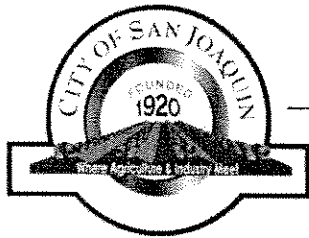


POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. A.



21900 Colorado Avenue • P.O. Box 758 • San Joaquin, CA 93660
[559] 693.4311 • [559] 693.2193 (fax) • www.cityofsanjoaquin.org

April 7, 2009

Mr. Tony Boren,
Executive Director
Fresno County
Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Dear Mr. Boren:

I am writing to call your attention to one of the ballot measures that will be before the voters on May 19 – Proposition 1D.

If passed, Prop 1D will divert more than 50% of all future revenues for First 5 commissions for a five year period, beginning July 1, 2009. The "Big 5" agreed to a five-year diversion of 50% of the revenues from the tobacco tax that funds the First 5 commissions, but unfortunately, poor drafting and the lack of public review resulted in a measure that promises to cause much greater damage than that. Specifically,

- Prop 1D diverts \$268 million annually, through FY 2013-14, from First 5 commissions to the state General Fund. \$268 million is approximately 50% of the *current* annual revenue generated by the tobacco tax, but that percentage will quickly grow as tobacco sales decline over the next five years. Analysts expect a continued decline in tobacco sales of 3% - 5% per year. The decline will intensify significantly when the new 61 cent federal tobacco tax begins on April 1. By 2012-13, First 5 commissions are likely to be left with as little as 35% - 40% of their current revenues. **This means that Fresno County will lose over \$35 million for local children's programs over the 5 year period.**
- Prop 1D changes what First 5 commissions can fund, threatening many of First 5's most significant investments. Prop 1D requires First 5 revenues to be used for "direct services," even though direct services are only one aspect of First 5's investment in children – and not necessarily the investment that promises the greatest return. This new language in Prop 1D threatens:
 - Children's Health Initiatives, which provide the state's largest and most stable source of health insurance to low income children ineligible for other programs. **Because of the Fresno County Healthy Kids program funded by First 5 Fresno County, over 400 children per year – including undocumented children that aren't eligible for Medi-Cal or Healthy Families, have obtained access to insurance and regular health care.**
 - Developing and renovating facilities for preschools and funding for parks and playground equipment in underserved rural communities. **First 5 Fresno County provides one of the few sources of funding for these types of capital projects.** To date First 5 Fresno County has provided capital funding

Mr. Tony Boren
April 7, 2009
Page 2

- to several rural communities including Coalinga, San Joaquin, Mendota, Firebaugh, Sanger, and Del Rey.
- Training preschool teachers and child care providers. First 5's investments in quality preschool and child care have resulted in some of the highest quality early education in the nation.
- School Readiness, if it 1D passes, it is very likely that all the school readiness programs will be cut by at least 50% if not cut completely. These programs are located in Firebaugh, Raisin City, San Joaquin, and Del Rey. It would be devastating to these communities (as you well know) if that happens - especially since these programs are the only thing of their kind in these communities.

Our local First 5 Commission has a strong commitment to supporting children and families in the rural communities since its inception in 2000 as demonstrated by the commitment of millions of dollars in funding awards. First 5 Fresno County is an excellent steward of precious dollars that meet the **local needs** of our young children and families.

Good things take time to build and after one decade through its partners, First 5 Fresno County has created one of the strongest systems of support for children and families in California. The damage done by reallocating these funds could not possibly be justified by the small dent it would make in the overall state budget deficit. In fact, the dismemberment of First 5 would actually have a much broader impact because not only will children and families be harmed but also many jobs will be lost as a result of this reallocation which will inevitably do more damage to our already struggling economy.

I am requesting that Proposition 1D be placed on the April agenda for discussion. A representative from First 5 Fresno County is available to attend the meeting to share the facts of the Proposition. Thank you very much for your attention to this matter.

