u></u>

The accompanying notes are an integral part of these financial statements.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2008

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

a. Scope of Financial Reporting Entity

The Council of Fresno County Governments (the "Council") is a voluntary association of local governments formed in September 1969 by the County of Fresno and the 15 incorporated cities in the County. The purpose of the organization is to provide "a cooperative body" to solve certain problems which cross over governmental boundaries.

b. Basis of Presentation - Fund Accounting

COFCG basic financial statements consist of government-wide statements, including a statement of net assets and a statement of activities and fund financial statements which provide a more detailed level of financial information.

Government-Wide Statements:

The statement of net assets and the statement of activities report information on all of the non-fiduciary activities of COFCG. For the most part, the effect of interfund activity has been removed from these statements. Governmental activities are normally supported by taxes and intergovernmental revenues.

The statement of activities demonstrates the degree to which the program expenses of a given function are offset by program revenue. Program expenses include direct expenses, which are clearly identifiable with a specific function, and allocated indirect expenses. Program revenues include 1) charges to customers or applicants who purchase, use, or directly benefit from services or privileges provided by a given function and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function. Other items, which are properly not included among program revenues, are reported instead as general revenues.

Fund Financial Statements:

The fund financial statements provide information about COFCG funds, including its fiduciary funds, though the latter are excluded from the government-wide financial statements. Separate statements for each fund category – governmental and fiduciary – are presented. The emphasis of fund financial statements is on major governmental funds, each displayed in a separate column. COFCG's governmental fund is a General Fund.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO THE BASIC FINANCIAL STATEMENTS (CONTINUED)
JUNE 30, 2008

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Fund Financial Statements (Continued):

COFCG reports the following major governmental fund:

General Fund – is the general operating fund of the Council. It is used to account for all financial resources except those required to be accounted for in another fund.

Additionally, COFCG reports the following fiduciary fund:

Trust Funds – are used to account for Transportation Development Act funds and State Transportation Assistance funds held by the Council in a trustee capacity.

Component Units – The Abandoned Vehicle Abatement Service Authority (AVA) was created as a separate public entity and distinct from the member jurisdictions in accordance with Vehicle Code (VC) section 22710. The purpose of the AVA is to establish procedures for the abatement, removal, and disposal as public nuisances, abandoned, wrecked, dismantled, or inoperative vehicles or parts thereof from private or public property. The AVA shall be governed by a sixteen-member Board of Directors, which shall be comprised of one representative from each participating jurisdiction. Pursuant to Governmental Code Section 6505, audits for the Service Authority shall be contracted with a certified public accountant as part of the regular COFCG annual audit to ensure that funds are being spent in compliance with VC Sections 9250.7 and 22710.

c. Basis of Accounting

The government-wide and fiduciary fund financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned, and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO THE BASIC FINANCIAL STATEMENTS (CONTINUED)
JUNE 30, 2008

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

c. Basis of Accounting (Continued)

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Under the modified accrual basis of accounting, revenues are recognized when susceptible to accrual (i.e., when they become both measurable and available). "Measurable" means the amount of the transaction can be determined and "available" means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. Expenditures, other than interest on long-term obligations which is recorded when paid, are recorded when they are expected to be liquidated with expendable available resources.

Intergovernmental revenues (primarily grants and subventions), which are received as reimbursement for specific purposes or projects, are recognized based upon the expenditures recorded. Intergovernmental revenues, which are usually unrestricted as to use and are revocable only for failure to meet prescribed compliance requirements, are reflected as revenues at the time of receipt or earlier, if they meet the availability criterion.

d. Cash

In accordance with the Joint Powers Agreement, under which the Council is governed, all cash is deposited with the Fresno County Auditor-Controller/Treasurer. The Council's cash is held within Fresno County's cash and investment pool which is managed by the Auditor-Controller/Treasurer as authorized by California statutes and the County's investment policy.

For purposes of the Statement of Cash Flows, the Agency considers all highly liquid investments with a maturity of three months or less when purchased to be cash equivalents. All cash and investments are pooled with the Agency's pooled cash and investments.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO THE BASIC FINANCIAL STATEMENTS (CONTINUED)
JUNE 30, 2008

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

e. Capital Assets

Purchases of capital assets are capitalized at cost in the Government-Wide Statement of Net Assets at the time of purchase and recorded as expenditures in the General Fund. Capital assets are defined by the Council as assets with an estimated useful life in excess of one year and initial individual cost of \$5,000 or more. Depreciation is computed using the straight-line method over the estimated useful lives of the assets, from five to ten years. Depreciation recognized on capital assets acquired is transferred to net assets, invested in capital assets, net of related debt, after being charged to operations.

f. Overhead

Administrative and office overhead is allocated to each project on the basis of their approved indirect cost rate. Professional and specialized services are charged directly to the applicable project.

g. Fund Balance Reserved for Encumbrances

The Executive Director annually sets aside funds for technical assistance grants to various cities and contracts entered into for budgeted work programs. The fund balance reserved for encumbrances represents amounts set aside to cover these expenditures.

h. Fund Balance Designated for Self-Insurance

The Board of Directors has set aside funds for self-insurance of employee optical and dental expenses in lieu of an optical and dental insurance plan. The fund balance designated for self-insurance represents amounts set aside to cover these expenditures.

i. Compensated Absences

Compensated absences are made up of accrued vacation payable and vested accrued sick leave payable as determined by office policy established by the Board of Directors. Council policy states that all vacation pay earned vests and that one-fourth of sick leave hours in excess of forty hours vests and is compensable.

j. Deferred Revenues

Deferred revenues consist primarily of Measure C funds received, but not yet earned, for program planning and administration purposes.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO THE BASIC FINANCIAL STATEMENTS (CONTINUED)
JUNE 30, 2008

2. CASH AND INVESTMENTS

Investments Authorized by the California Government Code and the Council's Investment Policy

The table below identifies the investment types that are authorized for the Council by the California Government Code (or the Council's investment policy, where more restrictive). The table also identifies certain provisions of the California Government Code (or the Council's investment policy, where more restrictive) that address interest rate risk, credit risk, and concentration of credit risk.

<u>Authorized Investment Type</u>	<u>Maximum Maturity</u>	<u>Maximum Percentage of Portfolio</u>	<u>Maximum Investment in One Issuer</u>
Local Agency Bonds	5 years	None	None
U.S. Treasury Obligations	5 years	None	None
U.S. Agency Securities	5 years	None	None
Banker's Acceptances	180 days	None	None
Commercial Paper	270 days	None	None
Negotiable Certificates of Deposit	5 years	None	None
Repurchase Agreements	1 year	None	None
Reverse Repurchase Agreements	92 days	None	None
Medium-Term Notes	5 years	None	None
Mutual Funds	N/A	None	None
Money Market Mutual Funds	N/A	None	None
Mortgage Pass-Through Securities	5 years	None	None
County Pooled Investment Funds	N/A	None	None
Local Agency Investment Fund (LAIF)	N/A	None	None

Disclosures Relating to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO THE BASIC FINANCIAL STATEMENTS (CONTINUED)
JUNE 30, 2008

2. CASH AND INVESTMENTS (CONTINUED)

Disclosures Relating to Interest Rate Risk (Continued)

Information about the sensitivity of the fair values of the Council's investments to market interest rate fluctuations is provided by the following table that shows the distribution of the Council's investments by maturity:

Investment Type	Amount	Remaining Maturity (in Months)			
		12 Months or Less	13 to 24 Months	25 to 60 Months	More Than 60 Months
Governmental Activities					
County Investment Pool	\$ 1,953,900	\$ 1,953,900	\$ -	\$ -	\$ -
Component Units	<u>355,103</u>	<u>355,103</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total	<u>\$ 2,309,003</u>	<u>\$ 2,309,003</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

Disclosures Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented below is the minimum rating required by (where applicable) the California Government Code, the Council's investment policy, and the actual rating as of year end for each investment type. The column marked "exempt from disclosure" identifies those investment types for which GASB No. 40 does not require disclosure as to credit risk:

Investment Type	Amount	Minimum Legal Rating	Exempt From Disclosure	Rating as of Year End	
				AAA	Not Rated
Governmental Activities					
County Investment Pool	\$ 1,953,900	N/A	\$ 1,953,900	\$ -	\$ 1,953,900
Component Units	<u>355,103</u>	<u>N/A</u>	<u>355,103</u>	<u>-</u>	<u>355,103</u>
Total	<u>\$ 2,309,003</u>	<u>N/A</u>	<u>\$ 2,309,003</u>	<u>\$ -</u>	<u>\$ 2,309,003</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO THE BASIC FINANCIAL STATEMENTS (CONTINUED)
JUNE 30, 2008

2. CASH AND INVESTMENTS (CONTINUED)

Custodial credit risk does not apply to a local government's indirect investment in securities through the use of mutual funds or government investment pools. The County of Fresno issues a financial report that includes custodial credit risk disclosures for the County Investment Pool. The report may be obtained by writing to the Office of the Auditor-Controller/Treasurer-Tax Collector, 2281 Tulare Street, Fresno, California 93721.

3. CAPITAL ASSETS AND DEPRECIATION

The following is a summary of changes in capital assets:

	Balance June 30, 2007	Additions	Deletions	Balance June 30, 2008
Capital Assets Being Depreciated:				
Computer equipment	\$ 43,057	\$ 134,542	\$ 5,640	\$ 171,959
Office furniture and equipment	39,959	-	-	39,959
Traffic monitoring equipment	53,564	-	-	53,564
Total capital assets being depreciated	136,580	134,542	5,640	265,482
Less Accumulated Depreciation for:				
Computer equipment	23,549	5,891	5,640	23,800
Office furniture and equipment	23,882	4,398	-	28,280
Traffic monitoring equipment	41,647	7,812	-	49,459
Total accumulated depreciation	89,078	18,101	5,640	101,539
Total capital assets being depreciated, net	47,502	116,441	-	163,943
Total capital assets, net	\$ 47,502	\$ 116,441	\$ 0	\$ 163,943

The Council uses the straight-line method of calculating depreciation.

The estimated useful lives are as follows:

	Estimated Useful Life
Computer equipment	5 to 10 years
Office furniture and equipment	5 to 10 years
Traffic monitoring equipment	5 to 10 years

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO THE BASIC FINANCIAL STATEMENTS (CONTINUED)
JUNE 30, 2008

4. DUE TO/FROM MEMBERS AND OTHER GOVERNMENTAL ENTITIES

Individual receivables from members and other governmental entities for services rendered at June 30, 2008 consist of the following:

Primary Government	
Fresno County Rural Transit Agency	\$ 62,763
Fresno County Transportation Authority	371,632
Due from City of Fresno	280,461
Due from Federal and State Governments	<u>836,043</u>
Total	<u>\$ 1,550,899</u>

Fiduciary Funds	
Due from State of California - STA Article 4	\$ 1,680,443
Due from member agencies	<u>-</u>
Total	<u>\$ 1,680,443</u>

Individual payables to members and other governmental entities for services provided at June 30, 2008 consist of the following:

Primary Government	
City of Clovis	\$ 15,649
City of Fresno	13,108
Fresno County	41,256
Fresno County Economic Opportunities Commission	<u>12,500</u>
Total	<u>\$ 82,513</u>

Fiduciary Funds	
Article 4	\$ 2,794,434
Article 8A	1,325,268
Due to member agencies	<u>-</u>
Total	<u>\$ 4,119,702</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO THE BASIC FINANCIAL STATEMENTS (CONTINUED)
JUNE 30, 2008

5. FUND BALANCE RESERVED FOR ENCUMBRANCES

The fund balance reserved for encumbrances as of June 30, 2008 represents unexpended contracts entered into for the following:

American Farmland Trust	\$ 68,919
California Consulting	35,500
Cari Anderson	49,325
Curtis Towing	861,000
Dedekian, George, Small & Markarian	42,750
Dowling on Call	10,000
Fehr & Peers	59,623
Jeffrey Scott	12,276
Kimley Horn	90,154
PB America	115,291
Sierra Nevada	12,355
Tulare Basin Wildlife	8,469
VRPA Technologies	<u>60,461</u>
Total	<u>\$ 1,426,123</u>

6. DEFINED CONTRIBUTION EMPLOYEE RETIREMENT BENEFIT PLAN

The Council provides retirement benefits for all its full-time employees through a defined contribution plan created in accordance with Internal Revenue Code (IRC) Section 401(a) which is currently being administered by I.C.M.A. Retirement Corporation. In addition to the employer defined contribution, the employees are permitted to make contributions to one of two separate defined contribution plans created in accordance with IRC Section 457. The plans are administered by Hartford Insurance and by I.C.M.A. Retirement Corporation. The IRC 457 plans permit employees to defer a minimum of 7.5% of their salaries until future years. The maximum amount an employee may defer is the lesser of 25% of annual gross salary or \$7,500. Under the 401(a) plan the employer contributes 15% of the employee's gross salary. Vesting in the 401(a) plan occurs ratably over five years. The deferred compensation is not available to employees until termination, retirement, death, or unforeseeable emergency. Employees, though, may obtain loans from the plans secured by their individual contributions and accumulated earnings. Employer contributions to the 401(a) plan amounted to \$258,061 for the year ended June 30, 2008.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO THE BASIC FINANCIAL STATEMENTS (CONTINUED)
JUNE 30, 2008

7. FRESNO COUNTY RURAL TRANSIT AGENCY ADMINISTRATION

Included in the budget of the Council is a work element representing its responsibility for the administration of Fresno County Rural Transit Agency. Administration cost consists of direct and indirect labor and allocated overhead costs. These costs are recovered by the Council.

8. OPERATING LEASES

The Council conducts its operations from leased facilities under a ten year lease which expires December 31, 2015. In addition, the Council leases office equipment under operating leases that expire October 2010.

The following is a schedule of future minimum rental payments under the operating leases:

<u>Year Ending June 30</u>	<u>Buildings</u>	<u>Equipment</u>
2009	\$ 209,118	\$ 20,220
2010	209,118	20,220
2011	209,118	6,740
2012	209,118	-
2013	209,118	-
Thereafter	522,795	-
Total	<u>\$ 1,568,385</u>	<u>\$ 47,180</u>

REQUIRED SUPPLEMENTARY INFORMATION

GENERAL FUND

The general fund is used to account for resources traditionally associated with government which are not required legally or by sound financial management to be accounted for in another fund.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
BUDGETARY COMPARISON SCHEDULE
GENERAL FUND
FOR THE YEAR ENDED JUNE 30, 2008

	Budgeted Amounts		Actual Amounts	Variance with Final Budget
	Original	Final		
Revenues:				
Aid from federal government	\$ 3,919,018	\$ 4,472,428	\$ 2,535,028	\$ (1,937,400)
Aid from state government	827,637	942,637	669,760	(272,877)
Aid from local governments	2,582,130	2,880,134	1,909,738	(970,396)
Interest revenue	31,000	31,000	55,429	24,429
Miscellaneous revenue	14,500	56,500	179,733	123,233
Total revenues	<u>7,374,285</u>	<u>8,382,699</u>	<u>5,349,688</u>	<u>(3,033,011)</u>
Expenditures:				
Current:				
General government:				
Salaries and benefits	2,310,070	2,327,724	2,338,064	(10,340)
Supplies and services	4,584,515	5,575,275	2,829,397	2,745,878
Contributions to other local agencies	479,700	479,700	263,871	215,829
Total expenditures	<u>7,374,285</u>	<u>8,382,699</u>	<u>5,431,332</u>	<u>2,951,367</u>
Excess of expenditures over revenues	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ (81,644)</u>	<u>\$ (81,644)</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO REQUIRED SUPPLEMENTARY INFORMATION
JUNE 30, 2008

1. BUDGETARY DATA

The Council follows these procedures in establishing the budgetary data reflected in the financial statements:

Five months before the beginning of the year, the Executive Director submits to the Policy Advisory Committee for their approval, a draft operating budget by overall work plan elements for the General Fund for the year commencing July 1. The Policy Advisory Committee then has 45 days, to April 1, to review and make recommendations on the draft operating budget. After the recommendations have been made, the proposed operating budget is brought to the Council for their review and approval. On or prior to the May meeting of the Council, the budget is legally adopted through passage of a resolution.

The budget of the Council represents a financial plan to undertake the work program of the Council and includes proposed expenditures and the means of financing them.

All transfers, modifications, and supplemental appropriations to the budget must be approved by the Council through resolution. During the year ended June 30, 2008, appropriations were increased by \$1,008,414 as a result of budget amendments. The Budgetary Comparison Schedule reflects these revisions. Actual expenditures may not legally exceed "budget" appropriations at the individual fund level. Budgetary control, however, is maintained at the departmental level.