Sincerely,



Cruz W Ramos
City Manager

Cc: Hilary Baird, Regional PA Manager
League of California Cities

PROPOSITION
1D PROTECTS CHILDREN'S SERVICES FUNDING.
HELPS BALANCE STATE BUDGET.

OFFICIAL TITLE AND SUMMARY

PROTECTS CHILDREN'S SERVICES FUNDING. HELPS BALANCE STATE BUDGET.

- Provides more than \$600 million to protect children's programs in difficult economic times.
- Redirects existing tobacco tax money to protect health and human services for children, including services for at-risk families, services for children with disabilities, and services for foster children.
- Temporarily allows the redirection of existing money to fund health and human service programs for children 5 years old and under.
- Ensures counties retain funding for local priorities.
- Helps balance state budget.

Summary of Legislative Analyst's Estimate of Net State and Local Government Fiscal Impact:

- State General Fund savings of up to \$608 million in 2009–10 and \$268 million annually from 2010–11 through 2013–14, from temporarily redirecting a portion of funds from the California Children and Families Program in place of state General Fund support of health and human services programs for children up to age five.
- Corresponding reductions in funding for early childhood development programs provided by the California Children and Families Program.

FINAL VOTES CAST BY THE LEGISLATURE ON AB 17 (PROPOSITION 1D)

Senate:	Ayes 37	Noes 0
Assembly:	Ayes 75	Noes 3

ANALYSIS BY THE LEGISLATIVE ANALYST

BACKGROUND

First 5 Programs

Proposition 10, otherwise known as the California Children and Families Act, was enacted by the voters of California in the November 1998 election. The initiative created the California Children and Families Program (now commonly known as the First 5 program) to expand early development programs for children up to age five.

First 5 Programs Funded With Tobacco Taxes. The First 5 program is funded by revenues from a state excise tax on cigarettes (50 cents per pack) and other tobacco products. (An additional 37 cents per pack in state excise taxes is imposed

for other state purposes unrelated to First 5.) Revenues generated by the First 5 tax are deposited into the California Children and Families Trust Fund and are appropriated on an ongoing basis for First 5 programs. Thus, none of these funds are subject to appropriation by the Legislature. Proposition 10 requires that these funds be added to, rather than replace, the funding for existing programs.

We estimate that Proposition 10 revenues in 2009–10 will be about \$500 million. Based on our analysis of trends in tobacco consumption, we estimate Proposition 10 revenues will decrease by about 3 percent annually in the future.

ANALYSIS BY THE LEGISLATIVE ANALYST

CONTINUED

State Commission. Proposition 10 established a state commission—the California Children and Families Commission—that is responsible for state-level administration of the early childhood development program. Twenty percent of available Proposition 10 revenues is allocated to the state commission, to be spent for the purposes detailed in Figure 1. The state commission funds many programs, including:

- **School Readiness**, which targets children up to age five and their families in schools with a low academic performance score.
- **Health Access**, which provides outreach and enrollment services for existing state-supported health programs, as well as expanded coverage for those children who lack health insurance but do not qualify for state-supported health programs.
- **Information Kit for New Parents**, which provides expecting and new parents with a resource kit to improve their parenting skills.

County Commissions. The remaining 80 percent of Proposition 10 revenues is allocated annually to 58 county commissions (consisting of five to nine members appointed by the county board of supervisors). The local commissions implement programs in accordance with local plans to support and improve early childhood development in their county. While the programs vary from county to county, each local commission provides services in the following three areas:

- **Family Functioning**, including adult education for parents; behavioral, substance abuse, and mental health services; and the provision of basic family needs (food, clothing, and housing).

Figure 1

Allocation of Proposition 10 Revenues to the State Commission

Purpose	Allocation
Mass media communications	6%
Education	5
Child care	3
Research	3
Administration	1
General program purposes	2
Total Allocation	20%

- **Child Development**, including preschool for three- and four-year olds, kindergarten transition services, and targeted intensive intervention for children identified with special needs.
- **Child Health**, including health coverage and access services, home visitations for newborns, and prenatal care.

Unspent Fund Balances. Proposition 10 provides that any revenues to the state and local commissions not spent during a fiscal year are carried over for use in subsequent fiscal years. As of June 30, 2008, the local commissions had a total of about \$2.1 billion in unspent funds, and the state commission had about \$400 million in unspent funds.

Auditing and Reporting Requirements. The state and local commissions conduct independent annual audits of their expenditures and issue reports on these audits. Local commissions must submit these financial reports to the state commission, while the state commission must

ANALYSIS BY THE LEGISLATIVE ANALYST

CONTINUED

submit its reports to the Governor, the Legislature, and each county commission.

Other State Health and Human Services Programs for Children

The state currently administers a variety of health and human services programs that serve children, many of whom are age five or younger. Examples of these state-supported health and human services programs include foster care, health coverage services like Medi-Cal and Healthy Families, state preschool, and child care. These programs currently are largely operated separately of the First 5 programs and are supported by the state General Fund.

PROPOSAL

This measure temporarily redirects a significant portion of Proposition 10 funds to achieve budgetary savings and makes permanent changes to state and local commission operations, as discussed below.

Temporary Redirections of Funding to State Programs for Children. This measure amends the California Children and Families Act to temporarily allow Proposition 10 revenues to be used to fund other state health and human services programs for children up to age five. In effect, these Proposition 10 revenues would be used to offset *existing* state General Fund costs, thereby achieving savings to help address the state's current budgetary problem. The measure achieves these state General Fund savings in two ways:

- By redirecting up to \$340 million of available unspent reserves held by the state commission as of July 1, 2009.
- By temporarily redirecting a portion of future Proposition 10 revenues. Specifically,

from 2009–10 through 2013–14, this measure would divert annually \$268 million in Proposition 10 funds. Of the redirected funds, \$54 million would come from state commission funds and \$214 million from local commission funds. During these five years, the redirected funds would be subject to appropriation by the Legislature.

Permanent Changes. This measure makes various other changes:

- ***New Requirements for Distribution of Audits and Reports.*** The measure requires that the county commissions also submit their annual audits and reports of their expenditures to the county board of supervisors and the county auditor. In addition, it requires that each county auditor serve on the local First 5 commission.
- ***Changes in Allocation of State Commission Funds.*** This measure also amends the allocation requirements for the state commission's 20 percent of Proposition 10 revenues. Specifically, it deletes the allocation now provided for mass media communications (now 6 percent) and increases the allocation for general program purposes (from 2 percent to 8 percent). Under the measure, the state commission must also ensure that every county commission receives at least \$400,000 each year.
- ***County Borrowing of First 5 Funds.*** Finally, it allows a county controller to borrow local commission funds for that county's general fund, unless the transfer would interfere with local commission activities. Any borrowed funds must be repaid with interest.

ANALYSIS BY THE LEGISLATIVE ANALYST

CONTINUED

FISCAL EFFECTS

The measure would have the following fiscal effects on state and local governments.

Reduction in Funding Available for Existing State and Local Commission Programs. This measure would reduce state commission funding by up to \$340 million on a one-time basis in 2009–10 by redirecting the state commission's reserve funds. In addition, this measure would reduce funding for the state and local commissions by \$268 million annually from 2009–10 through 2013–14.

State General Fund Savings. This measure would achieve state savings of up to \$608 million in 2009–10 and \$268 million annually from 2010–11 through 2013–14. This results from using a portion of Proposition 10 funds in place of state General Fund for state-supported health and human services programs for children up to age five.