Appropriations lapse at the close of the year to the extent that they have not been expended or encumbered.

The Council prepares its budget on a basis of accounting in accordance with accounting principles generally accepted in the United States of America.

OTHER SUPPLEMENTARY INFORMATION

FIDUCIARY FUNDS

Fiduciary funds are used to account for assets held by the government in a trustee capacity.

State Transit Assistance Fund (STA) - This fund is used to account for the state funds apportioned to Fresno County for the support of transit.

Transportation Development Act Fund (TDA) - This fund is used to account for the 1/4 cent sales tax revenues collected by the state under the Transportation Development Act and distributed to the Council of Fresno County Governments for allocation to eligible claimants for transit street and road, and pedestrian/bicycle facilities as well as regional transportation planning and TDA administration.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
 COMBINING STATEMENT OF NET ASSETS
 TRUST FUNDS
 JUNE 30, 2008

	State Transit Assistance Fund	Local Transportation Fund	Total
<u>ASSETS</u>			
Cash and investments	\$ 253,793	\$ 3,247,328	\$ 3,501,121
Interest receivable	698	8,930	9,628
Due from other governments	<u>1,680,443</u>	<u>-</u>	<u>1,680,443</u>
Total assets	<u>\$ 1,934,934</u>	<u>\$ 3,256,258</u>	<u>\$ 5,191,192</u>
<u>LIABILITIES AND NET ASSETS</u>			
Liabilities:			
Due to other governments	<u>\$ 1,873,939</u>	<u>\$ 2,245,763</u>	<u>\$ 4,119,702</u>
Net Assets:			
Unrestricted	<u>60,995</u>	<u>1,010,495</u>	<u>1,071,490</u>
Total liabilities and net assets	<u>\$ 1,934,934</u>	<u>\$ 3,256,258</u>	<u>\$ 5,191,192</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
COMBINING STATEMENT OF CHANGES IN NET ASSETS
TRUST FUNDS
FOR THE YEAR ENDED JUNE 30, 2008

	State Transit Assistance Fund	Local Transportation Fund	Total
Additions:			
Sales tax	\$ -	\$ 30,415,224	\$ 30,415,224
Aid from state governments	4,443,645	-	4,443,645
Interest revenue	58,705	595,250	653,955
Total additions	<u>4,502,350</u>	<u>31,010,474</u>	<u>35,512,824</u>
Deductions:			
Administration expense	-	127,865	127,865
TDA claims paid	-	34,150,769	34,150,769
STA distributions	4,563,255	-	4,563,255
Total deductions	<u>4,563,255</u>	<u>34,278,634</u>	<u>38,841,889</u>
Change in net assets	(60,905)	(3,268,160)	(3,329,065)
Net assets at beginning of year	<u>121,900</u>	<u>4,278,655</u>	<u>4,400,555</u>
Net assets at end of year	<u>\$ 60,995</u>	<u>\$ 1,010,495</u>	<u>\$ 1,071,490</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
TRANSPORTATION DEVELOPMENT ACT FUNDS
SCHEDULE OF APPORTIONMENTS BY PURPOSE
STATE TRANSIT ASSISTANCE FUND
FOR THE YEAR ENDED JUNE 30, 2008

	Public Utilities Code		
	Article 6.5 99314.3(a) C.A.C. 6730(a) (Transit Operations)	Article 6.5 99313 C.A.C. 6731(b&d) (Transit Population)	Total
City of Clovis	\$ 4,679	\$ 385,583	\$ 390,262
City of Coalinga	-	75,475	75,475
City of Firebaugh	-	27,965	27,965
City of Fowler	-	22,119	22,119
City of Fresno	570,972	2,010,192	2,581,164
City of Huron	-	31,313	31,313
City of Kerman	-	56,796	56,796
City of Kingsburg	-	46,945	46,945
City of Mendota	-	39,390	39,390
City of Orange Cove	-	44,063	44,063
City of Parlier	-	54,660	54,660
City of Reedley	-	104,092	104,092
City of Sanger	-	103,959	103,959
City of San Joaquin	-	16,173	16,173
City of Selma	-	96,925	96,925
County of Fresno	-	725,185	725,185
Fresno County Rural Transit Agency (FCRTA)	27,159	-	27,159
Council of Fresno County Governments (COFCG)	-	-	-
	<u>\$ 602,810</u>	<u>\$ 3,840,835</u>	<u>\$ 4,443,645</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
TRANSPORTATION DEVELOPMENT ACT FUNDS
SCHEDULE OF DISBURSEMENTS BY PURPOSE
STATE TRANSIT ASSISTANCE FUND
FOR THE YEAR ENDED JUNE 30, 2008

	Public Utilities Code		Total
	Article 6.5 99314.3(a) C.A.C. 6730(a) (Transit Operations)	Article 6.5 99313 C.A.C. 6731(b&d) (Transit Population)	
City of Clovis	\$ 4,679	\$ 391,476	\$ 396,155
City of Coalinga	-	105,453	105,453
City of Firebaugh	-	28,309	28,309
City of Fowler	-	22,365	22,365
City of Fresno	570,972	2,040,906	2,611,878
City of Huron	-	31,680	31,680
City of Kerman	-	78,641	78,641
City of Kingsburg	-	47,517	47,517
City of Mendota	-	39,840	39,840
City of Orange Cove	-	44,550	44,550
City of Parlier	-	70,868	70,868
City of Reedley	-	105,272	105,272
City of Sanger	-	105,127	105,127
City of San Joaquin	-	16,361	16,361
City of Selma	-	98,073	98,073
County of Fresno	-	734,007	734,007
Fresno County Rural Transit Agency (FCRTA)	27,159	-	27,159
Council of Fresno County Governments (COFCG)	-	-	-
	<u>\$ 602,810</u>	<u>\$ 3,960,445</u>	<u>\$ 4,563,255</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
TRANSPORTATION DEVELOPMENT ACT FUNDS
SCHEDULE OF APPORTIONMENTS BY PURPOSE
LOCAL TRANSPORTATION FUND
FOR THE YEAR ENDED JUNE 30, 2008

	Article 3 99234 (Bicycle & Pedestrian)	Article 4.5 99275 (Social Services)	Article 4 and 8 99260/99400(a) (Transit Operations/ Streets & Roads)	COFCG RTP 99402/99233.1 (Planning & Administration)	Total
City of Clovis	\$ 59,979	\$ 146,949	\$ 2,744,045	\$ -	\$ 2,950,973
City of Coalinga	11,740	28,764	537,128	-	577,632
City of Firebaugh	4,350	10,658	199,018	-	214,026
City of Fowler	3,441	8,430	157,412	-	169,283
City of Fresno	312,695	766,106	14,305,802	-	15,384,603
City of Huron	4,871	11,933	222,839	-	239,643
City of Kerman	8,835	21,645	404,192	-	434,672
City of Kingsburg	7,303	17,891	334,095	-	359,289
City of Mendota	6,127	15,012	280,326	-	301,465
City of Orange Cove	6,854	16,793	313,576	-	337,223
City of Parlier	8,503	20,831	388,996	-	418,330
City of Reedley	16,192	39,670	740,784	-	796,646
City of Sanger	16,171	39,619	739,833	-	795,623
City of San Joaquin	2,516	6,163	115,092	-	123,771
City of Selma	15,077	36,939	689,782	-	741,798
County of Fresno	112,806	276,374	5,160,867	-	5,550,047
Council of Fresno County Governments (COFCG)	-	-	-	1,020,200	1,020,200
	<u>\$ 597,460</u>	<u>\$ 1,463,777</u>	<u>\$ 27,333,787</u>	<u>\$ 1,020,200</u>	<u>\$ 30,415,224</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
TRANSPORTATION DEVELOPMENT ACT FUNDS
SCHEDULE OF DISBURSEMENTS BY PURPOSE
LOCAL TRANSPORTATION FUND
FOR THE YEAR ENDED JUNE 30, 2008

	Article 3 99234 (Bicycle & Pedestrian)	Article 4.5 99275 (Social Services)	Article 4 99260 (Transit Operations)	Article 8 99400(a) (Streets & Roads)	COFCG RTP 99402/99233.1 (Planning & Administration)	Total
City of Clovis	\$ 59,979	\$ 146,949	\$ 1,796,549	\$ 1,256,651	\$ -	\$ 3,260,128
City of Coalinga	11,740	28,764	-	606,756	-	647,260
City of Firebaugh	4,350	10,658	97,572	160,492	-	273,072
City of Fowler	3,441	8,430	80,070	119,846	-	211,787
City of Fresno	312,695	766,106	15,932,393	-	-	17,011,194
City of Huron	4,871	11,933	136,972	150,413	-	304,189
City of Kerman	8,835	21,645	89,457	404,166	-	524,103
City of Kingsburg	7,303	17,891	137,316	295,695	-	458,205
City of Mendota	6,127	15,012	90,901	266,350	-	378,390
City of Orange Cove	6,854	16,793	76,617	321,319	-	421,583
City of Parlier	8,503	20,831	53,753	432,998	-	516,085
City of Reedley	16,192	39,670	230,953	714,388	-	1,001,203
City of Sanger	16,171	39,619	157,951	786,291	-	1,000,032
City of San Joaquin	2,516	6,163	58,397	89,607	-	156,683
City of Selma	15,077	36,939	322,096	569,255	-	943,367
County of Fresno	112,806	276,374	2,092,181	3,668,929	-	6,150,290
Fresno County Rural Transit Agency (FCRTA)	-	-	-	-	-	-
Council of Fresno County Governments (COFCG)	-	-	-	-	1,021,063	1,021,063
	<u>\$597,460</u>	<u>\$1,463,777</u>	<u>\$21,353,178</u>	<u>\$ 9,843,156</u>	<u>\$ 1,021,063</u>	<u>\$34,278,634</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
SCHEDULE OF GRANT RECEIPTS AND EXPENDITURE CLAIMS
FOR THE YEAR ENDED JUNE 30, 2008

	Total	Local Resources	Federal Highway Works Administration			
			FHWA PL Planning	Partner Planning	PTA 06A0935/ 06A1024	Environmental Justice
Revenues:						
Federal grants	\$ 2,535,028	\$ -	\$ 1,547,401	\$ 110,922	\$ 205,723	\$ 197,709
Non-federal revenue:						
State assistance	669,760	-	-	-	-	-
Local revenue sources	1,909,738	1,909,738	-	-	-	-
Interest revenue	55,429	55,429	-	-	-	-
Miscellaneous revenue	179,733	179,733	-	-	-	-
Total revenues	<u>5,349,688</u>	<u>\$ 2,144,900</u>	<u>\$ 1,547,401</u>	<u>\$ 110,922</u>	<u>\$ 205,723</u>	<u>\$ 197,709</u>
Expenditures:						
Regional Streets & Roads	246,177	\$ 28,237	\$ 217,940	\$ -	\$ -	\$ -
Regional Transportation Modeling	275,685	39,991	235,694	-	-	-
Regional Traffic Monitoring	313,548	36,429	277,119	-	-	-
Valley Wide Goods Movement	301,656	95,933	-	-	205,723	-
Valley Air Quality Coord	160,144	143,960	-	-	-	-
Farmland Trust	72,929	-	-	-	-	-
Regional Housing Element	7,066	7,066	-	-	-	-
Blue Print	328,407	72,380	-	-	-	-
Public Transportation - Urban	494,533	228,834	-	-	-	-
Traffic Deficiencies	138,653	27,731	-	110,922	-	-
Regional Trans. Mitigation Fee	382,722	43,898	338,824	-	-	-
JARRC	33,744	-	-	-	-	-
New Freedom	0	-	-	-	-	-
Public Transportation - Rural	25,398	2,942	-	-	-	-
Other Modal Elements	39,065	39,065	-	-	-	-
Bicycle & Pedestrian	48,065	5,513	42,552	-	-	-
Regional Transportation Plan	212,193	24,339	158,659	-	-	-
Congestion Management Plan	4,267	490	891	-	-	-
Air Quality	159,510	18,296	129,030	-	-	-
Measure "C"	255,730	255,730	-	-	-	-
Measure "C" Car/Van Pool	128,301	128,301	-	-	-	-
Transportation Program Dev.	184,583	8,941	60,643	-	-	-
Intergovernmental Coordination	147,070	147,070	-	-	-	-
Public Info. and Participation	95,255	10,926	52,752	-	-	-
COG View Internet	14,122	1,620	-	-	-	-
Environmental Justice	2,348	270	1,039	-	-	-
Technical Assistance Members	10,350	10,350	-	-	-	-
Outside Technical Service	18,247	18,247	-	-	-	-
Rideshare Program	54,772	54,772	-	-	-	-
Regional Data Center	74,355	12,914	28,704	-	-	-
COFCG Administration	327,575	327,575	-	-	-	-
OWP and Budget	21,569	4,945	3,554	-	-	-
Transportation Funds Adm.	126,901	126,901	-	-	-	-
Valley RTPA Coordination	36,000	-	-	-	-	-
FCRTA Administration	244,344	244,344	-	-	-	-
Transportation Authority Adm.	2,573	2,573	-	-	-	-
Freeway Service Patrol	240,425	50,620	-	-	-	-
Abandoned Vehicle Abatement	9,994	9,994	-	-	-	-
Non Pt. Source Water Quality	0	-	-	-	-	-
Yosemite Valley Revitalize	202,574	4,865	-	-	-	197,709
Total expenditures	<u>5,440,850</u>	<u>\$ 2,236,062</u>	<u>\$ 1,547,401</u>	<u>\$ 110,922</u>	<u>\$ 205,723</u>	<u>\$ 197,709</u>
Depreciation	(9,518)					
Net gain (loss)	<u>\$ (81,644)</u>					

Federal Transit Administration		FTA	State PPM	State FSP	SJ Valley	State	State
FTA MPO	FTA 5307	5316	6086(019)	6086(020)	Valley	Partner	PTA
5303		5317	& 6086(022)	& 6086(021)	Blueprint	Seed	
\$ 215,160	\$ 224,369	\$ 33,744	\$ -	\$ -	\$ -	\$ -	\$ -
-	-	-	114,999	189,805	256,027	72,929	36,000
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
<u>\$ 215,160</u>	<u>\$ 224,369</u>	<u>\$ 33,744</u>	<u>\$ 114,999</u>	<u>\$ 189,805</u>	<u>\$ 256,027</u>	<u>\$ 72,929</u>	<u>\$ 36,000</u>
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
16,184	-	-	-	-	-	72,929	-
-	-	-	-	-	-	-	-
-	-	-	-	-	256,027	-	-
41,330	224,369	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	33,744	-	-	-	-	-
22,456	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
29,195	-	-	-	-	-	-	-
2,886	-	-	-	-	-	-	-
12,184	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	114,999	-	-	-	-
-	-	-	-	-	-	-	-
31,577	-	-	-	-	-	-	-
12,502	-	-	-	-	-	-	-
1,039	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
32,737	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
13,070	-	-	-	-	-	-	-
-	-	-	-	-	-	-	36,000
-	-	-	-	-	-	-	-
-	-	-	-	189,805	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
<u>\$ 215,160</u>	<u>\$ 224,369</u>	<u>\$ 33,744</u>	<u>\$ 114,999</u>	<u>\$ 189,805</u>	<u>\$ 256,027</u>	<u>\$ 72,929</u>	<u>\$ 36,000</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
SCHEDULE OF INSURANCE COVERAGE
FOR THE YEAR ENDED JUNE 30, 2008

Insurance coverage of the Council at June 30, 2008 is as follows:

Fire Insurance:	
Office personal property 90% co-insurance	\$ 100,000
Public Officials Professional Liability Coverage	\$ 1,000,000
Liability Coverage:	
All inclusive (combined single limit):	
Bodily injury	\$ 1,000,000
Group Travel Accident	\$ 100,000
Bond, Blanket Position	\$ 35,000
Workers' Compensation Insurance	Statutory

COUNCIL OF FRESNO COUNTY GOVERNMENTS
SCHEDULE OF COST ALLOCATION PLAN RECONCILIATION
AND FIXED RATE OVERHEAD CARRYOVER
FOR THE YEAR ENDED JUNE 30, 2008

The following is a reconciliation of the Council's expenses per the basic financial statements to the expenses per the Council's cost allocation plan for the year ended June 30, 2008

Budget Item	Actual Expense	Eligible Depreciation	Allocated to Other Programs	Direct Expense	Indirect Expense
Salaries and Benefits:					
Direct	\$ 1,902,369	\$ -	\$ (455,946)	\$ 1,446,423	\$ -
Indirect	435,695	-	(57,403)	-	378,292
Total salaries and benefits	2,338,064	-	(513,349)	1,446,423	378,292
Indirect Overhead:					
Telephone	6,382	-	-	-	6,382
Telecommunications	-	-	-	-	-
Contract help	-	-	-	-	-
Membership/dues	4,800	-	(4,600)	-	200
Insurance	13,621	-	-	-	13,621
Postage	11,102	-	-	-	11,102
Printing supplies	23,246	-	-	-	23,246
Office supplies	26,458	-	-	-	26,458
Publications	1,478	-	-	-	1,478
Service contracts	2,202	-	-	-	2,202
Advertising and legal notice	8,907	-	-	-	8,907
Computer supplies	9,603	-	-	-	9,603
Office lease	193,915	-	-	-	193,915
Moving expense	-	-	-	-	-
Utilities	11,052	-	-	-	11,052
Equipment lease	21,581	-	-	-	21,581
Repair and maintenance	236	-	-	-	236
Travel expenses	28,933	-	(4,622)	-	24,311
Depreciation	-	9,518	-	-	9,518
Legal and accounting	10,500	-	-	-	10,500
Total indirect overhead	374,016	9,518	(9,222)	-	374,312
Total costs	<u>\$ 2,712,080</u>	<u>\$ 9,518</u>	<u>\$ (522,571)</u>	<u>\$ 1,446,423</u>	<u>\$ 752,604</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
 SCHEDULE OF COST ALLOCATION PLAN RECONCILIATION
 AND FIXED RATE OVERHEAD CARRYOVER (CONTINUED)
 FOR THE YEAR ENDED JUNE 30, 2008

Direct expenses - at June 30, 2008	\$ 1,446,423
Approved indirect cost rate for June 30, 2008	<u>54.89%</u>
Total allocable indirect expenses - at June 30, 2008	<u>\$ 793,942</u>
Actual indirect expenses - at June 30, 2008	\$ 752,604
Under recovery of indirect expenses - at June 30, 2006	<u>9,487</u>
Net eligible indirect expenses - at June 30, 2008	<u>\$ 762,091</u>
Over recovery of indirect expenses - at June 30, 2008	<u>\$ (31,851)</u>
Under recovery of indirect expenses - at June 30, 2007	<u>\$ 46,556</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2008

Federal Grantor/ Pass-Through Grantor/ Program Title	Federal CFDA Number	Grantor's Number	Grant Expenditures
<u>U.S. DEPARTMENT OF TRANSPORTATION</u>			
<u>Federal Highway Works Administration:</u>			
Pass-through California Department of Transportation			
Highway Planning and Construction Grant -			
OWP (Overall Work Plan)	20.205	74A0114	\$ 1,547,401
Partner	20.205	74A0114	110,922
Environmental Justice	20.205	74A0249	197,709
PTA	20.205	06A1024	<u>205,723</u>
Total Federal Highway Works Administration			<u>2,061,755</u>
<u>Federal Transit Administration:</u>			
Pass-through California Department of Transportation			
Federal Transit Technical Studies Grant - MPO	20.505	74A0114	215,160
FTA 5307 - Federal Transit Formula Grant	20.507	CA-90-Y595-00	224,369
FTA 5316 - Job Access Reverse Commute	20.516	CA-37-X077-00	<u>33,744</u>
Total Federal Transit Administration			<u>473,273</u>
Total Federal Financial Assistance			<u>\$ 2,535,028</u>

OTHER REPORTS SECTION

REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING
AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN
AUDIT OF FINANCIAL STATEMENTS PERFORMED
IN ACCORDANCE WITH "GOVERNMENT AUDITING STANDARDS"

The Board of Directors
Council of Fresno County Governments
Fresno, California

We have audited the financial statements of the Council of Fresno County Governments, as of and for the year ended June 30, 2008, and have issued our report thereon dated January 28, 2009. We conducted our audit in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in "Government Auditing Standards," issued by the Comptroller General of the United States; and the "Basic Audit Program and Reporting Guidelines for California Special Districts," as prescribed by the California State Controller's Office pursuant to Section 26909 of the Government Code.

Internal Control Over Financial Reporting

In planning and performing our audit, we considered the Council of Fresno County Governments' internal control over financial reporting as a basis for designing our auditing procedures for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Council of Fresno County Governments' internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of the Council of Fresno County Governments' internal control over financial reporting.

A control deficiency exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect misstatements on a timely basis. A significant deficiency is a control deficiency, or combination of control deficiencies, that adversely affects the Council of Fresno County Governments' ability to initiate, authorize, record, process, or report financial data reliably in accordance with generally accepted accounting principles such that there is more than a remote likelihood that a misstatement of the Council of Fresno County Governments' financial statements that is more than inconsequential will not be prevented or detected by the Council of Fresno County Governments' internal control.

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REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING
AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN
AUDIT OF FINANCIAL STATEMENTS PERFORMED
IN ACCORDANCE WITH "GOVERNMENT AUDITING STANDARDS"
(CONTINUED)

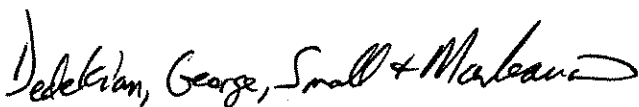
A material weakness is a significant deficiency, or combination of significant deficiencies, that results in more than a remote likelihood that a material misstatement of the financial statements will not be prevented or detected by the Council of Fresno County Governments' internal control.

Our consideration of internal control over financial reporting was for the limited purpose described in the first paragraph of this section and would not necessarily identify all deficiencies in internal control that might be significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses, as defined above.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Council of Fresno County Governments' financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. Our audit was further made to determine that allocations made and expended by the Council of Fresno County Governments were made in accordance with the Transportation Development Act as required by Sections 6661, 6662, and 6751 of the California Code of Regulations. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance that are required to be reported under "Government Auditing Standards."

This report is intended solely for the information and use of the Council of Fresno County Governments' management and Board of Directors, and federal awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.



Dedekian, George, Small & Markarian
Accountancy Corporation
January 28, 2009

REPORT ON COMPLIANCE WITH REQUIREMENTS
APPLICABLE TO EACH MAJOR PROGRAM AND
ON INTERNAL CONTROL OVER COMPLIANCE
IN ACCORDANCE WITH OMB CIRCULAR A-133

The Board of Directors
Council of Fresno County Governments
Fresno, California

Compliance

We have audited the compliance of the Council of Fresno County Governments with the types of compliance requirements described in the "U.S. Office of Management and Budget (OMB) Circular A-133 Compliance Supplement" that are applicable to each of its major federal programs for the year ended June 30, 2008. The Council of Fresno County Governments' major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs. Compliance with the requirements of laws, regulations, contracts and grants applicable to each of its major federal programs is the responsibility of the Council of Fresno County Governments' management. Our responsibility is to express an opinion on the Council of Fresno County Governments' compliance based on our audit.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in "Government Auditing Standards," issued by the Comptroller General of the United States; and OMB Circular A-133, "Audits of States, Local Governments, and Non-Profit Organizations." Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Council of Fresno County Governments' compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion. Our audit does not provide a legal determination of the Council of Fresno County Governments' compliance with those requirements.

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REPORT ON COMPLIANCE WITH REQUIREMENTS
APPLICABLE TO EACH MAJOR PROGRAM AND
ON INTERNAL CONTROL OVER COMPLIANCE
IN ACCORDANCE WITH OMB CIRCULAR A-133
(CONTINUED)

Compliance (Continued)

In our opinion, the Council of Fresno County Governments complied, in all material respects, with the requirements referred to above that are applicable to each of its major federal programs for the year ended June 30, 2008.

Internal Control Over Compliance

The management of the Council of Fresno County Governments is responsible for establishing and maintaining effective internal control over compliance with requirements of laws, regulations, contracts and grants applicable to federal programs. In planning and performing our audit, we considered the Council of Fresno County Governments' internal control over compliance with requirements that could have a direct and material effect on a major federal program in order to determine our auditing procedures for the purpose of expressing our opinion on compliance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Council of Fresno County Governments' internal control over compliance.

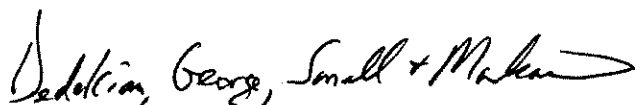
A control deficiency in an entity's internal control over compliance exists when the design or operation of a control does not allow management or employees, in the normal course or performing their assigned functions, to prevent or detect noncompliance with a type of compliance requirement of a federal program on a timely basis. A significant deficiency is a control deficiency, or combination of control deficiencies, that adversely affects the entity's ability to administer a federal program such that there is more than a remote likelihood that noncompliance with a type of compliance requirement of a federal program that is more than inconsequential will not be prevented or detected by the entity's internal control.

A material weakness is a significant deficiency, or combination of significant deficiencies, that results in more than a remote likelihood that material noncompliance with a type of compliance requirement of a federal program will not be prevented or detected by the entity's internal control.

Our consideration of the internal control over compliance was for the limited purpose described in the first paragraph of this section and would not necessarily identify all deficiencies in internal control that might be significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above.

REPORT ON COMPLIANCE WITH REQUIREMENTS
APPLICABLE TO EACH MAJOR PROGRAM AND
ON INTERNAL CONTROL OVER COMPLIANCE
IN ACCORDANCE WITH OMB CIRCULAR A-133
(CONTINUED)

This report is intended solely for the information and use of the Council of Fresno County Governments' management and Board of Directors, and federal awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.



Dedekian, George, Small & Markarian
Accountancy Corporation
January 28, 2009

FINDINGS AND RECOMMENDATIONS SECTION

COUNCIL OF FRESNO COUNTY GOVERNMENTS
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
JUNE 30, 2008

1. Summary of Auditor's Results

- a. The Independent Auditor's Report expresses an unqualified opinion on the general purpose financial statements of the Council of Fresno County Governments.
- b. No significant deficiencies were disclosed during the audit of the financial statements or major federal award programs.
- c. No instances of noncompliance material to the financial statements of the Council of Fresno County Governments, which would be required to be reported in accordance with "Government Auditing Standards", were disclosed during the audit.
- d. The Independent Auditor's Report on Compliance for Major Programs was unqualified.
- e. No current year audit findings were disclosed.
- f. The major program was Highway Planning and Construction (CFDA Number 20.205).
- g. The threshold for distinguishing Types A and B programs was \$300,000.
- h. The Council of Fresno County Governments was determined to be a low-risk auditee.

2. Findings Relating to Financial Statements Required Under GAGAS

None.

3. Findings and Questioned Costs for Major Federal Award Programs

None.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS
JUNE 30, 2007

There were no reportable audit findings for the fiscal year ended June 30, 2007.

Date: 3/3/2009

Claimant: County of Fresno

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

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

FROM: Applicant: County of Fresno
Address: 2220 Tulare Street, 6th Floor
City: Fresno, CA Zip Code: 93721
Contact: Margo Lerwill Phone: 262-4881

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

Local Transportation Fund

Apportionment	\$ <u>6,153,530</u>
Surplus (Prior Years)	\$ _____
Unexpended, Held by Claimant	\$ _____
Other Agency	\$ _____

State Transit Assistance Fund

Estimate	\$ <u>1,693,223</u>
Prior Year Carryover	\$ _____
Unexpended, Held by Claimant	\$ _____

Other

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

TOTAL \$ 7,846,753

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

SEVEN MILLION, EIGHT HUNDRED FORTY SIX THOUSAND, SEVEN HUNDRED FIFTY THREE

(spell out amount)

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

Authorized Signature: _____

Title: Chairman, Board of Supervisors

Date: March 3, 2009

Claimant: County of Fresno

PURPOSE	AMOUNT	SUB-TOTAL
1. Bicycle & Pedestrian Facilities (Art. 3)	\$ 123,017	
(Art. 8a)	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
	SUB-TOTAL	\$ 123,017
2. Regional Transportation Planning		SUB-TOTAL \$ 171,793
3. Public Transportation (Art. 4)	\$	
(Art. 8c)	\$	
Other Agency ()	\$	
Other Agency ()	\$	
State Transit Assistance Funds	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
Other, specify ()	\$	
	SUB-TOTAL	\$
4. Community Transit Service (CTSA, Art. 4.5)		SUB-TOTAL \$
5. Streets & Roads (Art. 8a)	\$ 4,993,894	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
	SUB-TOTAL	\$ 4,993,894
6. To Be Claimed By:		
(Fresno County Rural Transit Agency)	\$ 569,190	
(Consolidated Transp. Serv. Agency)	\$ 304,074	
Other (FAX)	\$ 1,654,764	
Other (Clovis Transit)	\$ 30,021	
Other ()	\$	
	SUB-TOTAL	\$ 2,550,568
7. Reserved in Fund Pending Further Claiming		SUB-TOTAL \$

	GRAND TOTAL	\$ <u>7,846,753</u>
(Claim Total Must Agree With Total On First Page)		
Minus All Unexpended Funds Held By		\$ _____
GRAND TOTAL PAYABLE TO CLAIMANT		\$ <u>7,846,753</u>

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

Date: 3/3/2009Claimant: County of Fresno

BICYCLE AND PEDESTRIAN FACILITIES

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

Project Title and Brief Description		Project Cost
1. (Generic)	Various Bicycle and Pedestrian facilities throughout the.....	\$ <u>123,017</u>
claimant's jurisdiction;		
AND/OR		
1. (Specific)		\$ _____
2. (Specific)		\$ _____
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ <u>123,017</u>

Revenue Source & Amount

LTF (Article 3)	\$ <u>123,017</u>
LTF (Article 8a)	\$ _____
Other:	\$ _____
Other:	\$ _____
Audit Exception - G.F. Payback ..	\$ _____

STREETS AND ROADS CLAIM

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

Project Title and Brief Description		Project Cost
1. (Generic)	Development, Construction and Maintenance of Facilities	\$ <u>4,993,894</u>
AND/OR		
1. (Specific)		\$ _____
2. (Specific)		\$ _____
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ <u>4,993,894</u>

Revenue Source & Amount

LTF (Article 8a)	\$ <u>4,993,894</u>
Other:	\$ _____
Other:	\$ _____
Audit Exception - G.F. Payback ..	\$ _____

Date: 3/3/2009

Claimant: County of Fresno

CONTINGENCY PROJECT LISTING

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

() **ARTICLE 3, BICYCLE & PEDESTRIAN FACILITIES**

Project Title & Brief Descriptions

Project Cost

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

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

() **ARTICLE 4, PUBLIC TRANSPORTATION**
OR
() **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions

Project Cost

1. \$

2. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

() **ARTICLE 8, STREETS AND ROADS**

Project Title & Brief Descriptions

Project Cost

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

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$ Surplus Available

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-07

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

RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE COUNTY OF
FRESNO, 2008-09

WHEREAS, the Council of Fresno County Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

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

WHEREAS, the County of Fresno has submitted a Transportation Funding Claim for its 2008-09 fiscal year apportionment.

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

1. The Funding Claim submitted by the County of Fresno has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.
3. On June 26, 2008 the COG Board approved Resolution 2008-23 which found that public transportation needs within the County of Fresno and its sphere of influence will be reasonably met in 2008-09.

BE IT FURTHER RESOLVED, that the COG hereby approves the Transportation Funding Claim submitted by the County of Fresno and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

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

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 26th day of March, 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 26th day of March, 2009.

Signed: _____
Tony Boren, Executive Director



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

February 24, 2009

MEMORANDUM

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

FROM:  Jeffrey D. Webster, General Manager

SUBJECT: Approval of Federal Transit Administration (FTA) Section 5311 Capital Assistance Grant for "Preventative Maintenance and Associated Fleet Projects" - Public Hearing March 26, 2009, Resolution 2009-02.

ACTION ITEM

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

We are responding to the recent enactment of the "American Recovery and Reinvestment Act of 2009" stimulus funds. The initial funding estimate to Fresno County was \$1,672,590, but it has been revised to \$1,719,468, and may yet change before it is finalized. The Grant is currently due to Caltrans by April 17th for expedited processing.

Federal regulations require a legally noticed Public Hearing be conducted. Attached is a copy of the notice that appeared in the Fresno Bee on February 19, 2009. The Public Hearing will be held before the FCRTA Board of Directors on March 26th, prior to any action on the matter. The Application is to be forwarded to Fresno COG and Caltrans for processing.

Federal Regulations require a separate authorization Resolution to proceed with the actual Application submittal. Resolution 2008-02 is available for Board action, following an opportunity for public comment.

RECOMMENDATION

The General Manager recommends approval of the Application by adopting Resolution 2009-02.