Other Potential Fiscal Effects. The reduction in state and local First 5 commission funding could result in other costs to the state and local agencies (primarily counties and schools). This would occur to the extent that some children and families rely on other health and human services programs instead of those now provided under First 5. However, absent this measure, other budget reductions or revenue increases would be needed to address the state's severe fiscal problems. The fiscal effects of these alternative budget-balancing solutions on state and local programs and state revenues are unknown.

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. B.



U.S. House of Representatives
Committee on Transportation and Infrastructure

James L. Oberstar
Chairman

Washington, DC 20515

John L. Mica
Ranking Republican Member

David Heymsfeld, Chief of Staff
Ward W. McCarragher, Chief Counsel

April 2, 2009

James W. Coon II, Republican Chief of Staff

The Honorable Daniel Lipinski
1717 Longworth HOB
Washington, DC 20515-1303

Dear Daniel:

The Committee on Transportation and Infrastructure is crafting new surface transportation authorization legislation to replace the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (P.L. 109-59), which expires on September 30, 2009.

This legislation will transform our surface transportation programs by strengthening the current Federal-state-local partnership, ensuring that programs meet specific performance-based metrics, and providing for greater transparency and accountability for Federal, state, and local decision-making.

Under current law, the U.S. Department of Transportation, States, Metropolitan Planning Organizations, and public transit agencies are responsible for the vast majority of surface transportation investment decisions. Although the current Federal-state-local partnership has served highway and transit systems well, not all communities are treated equally in the decision-making process.

To complement the work done by these agencies, and to ensure that the needs of the communities that we represent are full partners in these important programs, a small percentage of the overall investment of the authorization bill will be available for Member-designated, High Priority Projects ("HPPs"). As elected Members of Congress, we are uniquely responsible and accountable to our constituents; as such, we must be responsive to them by investing in worthwhile projects critical to our districts that may otherwise not be funded. The Committee will accept requests from Members of Congress to designate funding for High Priority Projects to ensure that the diverse transportation needs of our districts – urban, suburban, and rural – are addressed with the investment provided in this legislation.

The new authorization legislation will include a strong focus on performance and accountability, and these same high standards will be applied throughout the High Priority Project submission and selection process. To address concerns that have been raised with the Member-designated High Priority Project program authorized in SAFETEA-LU and prior surface transportation legislation, and to ensure that projects that receive funding in this surface

transportation authorization act result in tangible transportation and safety benefits, the Committee on Transportation and Infrastructure has adopted the following principles for Member-designated High Priority Projects:

- **The Committee requires all projects to meet eligibility criteria under Title 23 (Highways) or Chapter 53 of Title 49 (Public Transit) of the United States Code to ensure that HPPs comply with highway and transit program objectives. In addition, the Committee specifically prohibits HPP funding for non-surface transportation projects, such as funding of transportation museums, horse trails, historic battlefields, and other non-transportation projects.**
- **The Committee requires Members to provide specific information on the type, location, total cost, percentage of total cost that the request would finance, and benefits of the project, in order for the Committee to effectively analyze the merits of the project request.**
- **The Committee requires Members to specifically identify funding to finance at least 80 percent of the total cost of the phase or segment of the project requested by either (1) the amount requested by the Member; or (2) the amount requested by the Member and other specifically designated Federal, state, local, or private funding sources. The intent of this provision is to increase the likelihood that construction of the project will be underway during the term of the act.**
- **To ensure that HPPs have significant state or local support, the Committee requires Members to provide at least one letter of support for the project from the state Department of Transportation or affected local government or governmental agency.**

The Committee requires such government or agency to specify the process that will be followed to **provide an opportunity for public comment** (such as the Environmental Impact Statement or other permitting process that requires public review) on the project.