FRESNO COUNTY RURAL TRANSIT AGENCY

2100 Tulare Street, Suite 619 Fresno, CA 93721

Phone: 559 - 233 - 6789 Fax: 559 - 233 - 9645

Webpage: www.ruraltransit.org Email: jwebster@ruraltransit.org

(For Publication Once in the Fresno Bee)

PUBLIC HEARING NOTICE

The Fresno County Rural Transit Agency (FCRTA) is preparing a Federal Transit Administration Section 5311 Capital Assistance Application to receive apportionment funding from the recently approved "American Recovery and Reinvestment Act of 2009". The 2008-09 Application is tentatively in the amount of \$1,672,590 for "Preventative Maintenance and Associated Fleet Projects". A Public Hearing is scheduled before the FCRTA Board of Directors on Thursday, March 26, 2009 after 7:00pm in the Sequoia Conference Room of the Council of Fresno County Governments and the FCRTA offices located at 2035 Tulare Street, Suite 201; Fresno, CA 93721. Following a staff presentation there will be an expressed opportunity for public comment, both orally or in writing, before the Board may take action to approve the Application, for further processing.

Sincerely
Jeffrey D. Webster
FCRTA General Manager
(February 19, 2009)

PUBLIC NOTICE

#133097

PUBLIC HEARING NOTICE

The Fresno County Rural Transit Agency (FCRTA) is preparing a Federal Transit Administration Section 5311 Capital Assistance Application to receive apportionment funding from the recently approved "American Recovery and Reinvestment Act of 2009". The 2008-09 Application is tentatively in the amount of \$1,672,590 for "Preventative Maintenance and Associated Fleet Projects". A Public Hearing is scheduled before the FCRTA Board of Directors on Thursday, March 26, 2009 after 7:00pm in the Sequoia Conference Room of the Council of Fresno County Governments and the FCRTA offices located at 2035 Tulare Street, Suite 201; Fresno, CA 93721. Following a staff presentation there will be an expressed opportunity for public comment, both orally or in writing, before the Board may take action to approve the Application, for further processing.

Sincerely
Jeffrey D. Webster
FCRTA General Manager

(PUB: February 19, 2009)

A JOINT POWERS AGENCY TO PROVIDE A COORDINATED TRANSIT SYSTEM FOR RURAL FRESNO COUNTY

THE CITIES OF COALINGA, FIREBAUGH, FOWLER, HURON, KERMAN, KINGSBURG, MENDOTA, ORANGE COVE, PARLIER, REEDLEY, SANGER, SAN JOAQUIN, SELMA & FRESNO COUNTY

BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION 2009-02

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

WHEREAS, Title 21 of the California Administrative Code, Section 1666 requires that the Council of Fresno County Governments (COFCG), as the Regional Transportation Planning Agency (RTPA) for Fresno County to plan and program projects of local significance for which funds are requested by applicants of the Federal Transit Administration (FTA) Section 5311 apportionment of the "American Recovery and Reinvestment Act of 2009" stimulus funds program and submit such Programs of Projects to the State of California, Department of Transportation, (Caltrans); and

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

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

WHEREAS, the FCRTA does approve the contents and intent of a "capital assistance" application for Section 5311 "American Recovery and Reinvestment Act of 2009" stimulus funds for 2008-2009, for submittal to the COFCG for their action; and

WHEREAS, the COFCG, will amend its Federal Transportation Improvement Program to include FCRTA's 2008-09 Federal Transit Administration (FTA) Capital Assistance Grant Application to include an amended Caltrans "Program of Projects" (POP) Form; and

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

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

Section 5311 Assurances to be the recipient of said funds for the purpose expressed in its submitted Grant Application; and

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

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

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 26th day of March, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad Rodriguez, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a regular meeting thereof held on the 26th day of March, 2009.

Signed: _____
Jeffrey D. Webster, General Manager

County/Region: Fresno County District: 06
Original Submission Date: 3/26/09 Revision No. 1 Revision Submission Date: 3/26/09

FEDERAL FISCAL YEAR 2009
Section 5311 Program of Projects (POP)

(A) Available Funding:

Carryover:	(+)	\$0
Estimated Apportionment [FFY 2009]:	(+)	\$1,098,640
	plus	
		\$1,719,468
(A) TOTAL FUNDS AVAILABLE:	=	\$2,818,108

(B) Programming (POP): Complete Parts I and II

		<i>Federal Share</i>
Part I. Operating Assistance - Total:	(+)	\$1,098,640
Part II. Capital - Total:	(+)	\$1,719,468
(B) Total [Programmed]:	(=)	\$2,818,108

(C) Balance

		<i>Federal Share</i>
(A) Total Funds Available:	(+)	\$2,818,108
(B) Total [Programmed]:	(-)	\$2,818,108
* Balance:	(=)	\$0

***BALANCE – Regional Apportionment Funds ONLY:**

- Please Note -
 - funds must be programmed in subsequent year
 - final approval to be determined by the Department
- Request/Letter to carryover funds should include -
 - justification for programming postponement
 - purpose and project plan
 - letter of support from local Transportation Planning Agency

(D) Flexible Funds: Complete Part III

	<i>Federal Share</i>
(D) Part III. Flex Fund - Total:	\$0

FUNDING SUMMARY

	<i>Federal Share</i>
(B) Regional Apportioned - Total [Programmed]:	(+) \$2,818,108
(D) Flex Fund - Total:	(+) \$0
GRAND TOTAL [Programmed]:	(=) \$2,818,108

Contact Person/Title: Jeffrey D. Webster, General Manager
Phone Number: 559-233-6789

Date: 3/26/09

Statewide Transportation Improvement Program (STIP) –

All federal funds to be used for transit projects must be included in a federally approved STIP. A Transportation Planning Agency (TPA) must ensure that Section 5311 projects are included in the Department of Transportation's (Department) Statewide Transportation Federal Improvement Program (FSTIP), which is jointly approved by the Federal Highway Administration (FHWA) and FTA.

A copy of the federally approved STIP Page must be attached for all projects to be programmed through the Section 5311 program. The project description and associated dollar amounts must be consistent with the federally approved STIP information.

Metropolitan Planning Organizations (MPOs) are responsible for programming projects within their jurisdiction. Upon receiving the POPs from the Districts, Rural Transit & Procurement staff will submit **Non-MPO / Rural Transportation** organizations projects directly to the Department's Division of Transportation Programming for inclusion into the FSTIP.

For further guidance see the Department's Division of Transportation Programming website:

<http://www.dot.ca.gov/hq/transportprog/fedpgrm.htm>

PART I. Regional Apportionment - Operating Assistance

Project Description					STIP Information – MPOs Only		
SUBRECIPIENT	FY	TIME PERIOD	NET PROJECT COST	FEDERAL SHARE	Document No (or) Amendment No	Document Year (or) Amended Year	FHWA/FTA Federally Approved TIP (date)
1. FCRTA	08-09	July 1, 2008 to June 30, 2009	\$4,452,771	\$1,098,640	Unknown	2008	Pending
2.							
3.							
4.							
Operating Assistance – TOTAL:				\$4,452,771	\$1,098,640		

PART II. Regional Apportionment – Capital
For all Capital Projects - a complete application MUST be submitted with this POP.

Project Description					STIP Information – MPOs Only		
SUBRECIPIENT	PROJECT DESCRIPTION	ESTIMATED COMPLETION DATE	NET PROJECT COST	FEDERAL SHARE	Document No (or) Amendment No	Document Year (or) Amended Year	FHWA/FTA Federally Approved TIP (date)
1. FCRTA	Preventative Maintenance & Associated Fleet Projects	6/30/09	\$1,719,468	\$1,719,468	1	2008-2009	Unknown
2.							
3.							
4.							
Capital – TOTAL:			\$1,719,468	\$1,719,468			

PART III. FLEX FUNDS (i.e. CMAO, STP, or Federalized STP*) if applicable

Project Description					STIP Information -- MPOs Only		
SUBRECIPIENT	PROJECT DESCRIPTION	a. Fund Type b. FTIP Page (Attached)	NET PROJECT COST	FEDERAL SHARE	Document No (or) Amendment No	Document Year (or) Amended Year	FHWA/FTA Federally Approved TIP (date)
1.							
2.							
3.							
4.							
Flex Fund - TOTAL:							

PART IV. Vehicle Replacement Information

☐ State Contract ☐ Local Purchase

Vehicle Description							
Type	Number of Passengers	Fuel Type	Length	VIN. #	In Service Date	Current/End Mileage	Disposition Date

MERCED COUNTY ASSOCIATION OF GOVERNMENTS

San Joaquin Valley Express Transit Study

Service Recommendations

Draft Report



Nelson\Nygaard Consulting Associates
785 Market Street, Suite 1300
San Francisco, CA 94103

February 2009

Nelson\Nygaard
consulting associates

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Introduction

The San Joaquin Valley Express Transit Study seeks to identify strong markets for inter-county commute travel in the region, and to provide cost-effective recommendations for improved commute choices in these markets. By providing a broader array of commute options, the policy recommendations in this study may also result in decreased single-occupancy vehicle trips, reduced congestion, and improving air quality in the Valley. While the scope of the study is limited to inter-county commute travel, many of the principles and service models described in this report may also apply to the many very long intra-county commutes that the study does not explicitly consider.

The San Joaquin Valley is a large and diverse region. Making transportation investments cost-effective will depend on deploying the right type of transportation service for the right market. This report recommends that the San Joaquin Valley explore a mix of ridesharing, vanpool, bus, and rail services.

The outcomes of the two previous analyses conducted for this project, the Existing Conditions and Case Studies Report and the Travel Demand Analysis Report, identified several key corridors in the region that would derive maximum benefit from new transportation investments. These corridors are:

1. The northern SR 99 corridor, extending from Merced through Modesto, Stockton, Lodi, and continuing to Sacramento.
2. The northern SR 99 corridor to the Bay Area.
3. The Cities of Madera and Visalia to the City of Fresno.
4. The Commute market between northern Los Angeles County and Edwards Air Force Base in eastern Kern County.

This report discusses the following transportation investments:

Figure 1 Summary of Proposed Services

Proposed Service	Key Travel Corridor			
	Northern SR 99 corridor, to Sacramento	Northern SR 99 corridor to the Bay Area.	Madera and Visalia to the City of Fresno.	Northern LA County to Eastern Kern County
Ridesharing /TDM	X	X	X	X
Vanpool	X	X	X	X
Commuter Express Bus	X	X		
Commuter Rail Improvements	X	X		

Hierarchy of Services

There are a variety of strategies for providing higher-capacity transportation choices for Valley commuters. These represent a continuum from very basic incentives for carpooling to higher occupancy vanpools, subscription bus services to higher capacity public transit services including commuter rail. In the lowest density environments, simple incentives to choose carpooling can help to divert a share of commuters away from single-occupancy vehicles. In the highest-density environments with the greatest concentrations of commute trips, much higher-capacity strategies have a chance to capture a significant share of the commute market, and to attract some share of non-work trips. Some of the key service options available to the Valley are:

1. **Ridesharing and Transportation Demand Management:** Commuters can be encouraged to choose carpooling over single-occupancy vehicle travel through a variety of programs, ranging from administrative support (such as ridematching services) to monetary incentives (including parking charges). Such programs may be run by public agencies, or by individual employers or groups of employers. Ridesharing programs have the advantage of being low cost, and of being feasible in very low density environments. Their total potential to shift travel away from single-occupancy vehicles depend upon the particular strategies employed. For example, administrative support for carpooling might have a modest impact. When carpool incentives are combined with other strategies such as employee paid parking (or parking cash-out) and Guaranteed Ride Home, the impact of these programs can be quite robust.

San Joaquin Valley Examples: South Valley Rideshare, Commute Connection

2. **Vanpool:** Vanpools offer many of the advantages of carpools, but can accommodate more passengers per vehicle (generally up to 15 for large vans). Because they are operated by riders, vanpools have low operating expenses, and so they can be more cost-effective than fixed-route transit for many trips. Vanpools are most effective at serving commuters travelling to large employers. They can be particularly effective for long commutes, where the cost savings of sharing a ride are sufficient to justify the time cost for commuters of gathering at a central meeting place. Communities can encourage vanpooling by either partially or completely subsidizing the cost of vehicles, and by increasing access to park-and-ride facilities.

San Joaquin Valley Examples: Kings Area Vanpool, Commute Connection

3. **Subscription Bus:** Transit agencies may decide to provide bus service in a targeted way by enrolling regular commuters and scaling the level of service to demand. This type of service is similar to vanpools in that it usually serves a particular employer, but it has higher capacity because it uses a larger vehicle, generally provided by the transit agency. Subscription bus services can be passenger-operated, or they can be operated by professional drivers. This type of service makes few trips per day, resulting in limited flexibility for riders as compared to more robust fixed-route bus service.

San Joaquin Valley Examples: San Joaquin RTD Subscription Routes

4. **Fixed-Route Express Bus:** In travel corridors with a sufficient density of trips at the origin and destination end, transit agencies may be able to provide cost-effective fixed-route express bus service. This category of service includes a wide range of possible service plans, from targeted, one-way, peak-only transit to frequent all day service. They

generally serve not a particular employer but a downtown, an employment cluster, or a rail connection. Like carpools, vanpools, and subscription buses, fixed-route transit in low density areas may benefit from park-and-ride facilities. Buses are more flexible and have lower initial capital costs than rail. However, they must compete with roadway congestion. Compared to ridesharing and vanpooling, buses offer much higher capacity, but suffer from first-and-last mile challenges and high operating costs. Even the most productive bus services in the United States cover less than half of their operating costs through fares.

San Joaquin Valley Examples: Modesto MAX ACE and BART service.

5. **Commuter Rail:** Commuter rail service can be the most appropriate transit option in very high demand corridors. Commuter trains offer very high capacity. They provide service that does not have to compete with freeway congestion, although in some rail corridors passenger trains must share tracks with freight trains, which may cause delays. Development of commuter rail also offers the opportunity for transit-oriented development near rail stations. Capital costs for rail service can be extremely high compared to bus service. In the San Joaquin Valley, there are opportunities to take advantage of existing rail corridors. However, even in these cases expensive upgrades are generally required. In order to justify very high capacity transit service, rail must either serve high-density origins and destinations, or it must rely on strategies to get passengers to and from rail stations, such as park-and-ride facilities, feeder transit, and or employer shuttles.

San Joaquin Valley Examples: Altamont Commuter Express (ACE).

Each of the strategies described above is appropriate for a different set of operating environments. Generally, the lower-cost, lower-capacity investments are most appropriate for low-density environments where homes and employers are dispersed. The higher-cost, higher capacity investments become feasible as population and employment density increase. These investments can build on each other: ridesharing strategies can compliment fixed-route bus service; the park-and-ride facilities and guaranteed-ride-home services that benefit carpools can also benefit bus riders. As higher capacity options become feasible for implementation, they do not necessarily fully replace other options, but add to the range of commute options available, allowing commuters to choose what works best for them.

There are transportation and land use environments in the Valley that call for implementation of each of these strategies. The recommendations of this study aim to implement each in the most appropriate setting.

Conclusions of Travel Demand Analysis

The travel demand analysis conducted for this study confirms that the San Joaquin Valley is a challenging environment for inter-county commuter transit. Most of the regions' land area is rural or very low-density residential in character, and is expected to remain so for the foreseeable future. Even many urban areas, residential and employment densities are low and too dispersed to be served by a transit service that could be competitive with the auto. Even with significant growth projected in the coming decades, low-density land use patterns will remain for most of the region. Long distance travel, with dispersed origins and destinations spread over a wide geographic area is almost never a winning proposition for a transit service. Given these constraints, for most of the region's communities, the most attractive alternative to single-

occupancy vehicle travel will be carpool and vanpool. However, the travel demand study did identify several strong commute markets where the region can evaluate the possibility of provided enhanced transportation investments. The key corridors for further study included:

1. The northern SR 99 corridor, extending from Merced through Modesto, Manteca, Stockton, Lodi, and continuing to Sacramento. This corridor includes a cluster of the region's most transit competitive cities, and its strongest internal travel markets. There will be nearly 10,000 daily trips on SR 99 heading towards Sacramento by 2030.
2. The northern SR 99 corridor to the Bay Area. The stretch of I-580 that crosses the Altamont Pass between Tracy and Livermore is expected to carry more than 50,000 commute trips per day by 2030, with commuters on the west side of the pass dividing between a diverse set of Bay Area destinations.
3. The Cities of Madera and Visalia to the City of Fresno. Fresno attracts a large number of workers from the surrounding communities, and these commute markets are expected to grow substantially in the coming decades. The most feasible origin points for transit service into Fresno are Visalia in to the south and Madera to the north.
4. In addition, the study identified a large and growing commute market between Los Angeles and Kern County, focused on the large commute market to Edwards Air Force Base in eastern Kern County. There are currently no transit options available for this commute.

Recommendations

This section describes service recommendations for investments to improve inter-county commute choices in the San Joaquin Valley.

Ridesharing/Vanpool

Recognizing that low-density land use patterns will continue to prevail in most of the San Joaquin Valley for the foreseeable future, the expansion of the ridesharing and vanpool opportunities should be the primary commute strategy for inter-county commuters in most of the region. While the whole of the Valley can benefit from enhanced ridesharing opportunities, this will be the primary alternative to single-occupancy vehicle travel for most inter-county commuters travelling to employment destinations other than those along northern SR 99 corridor, the San Francisco Bay Area, and Sacramento.

Two significant vanpool programs now operate in the region. Combined, they have registered more than 400 commuter vans, contribute to an environment in the San Joaquin Valley where carpooling is the primary alternative to single-occupancy vehicle travel.

Kings Area Vanpool operates in Merced, Madera, Fresno, Tulare, and Kings Counties. The program currently includes 103 vehicles serving agricultural workers and 190 serving other workers. The general worker vanpools are currently composed almost entirely of California Department of Corrections workers, who receive a \$65 subsidy from the state that can be applied to ride sharing. The organization structure of Kings Area Vanpool is further discussed below.

Kings Area Vanpool is currently a program of Kings Area Public Transit Agency (KCPTA), which is a partnership between Kings County and the cities of Hanford, Lemoore, and Avenal. The

agency has partnership agreements to serve commuters traveling to and from the Counties of Madera, Fresno, Tulare and Kern. While the vanpool program runs as a single operation, marketed on the web under the brand South Valley Rideshare, it is actually two separate programs: Agricultural Industries Transportations Services (AITS), which serves only agricultural workers, and KART vanpool, which is open to all workers. The service currently operates 293 vehicles, most of which are 15-passenger vans, and the vans carry more than 900,000 trips per year. Currently 103 vehicles serve agricultural workers and 190 serve other workers.

Program participants operate the vans—in return, drivers do not pay program fees, and are permitted incidental use of vehicles. Fares are based on the number of trips and distance traveled, and costs are divided among passengers. Drivers collect the payments and send them to KART. Pickup points and route times are chosen by the driver. GPS and gas billing records verify that vehicles have traveled distances submitted by driver. Most operating funding for the program comes from passenger fares (both out of pocket costs and subsidies to passengers).

Capital costs are dealt with differently for farm worker vanpools as compared to general worker vanpools. For the general worker vanpools, capital costs are amortized and repaid out of passenger fares. For farm workers, the vehicles now in use were paid for out of the program's original \$5.8 million in grant funding. Both programs also receive capital funding from a variety of statewide and federal grant programs. The program intends to replace farm worker vehicles that must be retired using vehicles that have been paid-off through five years of use in the general worker vanpool program. In this way, the program believes it can be self-sustaining financially. Fresno County also contributes \$500,000 annually to the program: these funds are used to reduce passenger fares for passengers from Fresno County.

KCAPTA estimates that the cost of its general public vanpools, including the cost of leasing, fuel, insurance, administration, is \$1,413 per van per year. Funding from Fresno Measure C and the San Joaquin Valley Air District are currently available, covering about \$85 per vehicle per year on average. The cost-per-passenger depends on the number of passengers per vehicle: at 7 passengers per vehicle, the cost is \$202 per month. At 15 passengers per vehicle, the cost is \$94 per month. Many current riders are state corrections employees, who receive a \$65-per-month subsidy, further reducing the employees out of pocket costs. For farmworkers, KCAPTA's cost calculations exclude vehicle lease costs. They estimate that monthly per-passenger costs are between \$136 and \$68 per passenger, depending on the number of passengers in the vehicle. Assuming 20 work days per month per worker, these costs compute to \$3.40 per worker per trip even for the least occupied vans.

Commute Connection is a program of the San Joaquin Council of Governments. It primarily serves San Joaquin and Stanislaus Counties, and there are currently 182 vanpools registered through the program. The majority of these serve origins and destinations in San Joaquin and Stanislaus counties. A smaller number of vans provide transportation from origins outside of the area to employment sites in San Joaquin and Stanislaus Counties. The program provides each registered vanpool with a \$150 per month subsidy for one year after the vanpool begins operating. Subsidies are paid directly to the company that leases the vehicle—either Enterprise or VPSI. Each year, a limited number of new vanpools can be subsidized. After the agency has surpassed this limit, it can offer new vanpool subscribers a gas card as an incentive to register with the program.

There are several steps that could improve further boost access to vanpools and ridesharing in the Valley. While vanpool programs have continued to grow, growth is currently constrained by

several factors. Key among these is the availability of park-and-ride facilities. Because most vanpools function with workers driving and parking at a central location, park-and-ride arrangements are critical to operations. In seeking to expand vanpool opportunities, the region should focus particularly in the commute markets into the city of Fresno, which are large and growing but are unlikely to reach sufficient trip densities to justify new transit offerings. The travel demand portion of this study identified the commuting from Madera and Tulare Counties into the City of Fresno as large and growing commute markets. However, there will continue to be an insufficient density of trips to justify new express transit service in these corridors for the foreseeable future. With robust incentives, Vanpool and carpooling can capture a significant share of this market.

Recommendations are as follows:

1. Continue with plans to form a Joint Powers Authority in the Southern portion of the Valley to operate Kings Area Vanpool.

The KCAPTA is currently investigating the creation of Joint Powers Authority to operate its vanpool program. This entity would be a partnership between Kings, Madera, Fresno, Tulare and Kern counties, and would continue to serve commuters in all five of these counties. It is recommended that the region pursue this strategy, in order to share the administrative burden of the program between the participating localities, manage costs, and to encourage cohesive planning.

This entity should also take on coordination of other ridesharing functions for the region. For example, it should provide the informational resources of South Valley Rideshare, now operated by Tulare COG, and it should also administer the Guaranteed Ride Home program described below.

2. Form a Joint Powers Authority to Enhance and expand Commute Connection in San Joaquin, Stanislaus, and Merced Counties.

Policymakers should seek to establish a robust vanpool and ridesharing program in the northern part of the Valley. A key first step would be to create a Joint Powers Authority to house Commute Connection, the ridersharing programs now operated by the San Joaquin Council of Governments. The new entity should have dedicated program staff charged with maintaining and growing the program.

This entity should include participation not only from San Joaquin and Stanislaus counties, but also from Merced County. Given the large scale of commuting between Merced and Stanislaus Counties, Merced is a natural part of the northern part of the region when it comes to ridesharing services. Having two regional ridesharing entities (one in the northern part of the valley, and one in the southern part) creates an appropriate coverage area for each, and allows for efficient governance.

Commute Connection should then work to shift its business model from one where it provides a subsidy to groups of individuals leasing a van, towards a model where the agency takes responsibility for leasing the vehicles itself. Leasing costs can be recovered by charging fares to vanpool participants. This model, now employed successfully by Kings Area Vanpool, has a number of advantages. First, it removes a disincentive to vanpooling by eliminating the risk that commuters may feel in taking on lease for a large and expensive vehicle. Second, the ability to lease a vehicle is not limited should participants have poor credit. Third, and perhaps most importantly, lease-

to-own arrangements can allow the agency to take full ownership of the van after it has been paid for, reducing operating costs for the remainder of the vehicle's useful life.

The new entity should also seek to emulate the practices of Kings Area Vanpool by marketing its services directly to the two populations of workers that can receive direct subsidies for vanpooling: corrections workers and agricultural workers. Doing so could significantly expand its base of vanpool passengers.

3. Prioritize Fresno.

The travel demand analysis portion of this study identified the commute markets from Tulare and Madera Counties into the City of Fresno as two of the strongest future inter-county commutes in the region. Demand for trips between the city of Visalia and the City of Fresno is expected to increase from 1,700 currently to 3,800 in 2030. Even more trips to the city of Fresno originate in the surrounding non-urban areas of Tulare County.

However, even with significant growth in the coming decades, the low-density nature of employment destinations in Fresno create a situation where there is unlikely to be a sufficient density of trips to justify new fixed-route transit service in these markets.

Instead, the region should prioritize the promotion and availability of vanpool opportunities for inter-county commuters traveling to the City of Fresno. Fresno is well suited for vanpool opportunities, particularly because it has relatively high parking costs compared to other urban areas in the region. Commutes from the city of Visalia to Fresno are relatively long (43 miles), another factor that recommends vanpooling. Currently, 19 vanpools travel between Tulare and Fresno Counties, carrying a total of 418 one-way trips per day. While trips from the city of Madera are shorter (25 miles), the large and growing market suggests that a significant number of Vanpools may be possible in this corridor as well.

Fresno FAX ran a small vanpool program until July, 2008, with most trips occurring between Fresno and Madera. That program was recently turned over to the Fresno COG after Measure C made funds available to the COG for operating a vanpool program. Fresno COG uses Measure C funds to provide Kings Area Vanpool with \$1,000,000 per year subsidy, which is directed toward reducing fares for Fresno residents who are vanpool commuters.

There are several ways that the region could seek to attract more of the Fresno commute to vanpools. First, it could seek to market the program more aggressively through employers in the City of Fresno. The Air District's trip reduction requirements for large employers (described below), provides an excellent opportunity for enhanced marketing to employers. Second, the region could seek to make more park-and-ride facilities available in Tulare and Madera Counties.

4. Invest in more marketing of Vanpool to choice riders.

There are currently several web sites that offer vanpooling opportunities in the San Joaquin Valley. Kings Area Vanpool is marketed through the South Valley Rideshare web site (southvalleyrideshare.com), which is managed by the Tulare County Association of Governments. Fresno COG also markets the Fresno Clean Air Express Vanpool program (now operating through Kings Area Vanpool), on its ValleyRides ridesharing web site (valleyrides.com). Kern Commuter Connection (commutekern.org) markets vanpools to commuters in Kern County. Finally, San Joaquin Council of Government's Commute Connection markets vanpools on its own web site

(commuteconnection.com). It would simplify the process of ridesharing to have a single portal web site where Valley commuters could go to seek information. Employers, counties, and council's of government throughout the Valley could link to this common web site, and it could be jointly managed by the two regional ridesharing entities.

In addition, new, targeted marketing could increase vanpool's share of the inter-county commute market. Promising avenues for targeting marketing include:

- *Direct marketing to employers.* Marketing material sent to human resource departments at large employers may be beneficial. Ideally, this type of marketing should be part of a coordinated effort to attract ridesharing investment from employers require to have trip reduction programs by new Air District regulations.
- *Signage at park-and-ride facilities.* Many park-and-ride facilities now used in the San Joaquin Valley are surface parking lots shared with shopping malls and other businesses. Signage at these locations could alert potential riders the existence of convenient commute services. The rights post this type of signage could be negotiated as part of park-and-ride agreements.
- *Billboard advertising on freeways.* Billboard advertisements on congested commute corridors could help to alert single-occupancy drivers to other commute choices.
- *Signage on vehicles.* Advertisements on vans, with contact information, could also alert drivers of the opportunity to share a ride.

5. Expand park-and-ride opportunities.

Most program participants currently access vanpools by driving to a central location and parking. However, the supply of secure, well-lit parking available to commuters is limited. Program staff believes that the program could expand faster if more park-and-ride lots were available.

Vanpool programs should work to develop a coordinated strategy to negotiate for expanded rights to park-and-ride access to underutilized business parking lots. These agreements, if necessary, should use program funds to compensate parking lot owners for facility where-and-tear. Agreements may be easier to negotiate during and economic downturn, when some businesses will be experiencing lower-than-normal parking demand. It may be particularly fruitful to seek shared parking agreements with businesses that have peak parking demand outside of normal commute hours, such as restaurants and movie theatres.

6. Offer Guaranteed Ride Home throughout the Valley.

Guaranteed Ride Home (GRH) programs compliment carpool, vanpool, and transit offerings by providing a reliable ride home when an unexpected emergency arises. Enrolled participants are generally offered a limited number of free emergency rides home per year, in the case of personal emergencies or unscheduled overtime. The program can contract with private taxi companies to provide rides. While few participants ever need to rely on the service, this arrangement allows more commuters to choose vanpooling or transit with the peace of mind that comes with knowing they will never be stranded at work.

Commute Connection offers Guaranteed Ride Home in Stanislaus and San Joaquin County. It is recommended that this service be expanded, along with vanpool offerings, to include the large number of Merced County residents expected to commute into

Stanislaus County. Kings Area Vanpool currently offers emergency rides home to vanpool participants on an information basis, but has no formal GRH program. It is recommended that Guaranteed Ride Home be added as a service of the regional Vanpool entity being created in the southern counties of the region. This service should be marketed through the regional rideshare portal website.

GRH should be packaged as part of the trip reduction program offered to large employers as a means of satisfying the Air District's new trip reduction rule. Funding supplied through this arrangement could partially fund the program.

7. Use the new Air District program to fund and promote ridesharing to large employers

The San Joaquin Valley Air Pollution Control District is in the process of recommending regulations (Rule 9410) that will require large employers (those with 100 or more workers) to establish an employee trip reduction program. The goal will be to reduce vehicle miles travelled from employee commutes, along with associated emissions.

The air district may establish one or more of the following:

- Menu option-based trip reduction program implementation
- Tiered mitigation measures based on employer size
- Emissions or VMT reduction targets;
- Average Vehicle Ridership (AVR) targets
- Partnership with well-established ride-share programs
- Environmental Protection Agency's (EPA) "Best Workplaces for Commuters" recognition
- Toolkits and/or training for employers
- Periodic reporting requirements to evaluate performance

Under such a rule, possible trip reduction strategies may include carpooling, vanpooling, transit passes, flex schedules, telecommuting, ridematching, bike-racks, lockers and showers, and other strategies to encourage commuting by modes other than single-occupancy vehicle.

While individual employers could develop their own trip reduction programs, it would benefit both employers and regional agencies to create a coordinate regional program to meet these goals. Under this scenario, the regional ridesharing programs (Commute Connection and South Valley Ridesharing/Kings Area Vanpool) would provide large employers with a coherent program of marketing, ridematching, subsidized vanpools, and other services that would be designed to meet the Air District's requirements. In exchange, large employers could provide these programs with financial support they could use to fund services. A portion of the funding could also be directed towards securing park-and-ride facilities in origin communities. Direct marketing of vanpools to employees at participating large employers may be among the most efficient ways to attract new vanpool participants, as a new vanpool requires a critical mass of participants from a single employer.

Inter-county express bus

Currently, seven San Joaquin Valley transit agencies provide at least some bus service across county lines. Of these, four focus on services between San Joaquin Valley counties. Productivity for inter-county routes operating entirely within the San Joaquin valley is generally quite low, ranging between 1 and 9 passengers per hour, and can be generally categorized as “lifeline” routes, rather than services designed to attract choice riders. They are as follows:

- Stanislaus Regional Transit routes 45, from Turlock to Gustine, and 70, from Modesto to Merced
- Merced The Bus routes 7, from Merced to Turlock, and TSA-10, from Gustine to Turlock
- Kings Area Rural Transit’s Hanford-Visalia and Hanford-Fresno Hospitals routes
- Tulare County Area Transit Route 20, from Tulare to Delano Just two of these, (TCaT route 20 from Tulare to Delano and StaRT’s Route 70 from Modesto to Merced) operate primarily along the SR 99 corridor.

Four agencies provide service between the San Joaquin Valley and neighboring regions. They are:

- The San Joaquin Regional Transit District’s “San Joaquin Commuter” subscription-only routes from San Joaquin County to the San Francisco Bay Area and Sacramento. This service makes up more than half of the inter-county bus routes in the region. It is also the most productive bus service, at 16.7 passengers per hour.
- Modesto Area Express’s Altamont Commuter Express and Bay Area Rapid Transit Express services from Modesto. These services provide connections to rail service to the Bay Area.
- Kern Regional Transit’s East Kern Express route provides traditional fixed-route bus service over the 90 miles from Bakersfield to Lancaster in Los Angeles County.
- YARTS provides a niche service, carrying park visitors and employees from Merced to Yosemite National Park in Madera County.

These inter-regional services are generally more productive than inter-county routes entirely within the Valley, and the services currently offered overlap well with the highest-demand commute corridors.

Recommendations for express bus services are as follows:

1. Maintain existing inter-county commuter service.

The existing inter-regional routes overlap in a logical way with key high-demand inter-county commute corridors identified in the travel demand analysis assembled for this study. In an extremely challenging funding environment, the primary goal of the region with respect to inter-county commuter express bus service should be to maintain the existing level of service, and to expand strategically as funding becomes available.