The Committee also requires such government or agency to **identify other Federal, state, local, or private funding sources** that may be used to advance the project.
- **To ensure greater transparency and accountability for HPPs, the Committee establishes the following transparency and accountability principles:**
 - **Members are required to certify that neither the Member nor his or her spouse has any financial interest in a project requested;**
 - **Members are required to post requests for projects on the Member's website;**

- The Committee will afford the U.S. Department of Transportation at least 20 days to review all project requests to ensure that the projects meet program eligibility criteria;
 - A list of all Member-designated High Priority Projects that are included in the bill will be posted on the Committee website; and
 - A copy of all Member financial interest certifications for HPPs that are included in the bill will be posted on the Committee website.
- The Committee intends to repeal prior ISTEA and TEA 21 project designations that have not proceeded to construction or have remaining unused funds to ensure the effective use of highway and transit funds.

The Committee will accept HPP requests that adhere to these specific principles beginning on **April 27, 2009**, and ending on **May 8, 2009**. Members will have the opportunity to submit project requests through the Committee's online database, which will be located at <http://hpp.transportation.house.gov>. Members will be required to submit both electronic and hard copies of all High Priority Project requests. Online answers to the enclosed questionnaire will be required for each project submission.

We strongly recommend that Members immediately begin to compile the information and letters of support necessary to complete their project requests.

To assist Members in this process, the Committee will hold a series of staff briefings and question-and-answer sessions for Congressional staff, as follows:

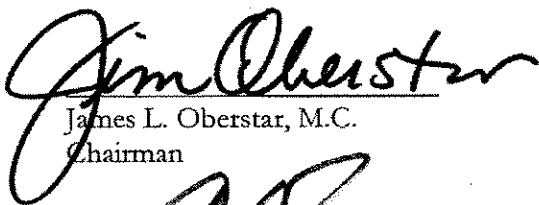
Date	Time	Location
April 8, 2009	2:00 p.m.	2167 Rayburn HOB
April 15, 2009	2:00 p.m.	2167 Rayburn HOB
April 24, 2009	10:00 a.m.	2167 Rayburn HOB
May 1, 2009	2:00 p.m.	2167 Rayburn HOB

In addition, on April 28, 2009, in room 2167 of the Rayburn House Office Building, the Subcommittee on Highways and Transit will hold a hearing to receive testimony from Members of Congress regarding project requests. Although participating in the hearing will not impact the inclusion of a requested project in this legislation, the hearing will provide an opportunity for Members to publicly discuss the needs of their district and the merits of their project requests. If you are interested in participating in this hearing, please contact the Subcommittee on Highways and Transit staff at (202) 225-9989.

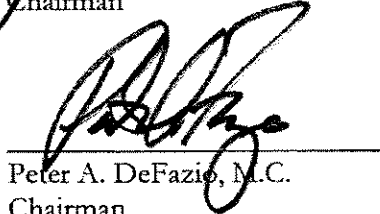
If you have any questions about the High Priority Project submission process, please have your staff contact Jackie Schmitz of the Majority staff of the Subcommittee on Highways and Transit at Jackie.Schmitz@mail.house.gov or (202) 225-9989, or Dan Veoni of the Republican staff of the Subcommittee on Highways and Transit at Dan.Veoni@mail.house.gov or (202) 225-6715.

We believe that Member-designated projects can play an appropriate role in the upcoming surface transportation authorization act, and that the High Priority Project reform principles will ensure that projects that receive funding will result in tangible transportation and safety benefits. We appreciate your willingness to work with us to ensure that this process meets the highest standards of transparency and accountability.