This study has identified the northern SR 99 corridor to the San Francisco Bay Area and Sacramento as the highest-demand commute corridors: San Joaquin RTD’s subscription routes to Sacramento and Bay Area commute destinations provide Stockton-area commuters access to a wide variety of important destinations. Similarly, Modesto MAX’s feeder services to ACE and BART do an outstanding job of connecting

Modesto-area commuters to Bay Area markets. Both sets of commuter routes are well-utilized and cost-effective. These agencies should work to maintain funding for these important services.

Kern Regional Transit's East Kern Express provides the only existing transit link from Bakersfield to the Los Angeles region's Metrolink in Lancaster. YARTS provides cost-effective transit service to both visitors and employees traveling from Merced to Yosemite National Park. The region should work to maintain funding such that the existing routes can be maintained at their present levels of service.

2. Enhance San Joaquin Regional Transit District subscription routes to Sacramento and the SF Bay Area as funding becomes available.

San Joaquin RTD's 19 subscription routes to Sacramento and the Bay Area offer an efficient and well-utilized commute option for workers traveling in some of the region's highest-demand corridors. Together, these subscription routes carry more than 1,300 passengers per weekday, at a rate of 16.7 passengers per hour. Each of these routes makes a single daily round-trip, and most routes are destined for the doorsteps of major employers. For employees of those companies, then, the routes essentially amount to a shuttle service—and a commute option that is significantly cheaper than driving.

There are currently three buses serving two subscription bus routes to Sacramento. Route 165 travels from west Stockton via I-5 to downtown Sacramento. It arrives in downtown Sacramento at 6:50 AM and departs at 4:47 PM. A second Route 165 bus makes the same trip arriving in Sacramento at 6:05 and departing at 4:35 PM. Route 163 travels to Downtown Sacramento via SR 99. This bus arrives at 6:50 and departs at 4:29. These routes are currently oversubscribed, and demand may grow with time: the travel demand analysis conducted for this study projects 4,700 daily commute trips between Stockton and Sacramento by 2030. While this study recommends that the region continue to evaluate the possibility of expanding rail service in this corridor, rail service will take years to implement. In the meantime, San Joaquin RTD should prioritize expanded subscription bus service through the corridor, should funding become available. A wider offering of departure times may help to expand ridership.

RTD also has 17 routes serving the employment centers of the San Francisco Bay Area, including the Tri-Valley and Silicon Valley. Six provide service from Stockton, Manteca, and Escalon to Lawrence Livermore National Laboratories and Sandia Labs, just across the Altamont Pass from San Joaquin County on the west side of Livermore. One provides service to Hacienda Business Park in Pleasanton, and one serves the Dublin/Pleasanton BART station. Nine routes serve the job centers of Silicon Valley, including Sunnyvale, Mountain View, Milpitas, Santa Clara, and San Jose. RTD should focus on maintained existing service, and expanding the highest-demand routes as funding becomes available.

The agency may also wish to consider a number of technology improvements that would improve the service experience for passengers. Providing wireless internet on board the bus would allow many commuters to begin working as soon as they board – a huge advantage in the case of long inter-county commutes. Wireless internet has been successfully deployed both on private, employer based bus systems (such as the Google and Microsoft shuttle systems), and public express bus systems (such as FrontRange Express in Colorado). Deploying a web-based scheduling product would allow passengers to easily make a reservation in advance, and would allow occasional riders to take advantage of excess capacity.

Commuter Rail

Nearly half of the San Joaquin Valley's inter-county commuters travel not between Valley counties but between the Valley and the neighboring San Francisco Bay Area and Sacramento areas. Most commuters must travel along the extremely congested Interstate 580, while Sacramento drivers must choose either SR 99 or Interstate 5. These congested freeways are likely to become increasingly congested in the coming decades. High trip densities, congested roads, and the opportunity to connect to dense downtowns and high quality local rail service on the destination end make these corridors good candidates for commuter rail service.

The Altamont Corridor is already served by the region's only existing commuter railroad, the San Joaquin Regional Rail Commission's Altamont Commuter Express (ACE). It provides cost-effective service through the high demand travel corridor from Stockton into the Tri-Valley and Silicon Valley job markets. While there is no commuter-oriented rail service between San Joaquin County and Sacramento County, Amtrak operates four daily San Joaquin trains from Sacramento to Stockton, using the UP/SP route out of Sacramento. South of Stockton, these trains continue to Bakersfield using the BNSF right-of-way.

Expanding and improving passenger rail service in these corridors may be the best way to serve San Joaquin Valley commuters in the coming decades. For San Joaquin Valley commuters, the advantages of rail over bus service are clear: efficient rail service can help commuters avoid delays due to freeway congestion. The most practical way to enhance commute options for these commuters may be for the Valley to advocate for regional, state, and federal investments in rail service improvements. It should be noted that while rail improvements are critical to serving some of the key corridors for inter-county and interregional commutes, effective rail service requires reasonable frequencies and travel times, and detailed planning for "first mile and last mile" connecting service.

Recommendations for commuter rail are as follows:

- 1. Develop a coordinated regional advocacy plan for enhanced state and federal investments in commuter rail.**

All of the rail upgrades recommended in this report will require new state and federal funding commitments. The communities of the San Joaquin Valley should develop a coordinate program of proposed rail improvements, and should work in a coordinated fashion to lobby for funding to carry out these improvements. With a coordinated vision of the rail improvements necessary for the future of the region, the San Joaquin Valley will be better positioned to lobby for funding as opportunities arise.

The Valley has a history of such coordinated lobbying. In 2008, after environmental review selected the Pacheco Pass as the preferred alternative for California High Speed Rail to enter the San Francisco Bay Area, the San Joaquin Valley Councils of Governments worked with communities in the Tri-Valley to form the Altamont Partnership. This group successfully lobbied the California Assembly to pass AB 3034, legislation that made the Altamont an eligible corridor to receive funds from California High Speed Rail bond funds. After California voters approved \$9.95 billion for California High Speed Rail through proposition 1A, high speed train compatible upgrades to the Altamont corridor became eligible for a portion of those expenditures. The region should consider the success of the Altamont partnership as a model for future coordinated action.

2. Upgrade ACE.

With more than 25,000 commute trips per day traveling from the San Joaquin Valley over the Altamont Pass to jobs in the San Francisco Bay Area, and more than 50,000 daily trips expected by 2030, ACE train service is a critical resource for the region's inter-county commuters. The region should work to ensure that the system's capacity increases along with demand. In 2008, the Altamont Partnership created a prioritized list of possible capital improvements that could benefit ACE service. They are:

Short Range ACE Corridor Improvements:

- Increase service to at least 12 trains (from current 8)
- Upgraded signaling
- Dispatching Improvements
- Altamont Slide Repairs
- Niles Canyon Drainage Improvements
- BNSF Crossing Improvements
- Increase Speed in curves as possible
- Additional sidings/passing tracks to speed operations and allow increase in service
- Purchase rolling stock to support expanded service

Mid Range ACE Corridor Improvements

- Purchase new rolling stock to support expanded and higher speed service
- Provide additional dedicated ACE track on Fresno Subdivision and Purchase Tracy Subdivision to create a dedicated corridor from Stockton to Lathrop.
- Double-track existing ROW where possible to separate freight and passenger rail service including operating on ACE owned track parallel to UP track from East Livermore to Hearst.
- Construct track in former SP Right of way owned by Alameda County between Midway and East Livermore, and relocate service to that trackway.
- Grade separations
- Station Improvements to support increased service frequency.

Longer Range ACE Corridor Improvements

- Increase service to 20 minute bi-directional peak hour service, plus regular midday service up to every half hour.
- Operate a dedicated ACE/Regional Rail corridor throughout the length of ACE service through additional right of way acquisitions and new trackage.
 - Evaluate options including purchase of right of way/tunneling, and signalization as necessary to create a more direct, level alignment through Niles Canyon to support increased service

- Evaluate options including purchase of right of way/tunneling, and signalization as necessary to create a more direct, level alignment through Altamont Pass to support increased service.
- Evaluate options including purchase of UP Warm Springs Subdivision to support increased service from Niles to Diridon Station
- Complete other improvements as necessary to support high speed equipment operating on regional rail corridor, including electrification.
- Purchase additional rolling stock compatible with high speed service.
- Make additional station improvements as needed to support higher frequency higher speed service.

The region should continue to lobby for state and federal funding to help accomplish each of these improvements. Recent voter approval of \$9.95 billion in bond funding for California High Speed Rail increases the likelihood of significant upgrades to this corridor. However, the total package of improvements will require far more investment than the high speed rail project will make available.

3. Lobby for a direct ACE/BART connection.

The travel demand analysis completed for this study shows that while many San Joaquin Valley commuters to the Bay Area have destinations in the Tri-Valley and Silicon Valley, a significant share also travel to destinations along the Bay Area Rapid Transit (BART) network. However, there is currently a one-mile gap between the terminal BART station in Dublin-Pleasanton and the ACE station in Livermore. A seamless connection between ACE and BART would provide not only a fast rail trip to many destinations, but a distribution network on the BART system that is well matched to the destinations of San Joaquin Valley travelers. A direct ACE/BART connection was also identified as needed improvement by the Bay Area's Regional Rail Plan.

BART is currently undertaking environmental review for an extension to Livermore that would provide a direct ACE/BART transfer point. Representatives from ACE and the San Joaquin Council of Governments have participated in regional advisory committees helping to guide decision-making for this project. The San Joaquin Valley should be directly involved in supporting and influencing this process.

4. Work toward expansion of commuter rail service between Merced and Sacramento.

The travel demand analysis carried out for this report shows that the cities on the northern SR 99 corridor between Merced and Sacramento includes several of the strongest travel demand markets in the study area, and will see some of the greatest growth in the coming decades. By 2030, there will be 2,300 commuter trips between Merced and Modesto, 4,000 between Modesto and Stockton, and 4,700 commute trips between Stockton and Sacramento. While Amtrak currently provides passenger train service north and south throughout the whole valley, its schedules and its fares are not oriented towards daily commuters.

To best serve this market and to capitalize on existing rail infrastructure, the San Joaquin Valley should continue to explore the possibility of implementing commuter-rail levels of service between Merced and Sacramento. Like ACE service in the Altamont corridor, high quality commuter rail in this corridor has the potential to capture a

significant share of the market. Merced to Sacramento train service could also be scheduled to allow connections to existing ACE service, to allow travel from Merced and Stanislaus communities to the Bay Area as well as Stockton and Sacramento.

The full length of this corridor is over 100 miles, representing nearly two hours of drive time under uncongested conditions. The most efficient near-term strategy may include only service between Stockton and Sacramento. Thereafter, expansion to Modesto and Merced may be implemented as growth justifies. Initial service offerings, like ACE, should aim to provide at least three peak-direction, peak-period round trips and one mid-day trip.

The San Joaquin Regional Rail Commissions (SJRRRC) is currently studying the implementation of rail service in this corridor (among others) in the region in its "SJRRRC Service Expansion Analysis". This study will include the evaluation of several rail service alternatives, including service between Merced, Modesto, Stockton, and Sacramento, using either the Union Pacific (UP) right of way, or a combination of the UP and Burlington Northern Santa Fe (BNSF) right of way.

Unlike expansion of bus service, commuter rail service implementation would require significant up-front capital investment. Detailed cost estimates will be prepared as part of SRCC's study and are not yet available. However, the region could expect that capital investments in right-of-way and rolling stock would exceed \$75 million between Stockton and Sacramento and could range as high as \$200 million from Merced to Stockton. Such high capital costs certainly require the participation of state and federal funding.

5. Consider express bus service or LA Metrolink expansion towards Edwards Air Force Base.

The travel demand analysis conducted for this study identified 12,000 daily commuter trips to the San Joaquin Valley region from the Los Angeles region, expanding to 26,000 trips by 2030. It is likely that a very large share of these commute trips represent Northern LA county residents bound for jobs at Edwards Air Force Base, which employs 20,000 people.¹

Kern County has proposed rail investments to serve this commute market. Service would include a 12-mile extension of the MetroLink from Lancaster to the Kern County City of Rosamond. A feeder bus service could then connect Rosamond with the Edwards Air Force Base.

A commuter rail extension to Rosamond has been discussed in Kern County for many years. This service has several advantages. It could serve a significant number of workers traveling to the Air Force Base, who currently have no transit options, although a shuttle the air force base would still be necessary. It makes use of the existing freight rail right-of-way between Lancaster and Rosamond. California High Speed Rail is likely to use this same right-of-way, and the service could keep the capital costs of the project low by piggybacking off of high-speed rail investments. The extension would also allow Metrolink to serve as feeder service connecting eastern Kern County to High Speed Rail, which will have no stops between Bakersfield and Palmdale. Finally, it could also

¹ It should be noted that this study has evaluated only the demand for commute trips between counties. As a result, it does not speak to the very long commutes undertaken by some residents of Kern County, which is more than 8,200 square miles and comprises one-third of the 8-county region's area. There may be the potential for expanded commuter express transit, including commuter rail, entirely within Kern County.

serve eastern Kern County commuters traveling the Los Angeles area; while this study did not identify this southbound commute as competitive for transit, the additional train service would benefit some Kern County commuters.

The proposal also has several weaknesses in the near term. As the terminus of the proposed rail extension, the town of Rosamond has just 14,000 residents and few jobs. Nearly all potential northbound passengers of the service would be those traveling to the Air Force Base, and every one of these passengers would then be required to transfer to a separate bus service traveling a further 15 miles to Edwards. In addition to the transfer penalty imposed on passengers, this situation poses a difficult operational issue for transit service: if the service attracted enough passengers to justify the high capacity of commuter rail, it would then require enough shuttle buses waiting at the Rosamond rail station to carry a full load of train passengers at the same time.²

An appropriate near-term step would be the implementation of one-way, peak-oriented express bus service between Lancaster Metrolink Station and Andrews Air Force Base. Express bus could provide a standard of service similar to rail in this uncongested corridor, and it could also be implemented faster, without the transfer penalty of switching from rail to bus in Rosamond. A partnership between Kern County, Los Angeles County, and the Airforce base could provide funding. Should there be a very high level of demand; the operator could then study the feasibility of adding rail service in part of the corridor. Investments could then be planned in coordination with the implementation of High Speed Rail.

6. Invest in great station area planning.

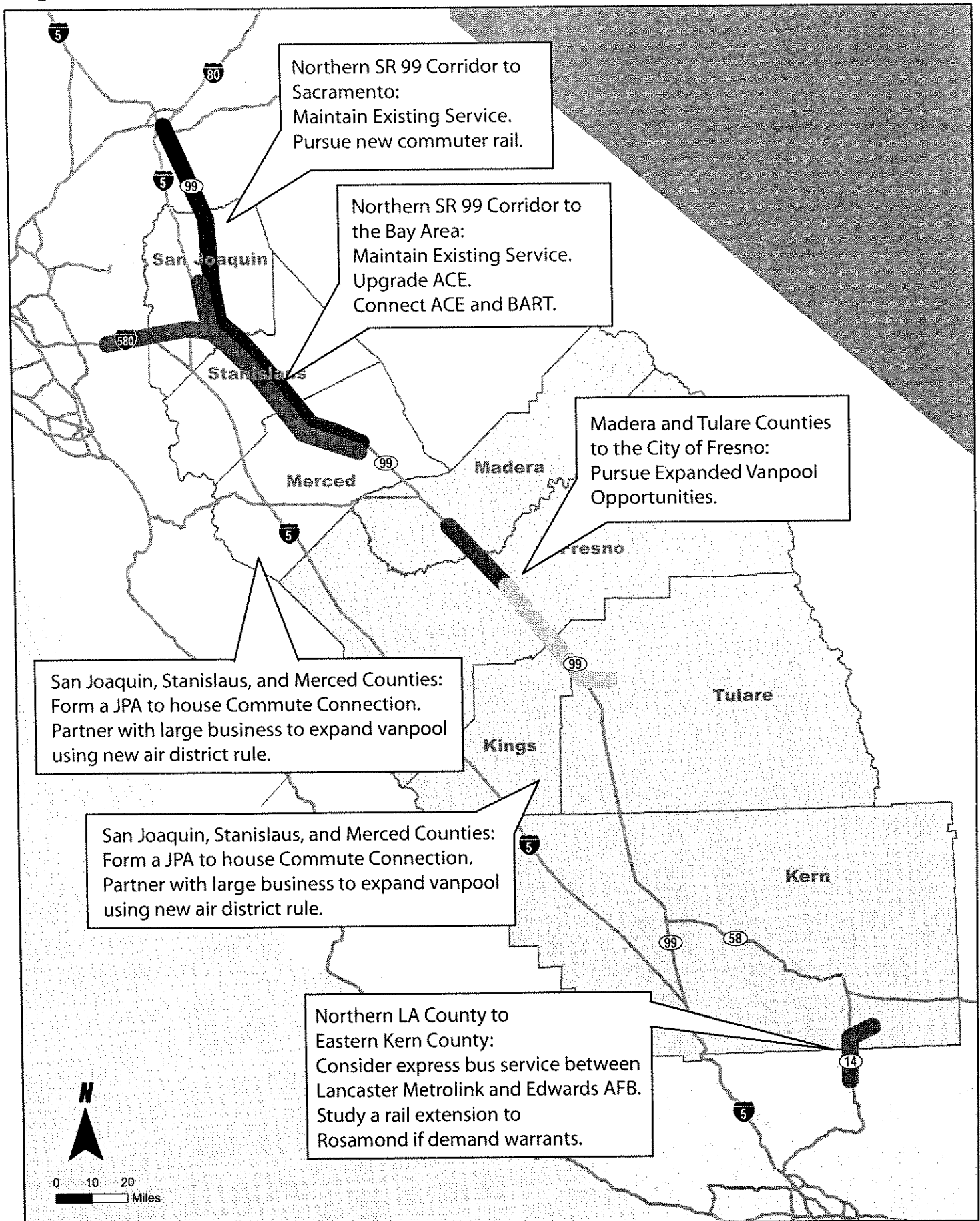
Some commuter rail passengers access train stations using park-and-ride facilities, while others walk, bike, or ride transit to access stations from surrounding communities. As it adds new passenger rail services and upgrades existing services, San Joaquin Valley communities should invest in comprehensive station area planning to achieve a balance of station access modes, and to ensure the maximum benefit for local communities.