Sincerely,



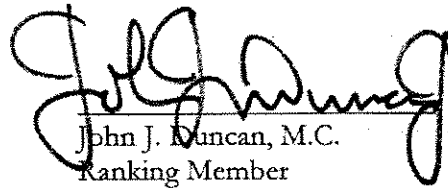
James L. Oberstar, M.C.
Chairman



Peter A. DeFazio, M.C.
Chairman
Subcommittee on Highways & Transit



John L. Mica, M.C.
Ranking Member



John J. Duncan, M.C.
Ranking Member
Subcommittee on Highways & Transit

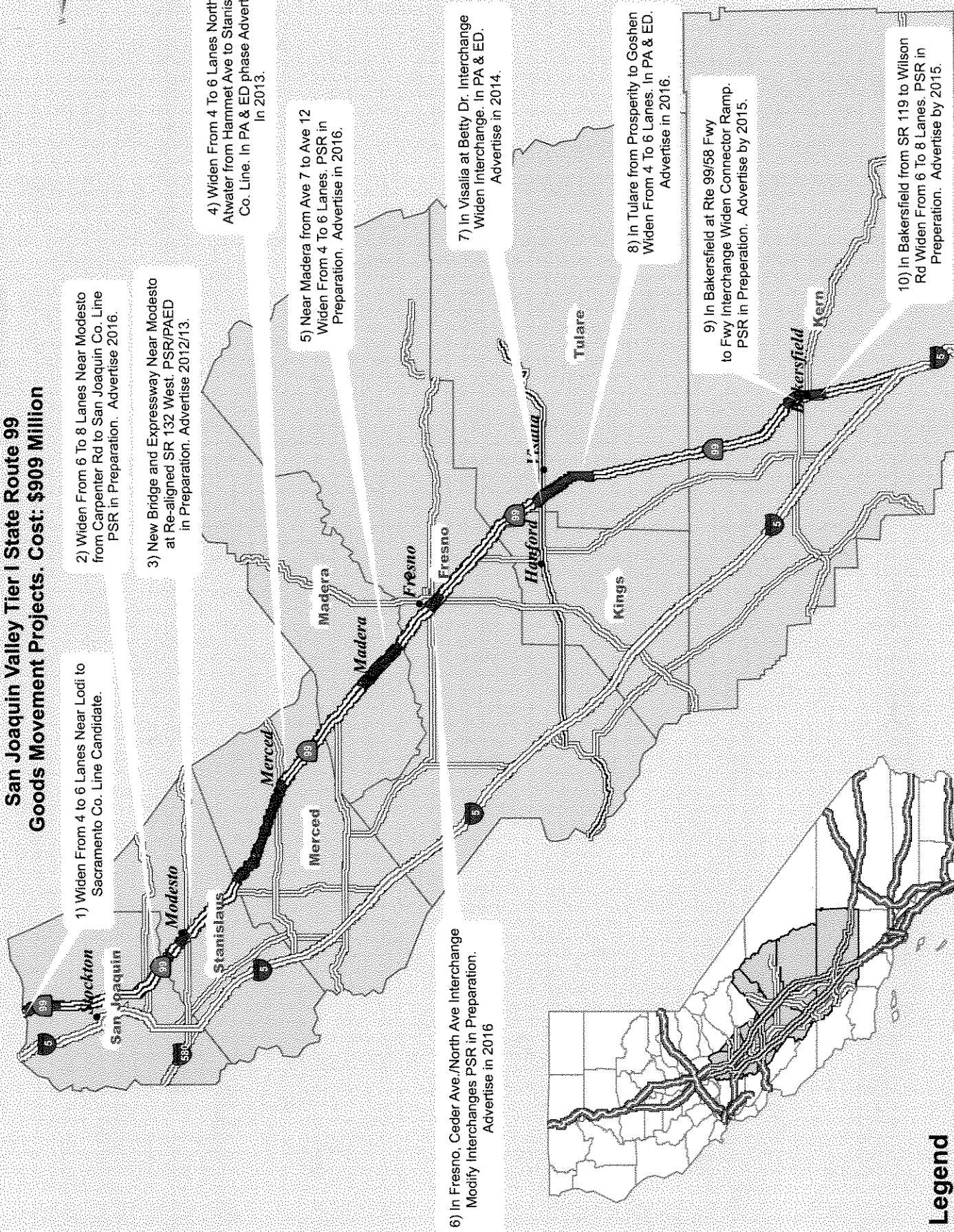
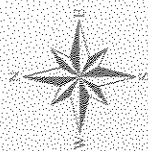
Enclosure