Train stations can anchor vibrant, walkable urban neighborhoods consistent with the character of the San Joaquin Valley's historic downtowns. Well-planned stations can set aside some land for park-and-ride lots while ensuring priority for pedestrian access. Land-use regulations for the surrounding one-half and one-mile walk sheds can be tailored to allow moderate residential density and a mix of uses. Final, transit agencies should ensure sufficient feeder transit service connectivity to rail stations. By adding and upgrading passenger rail service in the densest cluster of urban areas in the region, along with this kind of station area planning, the region can foster more compact and pedestrian-oriented land uses, further reducing vehicle miles travelled and vehicle emissions. This course of action would maximize the value of rail infrastructure investments, and they would be consistent both with the region's air quality goals, its recently adopted Blueprint plan, and its obligations under SB 375.

² In the past, Edwards Air Force Base has not been receptive to proposals to extend bus service onto its grounds. Either an extension of Metrolink with a shuttle connection to the base, or a direct express bus connection, would require the support and participation of Edwards Air Force Base.

MPO's in the region should dedicate funds to ensure adequate resources for comprehensive station area plans, and local governments should follow through on tailoring appropriate land-use regulations to new station sites.

Figure 2 Map of Proposed Services



Conclusions

The San Joaquin Valley is a large region made up of a diverse group of communities. Regional policymakers should seek to tailor transportation investments based on the specific land use, population, and employment context in each community.

For a majority of the region, investments in ridesharing are the most cost-effective strategy. The region's focus should be on expanding vanpool offerings in both the northern and southern parts of the Valley. The new Air District rule requiring trip reduction programs from large employers offers the opportunity both for a new funding stream, and an effective marketing strategy for expanded vanpool offerings.

The region's existing inter-regional bus offerings match the highest demand corridors. In an extremely difficult funding environment for transit, the region's first priority should be to maintain these services to the extent possible. As funding becomes available, it should consider expanding subscription bus service from Stockton to Sacramento and the Bay Area. The region should also consider implementing bus service between Lancaster Metrolink station and Andrews Air Force Base in Eastern Kern County.

Finally, the region's long-term vision for its highest demand corridors should include significant upgrades to commuter rail service. The region should lobby for state and federal funds to upgrade the speed, capacity, and reliability of ACE, and to add a similar service between Sacramento and Stockton (and perhaps as far south as Merced). If demand warrants, the region should also consider extending LA Metrolink into eastern Kern County. To the extent possible, all passenger rail investments should seek to capitalize on California High Speed Rail investments.



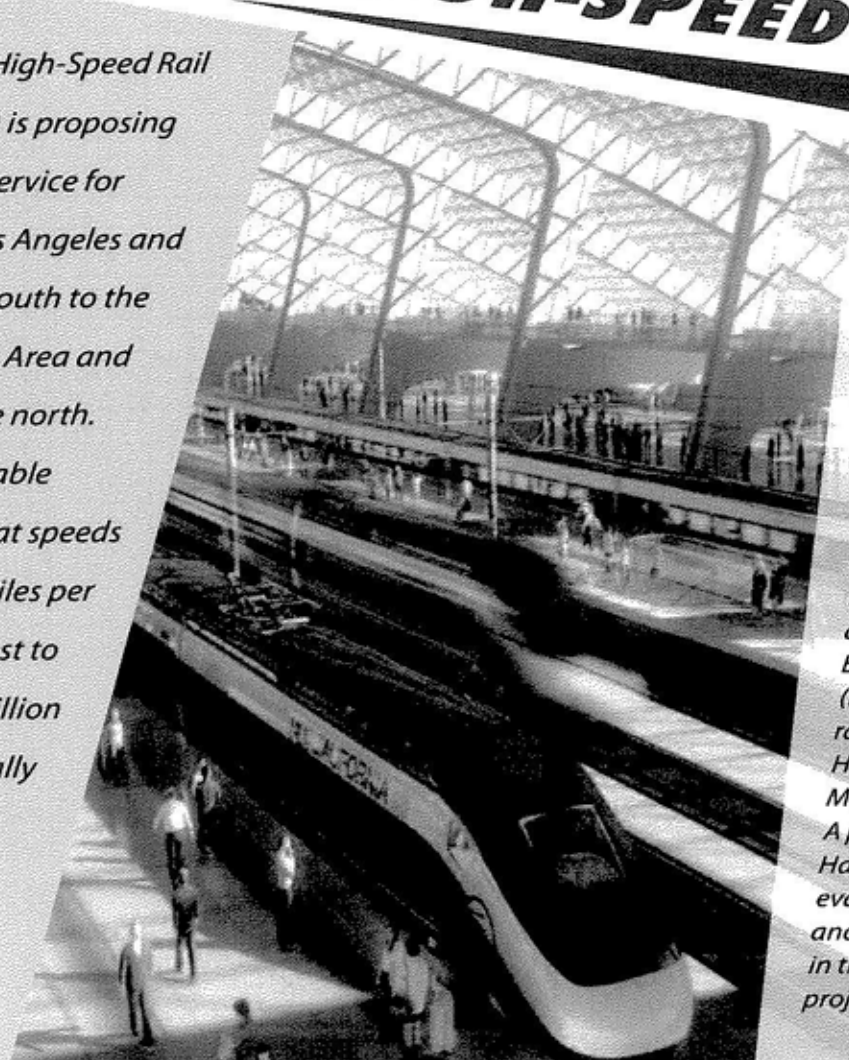
FLY CALIFORNIA

Without ever leaving the ground.



WHAT IS THE HIGH-SPEED TRAIN?

The California High-Speed Rail Authority (CHSRA) is proposing high-speed train service for travel between Los Angeles and San Diego in the south to the San Francisco Bay Area and Sacramento in the north. This fast, safe, reliable system will travel at speeds in excess of 200 miles per hour and is forecast to carry up to 100 million passengers annually for the entire 800-mile high-speed train network by the year 2030.

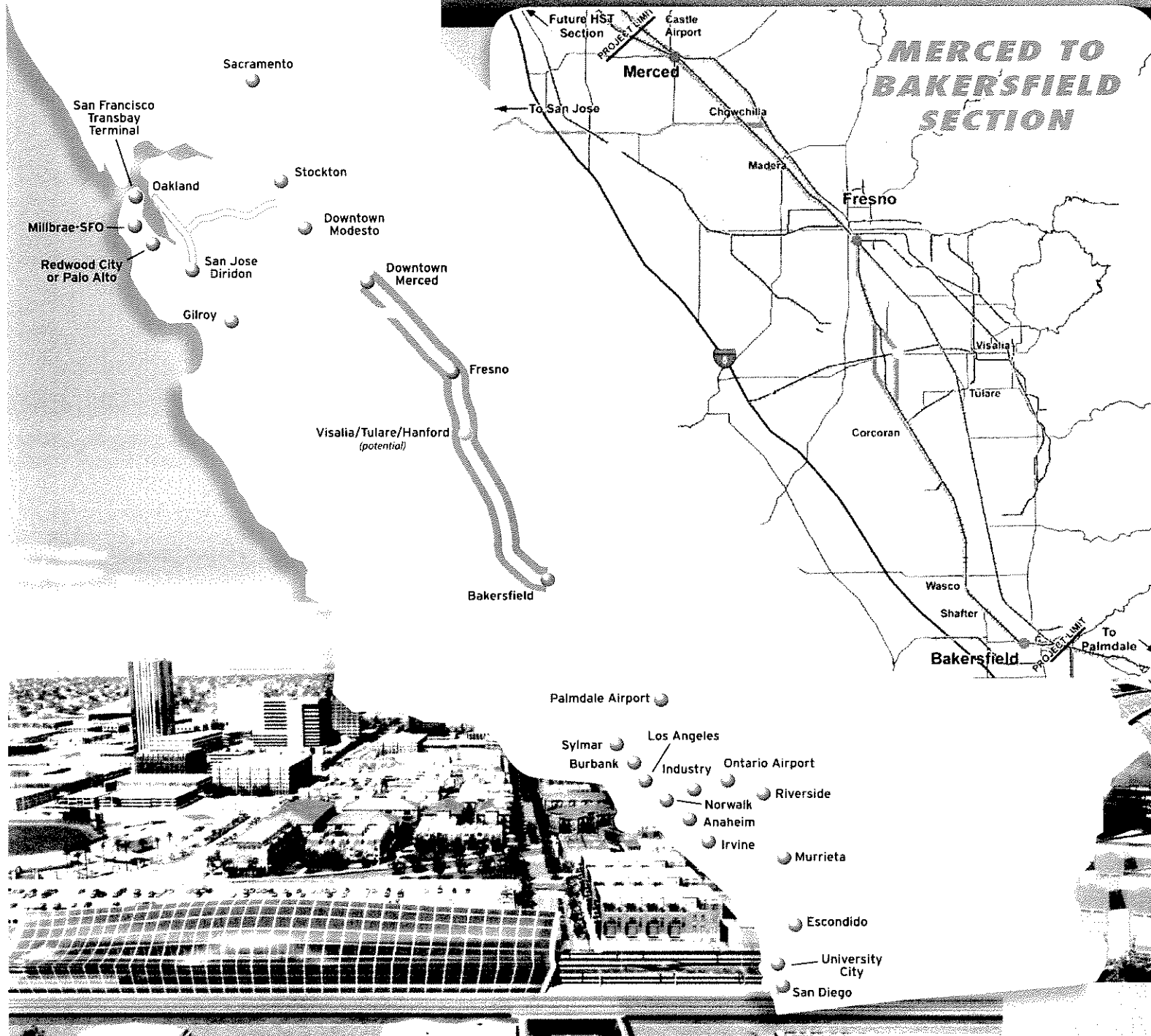


MERCED TO BAKERSFIELD HIGH-SPEED TRAIN PROJECT

The Merced-to-Bakersfield section of the High-Speed Train (HST) system includes the area north of the City of Merced south to the City of Bakersfield. Proposed route alternatives generally follow the Burlington Northern Santa Fe (BNSF) or the Union Pacific (UP) railroads throughout the section. HST stations are proposed in Merced, Fresno and Bakersfield. A potential station in the Visalia/Hanford/Tulare area will be evaluated. A heavy maintenance and repair facility will be evaluated in the Merced to Bakersfield HST project area.

(See detailed map inside.)

CALIFORNIA HIGH-SPEED TRAIN SYSTEM



IMPLEMENTATION AND CONSTRUCTION TIMELINE

PROGRAM - LEVEL EIR/EIS

PROJECT SPECIFIC ENVIRONMENTAL ANALYSIS, PRELIMINARY

2004

2005

2006

2007

2008

2009

2010

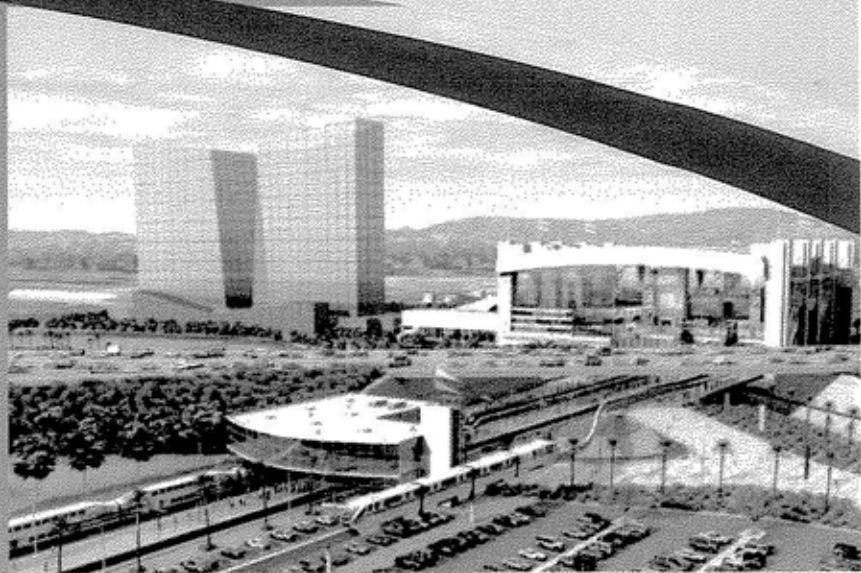
2011

2012

ENVIRONMENTAL PROCESS

California High-Speed Rail Authority (CHSRA) and the Federal Railroad Administration (FRA) initiated the project-level environmental review process in the high-speed rail section between Merced and Bakersfield.

In accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), the Authority has issued a Notice of Preparation (NOP), and the FRA published a Notice of Intent (NOI) for the preparation of a Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS). As part of the initial phase of the environmental process, public scoping meetings will be hosted to receive public comment on the alternatives and issues that should be examined as part of the environmental analysis. Your comments will be considered in the preparation of the environmental document and will become part of the public record.



WHAT IS SCOPING?

Scoping is the first opportunity to become involved in the Merced-to-Bakersfield HST project-level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). During the scoping process the public, as well as city, county, state, and federal agencies have an opportunity to provide comments on project alternatives and environmental impacts to be evaluated in the EIR/EIS. The purpose of the scoping process is to:

- identify public and agency concerns early in the environmental process
- define the issues and alternatives that will be examined in the EIR/EIS
- save time in the overall process and facilitate an efficient EIR/EIS preparation process

FINAL DESIGN AND CONSTRUCTION

IGN

2012 2013 2014 2015 2016 2017 2018 2019 2020 2021

COME PARTICIPATE IN THE HIGH-SPEED TRAIN PROJECT!

The California High Speed Rail Authority will host public scoping meetings along the project section to provide the public with an opportunity to learn about the project, ask questions and provide feedback about what route alternatives and environmental issues should be evaluated in the EIR/EIS. Please join us for one of the following Open House sessions.

Wednesday, March 18, 2009

3:00 – 7:00 p.m.

Merced Community Senior Center

755 W. 15th St

Merced, CA

Thursday, March 19, 2009

3:00 – 7:00 p.m.

Madera County Fairgrounds

Home Arts Building

1850 West Cleveland Ave.

Madera, CA

Tuesday, March 24, 2009

3:00 - 7:00 p.m.

Visalia Convention Center

303 E Acequia Avenue

Visalia, CA

Wednesday, March 25, 2009

3:00 - 7:00 p.m.

Fresno Convention Center (Exhibit Hall)

848 M Street

Fresno, CA

Thursday, March 26, 2009

3:00 - 7:00 p.m.

Rabobank Theater (Lobby)

1001 Truxtun Ave.

Bakersfield, CA

COMMENTS

Public scoping comments regarding the Merced-to-Bakersfield HST project will be accepted until Friday, April 10, 2009. Please send comments to Ms. Carrie Pourvahidi, Deputy Director, Merced-to-Bakersfield, California High Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, CA 95814. Comments can also be submitted via email to comments@hsr.ca.gov with the subject line "Merced-to-Bakersfield HST."

CALIFORNIA HIGH SPEED TRAIN PROJECT WILL:

- Be built on dedicated right-of-way, safely separated from cars and trucks, pedestrians and other rail traffic
- Use only a fraction of the energy of automobiles and airplanes
- Help free California from dependence on fossil fuels and reduce greenhouse gases that cause global warming.
- Reduce traffic – the statewide system will remove over 50 million auto trips per year
- Enhance the economy – as many as 450,000 jobs will be created, including jobs at the maintenance facility to be located in the Central Valley
- Improve the environment – the energy efficient, high-speed trains will provide a transportation alternative that will help reduce air pollution.
- Provide better connections – provides a safer, time and cost efficient alternative to automobiles and will help relieve overcrowding at major airports

For more information visit www.cahighspeedrail.ca.gov





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Events

SB 375 Workshops



IMPLEMENTING SB 375

What local governments need to know about climate change legislation.

Events

Upcoming Events

Past Events

Hosted by the Local Government Commission, the Governor's Office of Planning and Research and Senator Darrell Steinberg.

AB 32 and SB 375 create a framework to help California meet the challenges of climate change. Local governments play a crucial role in helping the state implement these new laws and helping to preserve the high quality of life that California residents value.

These day-long workshops will cover:

- How AB 32 and SB 375 relate to local governments
- Strategies for local government compliance
- Economic benefits
- How to take advantage of the new CEQA rules and exemptions
- Funding opportunities for planning and implementation
- Model programs and best practices that result in the most greenhouse gas emission reductions for your money

Speakers will include top staff from Senator Steinberg's office, the Governor's Office of Planning and Research, and the California Air Resources Board. Regional and local experts will showcase some of the best and most innovative steps that local governments throughout the state are taking, providing specific examples as models for others to follow.

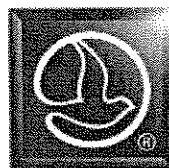
Dates & Registration: *(Click city to register)*April 16 — [Riverside](#)May 7 — [Fresno](#)June 4 — [San Diego](#)June 25 — [Los Angeles](#)July 15 — [Oakland](#)July 30 — [Sacramento](#)

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Council of Fresno County Governments



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

San Joaquin Valley Air Pollution Control District

BRONZE

Fehr and Peers

PARTNERS

California State Association of Counties

Kern Council of Governments

League of California Cities

Santa Barbara County Air Pollution Control District

Events

- Upcoming Events
- Past Events



Implementing SB 375: Fresno Workshop

Thursday, May 07, 2009 from 8:00 AM - 4:15 PM (PT)

Fresno, CA

Share on: [Facebook](#) [Twitter](#) [LinkedIn](#) [Email](#) [More...](#)

Ticket Information

TICKET TYPE	SALES END	PRICE	FEE	QUANTITY
Participant Registration more info	May 01, 2009	\$75.00	\$0.00	1



Order Now ▶

Event Details

SB 375: What Local Governments Need to Know about Climate Change Legislation

- 8:00 Registration**
- 9:00 Climate Change Legislation: The Big Picture**
- AB 32 Implementation, CEQA Thresholds
 - CEQA Guidelines, General Plan Update
 - SB 375
- 10:30 With Danger Comes Opportunity**
- Economic Benefits of Planning for Climate Change
 - Green Jobs
 - Economic Stimulus & Other Funding Opportunities
- 12:00 Networking Lunch**
- 12:45 Sustainable Communities Strategy**
- Regional Collaboration
 - Putting the Pieces Together
- 1:45 Case Studies**
- TOD
 - Codes
 - Climate Change Plans
 - Regional Coalitions etc.
 - Infill & Downtown Revitalization Projects
 - General Plans
- 3:45 Concluding Keynote**
- 4:15 Adjourn**

*Subject to change

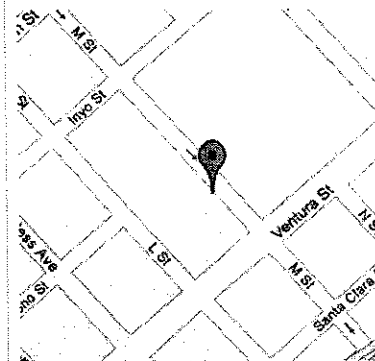
When

Thursday, May 07, 2009 from 8:00 AM - 4:15 PM (PT)

[Add to my calendar](#)

Where

Radisson Hotel and Conference Center, Fresno
2233 Ventura Street
Salon A
Fresno, CA 93721



Other Maps:

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Hosted By

Local Government Commission

1303 J St, Ste 250
Sacramento, CA 95814

Phone: (916) 448-1198

Fax: (916) 448-8246

For more information, contact Noelle Nichols at ext. 327 or nnichols@lgc.org

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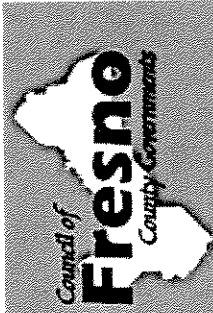
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Legislation Summary March

Bill # Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
<u>AB 118</u> Logue	California Global Warming Solutions Act of 2006. The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The state board is required by January 1, 2011, to adopt greenhouse gas emissions limits and emission reduction measures by regulation to achieve the prescribed emission reductions. This bill would repeal the California Global Warming Solutions Act of 2006.	01/16/2009-From printer. May be heard in committee February 15.		
<u>AB 153</u> Ma	High-Speed Rail Authority. Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law authorizes the authority to prepare a plan for the construction and operation of that system and to enter into contracts, acquire rights-of-way through purchase or eminent domain, and take other actions, subject to specified contingencies. Under	01/26/2009-From printer. May be heard in committee February 25. Read first time.		



Legislation Summary March

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<u>AB 153</u> Ma	High-Speed Rail Authority. Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law authorizes the authority to prepare a plan for the construction and operation of that system and to enter into contracts, acquire rights-of-way through purchase or eminent domain, and take other actions, subject to specified contingencies. Under	01/26/2009-From printer. May be heard in committee February 25. Read first time.		

existing law, a public entity may not commence an eminent domain proceeding until its governing body has adopted a resolution of necessity that meets certain requirements. Existing law generally prohibits a state agency from employing legal counsel other than the Attorney General unless there is a specific statute authorizing that employment. This bill would eliminate those contingencies to the exercise of the authority's authority and would specify that the authority constitutes a "governing body" for the purpose of adopting a resolution of necessity. The bill would authorize the authority to employ its own legal staff or contract with other state agencies for legal services, or both. This bill contains other related provisions and other existing laws.

AB 177
Price

Energy: Green Economy Inclusion Act of 2009.
The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas (GHG) emissions limit equivalent to the statewide GHG emissions levels in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG emission reductions. This bill would enact the Green Economy Inclusion Act of 2009 and would state the intent of the Legislature to enact legislation to ensure greater equity and inclusion of all Californians in the future of developing and implementing climate change, transportation, land use, and economic stimulus policies to reduce GHG emissions in California.

02/03/2009-From printer. May
be heard in committee March
5.

SB 12 Simitian	Sacramento-San Joaquin River Delta, Clean Drinking Water, Water Supply Security, and Environmental Improvement Act of 2009. Under existing law, various bond acts have been approved by the voters to provide funds for water projects, facilities, and programs. Under existing law, various state agencies administer programs relating to water supply, water quality, and flood management in the Sacramento-San Joaquin Delta. This bill would enact the Sacramento-San Joaquin River Delta, Clean Drinking Water, Water Supply Security, and Environmental Improvement Act of 2009, which, if approved by the voters, would authorize, for the purposes of financing a water quality, environmental enhancement, and water supply reliability program, the issuance, pursuant to the State General Obligation Bond Law, of bonds in the amount of \$6,000,000,000. The bill would require the Secretary of State to submit the bond act to the voters at the November __, ____, statewide general election. This bill contains other related provisions.	01/29/2009-To Coms. on N.R. & W. and L. GOV.	
SCA 2 Wyland	Revised biennial session. The California Constitution requires the Legislature to convene in regular biennial session at noon on the first Monday in December of each even-numbered year to consider legislation and the Budget Bill. This measure would require the Legislature to convene in regular biennial session, but would require, commencing on December 6, 2010, that the sessions held in odd-numbered years be budget sessions, and sessions held in even-numbered years be general sessions. The measure would require the Legislature in the budget session to adopt budget bills for each of the two subsequent fiscal years. The measure would prohibit the Legislature, during a budget session, from considering legislation other than the budget bills and related revenue bills, except bills addressing a declared state of emergency or urgency statutes. Urgency statutes would	01/29/2009-To Coms. on RLS. and E., R. & C.A.	

SCA 3 Wyland	require a 3/4 vote of the membership in each house for passage during a budget session. This bill contains other related provisions and other existing laws. Transportation Investment Fund. Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund (TIF) for allocation to various transportation purposes. Article XIX B authorizes this transfer to be suspended in whole or in part for a fiscal year during a fiscal emergency pursuant to a proclamation by the Governor and the enactment of a statute by a 2/3 vote in each house of the Legislature, subject to various restrictions. This measure would delete the provisions authorizing the transfer of revenues to the TIF to be suspended during a fiscal emergency. The measure would also prohibit a loan of TIF revenues under any circumstances, and would prohibit any statute that would reduce the extent to which these tax revenues are deposited into the General Fund for transfer to the TIF for transportation purposes.	01/29/2009-To Coms. on REV. & TAX., E., R. & C.A. and APPR.		
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Total Position Forms: 6

2009 TENTATIVE LEGISLATIVE CALENDAR
 COMPILED BY THE SECRETARY OF THE SENATE & THE OFFICE OF THE ASSEMBLY CHIEF CLERK
 Revised 10-31-08

DEADLINES

JANUARY						
S	M	T	W	TH	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

- Jan. 1** Statutes take effect (Art. IV, Sec. 8(c)).
- Jan. 5** Legislature **reconvenes** (J.R. 51(a)(1)).
- Jan. 10** Budget must be submitted by Governor (Art. IV, Sec. 12 (a)).
- Jan. 19** Martin Luther King, Jr. Day.
- Jan. 30** Last day to submit **bill requests** to the Office of Legislative Counsel.

FEBRUARY						
S	M	T	W	TH	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

- Feb. 9** Lincoln's Birthday.
- Feb. 16** Washington's Birthday.
- Feb. 27** Last day for bills to be **introduced** (J.R. 61(a)(1), (J.R. 54(a)).

MARCH						
S	M	T	W	TH	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
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22	23	24	25	26	27	28
29	30	31				

- Mar. 30** Cesar Chavez Day.

APRIL						
S	M	T	W	TH	F	S
			1	2	3	4
5	6	7	8	9	10	11
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26	27	28	29	30		

- Apr. 2** **Spring Recess** begins at end of this day's session (J.R. 51(a)(2)).
- Apr. 13** Legislature reconvenes from **Spring Recess** (J.R. 51(a)(2)).

MAY						
S	M	T	W	TH	F	S
					1	2
3	4	5	6	7	8	9
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17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

- May 1** Last day for **policy committees** to hear and report to Fiscal Committees **fiscal bills** introduced in their house (J.R. 61(a)(2)).
- May 15** Last day for **policy committees** to hear and report to the Floor **non-fiscal** bills introduced in their house (J.R. 61(a)(3)).
- May 22** Last day for **policy committees** to meet prior to June 8 (J.R. 61(a)(4)).
- May 25** Memorial Day.
- May 29** Last day for **fiscal committees** to hear and report to the Floor bills introduced in their house (J.R. 61 (a)(5)). Last day for **fiscal committees** to meet prior to June 8 (J.R. 61 (a)(6)).

*For Planning Purposes Only
 Passover: Sunset of April 8th through nightfall of April 16th

2009 TENTATIVE LEGISLATIVE CALENDAR
 COMPILED BY THE SECRETARY OF THE SENATE & THE OFFICE OF THE ASSEMBLY CHIEF CLERK
 Revised 10-31-08

JUNE						
S	M	T	W	TH	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

June 1 – 5 Floor Session only. No committee may meet for any purpose (J.R. 61(a)(7)).

June 5 Last day for bills to be **passed out of the house of origin** (J.R. 61(a)(8)).

June 8 Committee meetings may resume (J.R. 61(a)(9)).

June 15 Budget must be passed by **midnight** (Art. IV, Sec. 12(3)).

JULY						
S	M	T	W	TH	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

July 3 Independence Day observed.

July 10 Last day for **policy committees** to meet and report bills (J.R. 61(a)(10)).

July 17 **Summer Recess** begins at the end of this day's session, provided Budget has been enacted (J.R. 51(a)(3)).

AUGUST						
S	M	T	W	TH	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Aug. 17 Legislature reconvenes from **Summer Recess** (J.R. 51(a)(3)).

Aug. 28 Last day for **fiscal committees** to meet and report bills to the Floor (J.R. 61(a)(11)).

Aug. 31 – Sept. 11 Floor Session only. No committees, other than conference committees and Rules Committee, may meet for any purpose (J.R. 61(a)(12)).

SEPTEMBER						
S	M	T	W	TH	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Sept. 4 Last day to **amend** bills on the Floor (J.R. 61(a)(13)).

Sept. 7 Labor Day.

Sept. 11 Last day for **each house to pass bills** (J.R. 61(a)(14)).
Interim Study Recess begins at end of this day's session (J.R. 51(a)(4)).

IMPORTANT DATES OCCURRING DURING INTERIM STUDY RECESS

2009

Oct. 11 Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 11 and in the Governor's possession after Sept. 11 (Art. IV, Sec.10(b)(1)).

2010

Jan. 1 Statutes take effect (Art. IV, Sec. 8(c)).

Jan. 4 Legislature reconvenes (J.R. 51 (a)(4)).

California Consulting, LLC
Fresno COG February 2009 Report

- **Federal Economic Stimulus Package:** We have worked closely with both federal and state officials regarding the Federal Economic Stimulus package. Numerous e-mail updates have been sent to Fresno COG members regarding the status of the package. California Consulting, LLC has participated in several conference calls and meetings regarding this topic and monitored the transportation element, education element, wastewater element, water quality element, and other parts of the package very closely.
- **One Voice:** Plans for the Fresno COG Sacramento “One Voice” trip continue to proceed. We have held conference calls and meetings with COG staff and trip participants to help develop the list of priority issues as well as plan the visit. We encourage all COG members and supporters to attend this important event March 9 and 10 at the State Capitol. We are in the process of scheduling meetings with key policymakers for March 9 and 10.
- **State Budget:** As of the date of this report (Feb. 16, 2009) the State Legislature has fallen one vote short in the State Senate of approving a budget. Our office has sent our various bulletins outlining the key elements of the budget agreement and how it would impact transportation and local governments. See previous e-mail communications. Steve met several times this month in Sacramento with the Governor’s Office, and the Offices of Senators Florez and Cogdill and as well as Assemblymembers Arambula, Gilmore, and Villines regarding the state budget and Fresno COG concerns.
- **Prop. 84:** Steve met this month in Sacramento with the Staff members at the Department of Parks and Recreation responsible for the Prop. 84 bond money. This \$400 million allocation will be become available in two phases with phase one applications available in April, 2009. See previous e-mail summary update sent after meeting for further details.
- **Childcare:** California Consulting organized and participated in a conference call in early February with the California Department of Education regarding childcare funding for Fresno County centers. COG Chairman Trinidad Rodriguez and others participated in the conference call and several issues were discussed. A follow up meeting with State Superintendent O’Connell is planned. The group

has met with Supt. O'Connell on two occasions recently to discuss this issue and held several discussion with his staff.

- **Water**: Senate Majority Leader Dean Florez has drafted a water bond that is comprehensive and deals with storage, conservation, conveyance, among other items. California Consulting distributed the first summary of the bond "fact sheet" and the language submitted to Legislative Counsel before it was available to the public. See two previous e-mail bulletins sent out regarding the Water Bond. Senator Florez should be commended for tackling this challenging but important issue and attempting to build consensus and common ground to move this issue forward. Steve met with Senator Florez this month in Sacramento regarding the water bond issue. We are working closely with his Office on this key issue.
- **Education Bond**: Our office with the California Department of Education and Superintendent O'Connell's Office this month regarding his proposed State Education Facilities Bond. We sent out an e-mail bulletin with the specifics of this proposed bond and will continue to work with his office on this vitally important issue.
- **Wastewater**: We are working closely with the State Water Resources Control Board regarding the \$280 million California will receive from the federal economic stimulus package for wastewater needs. We have had several discussions and meetings with the State Water Board and sent a summary and details of how the money will be distributed in a previous e-mail bulletin. This is an excellent opportunity for California cities and counties to remedy many of their wastewater needs.
- **Air Quality**: Steve met this month with the Cal-EPA Undersecretary and ARB officials in Sacramento regarding AB 118. AB 118 funding will become available in Spring 2009 and will include money through both the California Energy Commission and the Air Resources Board. Competitive grant dollars will be available for CNG, hybrid vehicles, replacement of heavy-duty vehicles and several other projects. Our staff attended the AB 118 workshop recently held and a report was sent out detailing the criteria and guidelines for the money. See previously sent AB 118 e-mail bulletin.

(2/17/09)