Federal Transportation Authorization for 2009

(This list includes the costs to complete work on projects during the duration of the next authorization period)

Project Name/Section	Project Description	Project Location	Congressional District	Total Request (in millions)	Requesting Agency
State Route 180 - Temperance to Academy Ave. THUD (STP)	Completion of construction of the segment of SR 180 from Temperance to Academy	Southeast Fresno County	21	\$63.8 million	Fresno COG
Golden State Corridor Economic Development Infrastructure THUD (TCSP)	Roadway rehabilitation, improvements and enhancements to facilitate economic development.	Golden State Boulevard through Kingsburg, Selma, Fowler, and portions of Fresno Co.	20, 21	\$43.8 million	Fresno COG
Veterans Boulevard THUD (STP)	Diagonal connection between Herndon Ave. and Grantland in NW Fresno	NW area of City of Fresno	19	\$60 million	City of Fresno
Manning Avenue Bridge Rehabilitation and Reconstruction. THUD (TCSP)	Manning Avenue Bridge Rehabilitation and Reconstruction.	Manning Avenue entrance to Reedley over the Kings River	21	\$4.5 million	City of Reedley
Highway 269 Bridge Project THUD (STP)	Build a 500 foot bridge across the Arroyo Pasajero Creek	Near the City of Huron	20	\$34.3 million	Fresno COG
State Route 99 Improvements	Entire Hwy 99 corridor through San Joaquin Valley	San Joaquin Valley	18,19,20,21	TBD	Fresno COG
State Route 180 Improvements	State Route 180 Improvements (Entire Corridor)	County of Fresno	18, 19, 20, 21	\$332.69 million	Fresno COG
Rural Road Safety and Rehabilitation	McKinley, CF-Bishop (4 mi) Mt. Whitney, Howard -145 (4 mi) Dickenson, 180-Shaw (5 mi) Auberry Rd, 168-Frazier (2 mi)	County of Fresno	18 20 18 & 19 21	\$4.96 million \$4.02 million \$5.02 million \$4.12 million Total \$18.12	County of Fresno
Principles for Authorization	California Consensus on Federal Transportation Authorization for 2009	County of Fresno	18, 19, 20, 21	N/A	Fresno COG

San Joaquin Valley Tier I State Route 99 Goods Movement Projects. Cost: \$909 Million



Legend

State Route 99 Projects

San Joaquin Valley Tier I State Route 99 Goods Movement Projects. Cost: \$909 Million

Project 1:	Near Lodi to Sacramento CL Widen from 4 lanes to 6 lanes
Project Sponsor:	San Joaquin Council of Governments
Project Cost:	\$180 million
Project 2:	Near Modesto from Carpenter Rd to San Joaquin CL Widen from 6 lanes to 8 lanes
Project Sponsor:	Stanislaus Council of Governments
Project Cost:	\$73 million
Project 3:	Near Modesto at Re-aligned SR 132 West Construct New Bridge Structure and Expressway from SR 99 to Dakota Rd.
Project Sponsor:	Stanislaus Council of Governments
Project Cost:	\$110 million
Project 4:	North of Atwater from Hammet Ave to Stanislaus CL Widen from 4 lanes to 6 lanes
Project Cost:	\$80 million
Project Sponsor:	Merced County Association of Governments
Project 5:	Near Madera from Ave 7 to Ave 12 widening to 6 lanes
Project Sponsor:	Madera County Transportation Commission
Project Cost:	\$68 million
Project 6:	Ceder Ave./North Ave Interchange Modify Interchanges
Project Sponsor:	Council of Fresno County Governments
Project Cost:	\$64 million
Project 7:	In Visalia at Betty Dr. Interchange Reconstruct/widen interchange
Project Sponsor:	Tulare County Association of Governments
Project Cost:	\$56 million
Project 8:	In Tulare from Prosperity to Goshen Widen from 4 lanes to 6 lanes
Project Sponsor:	Tulare County Association of Governments
Project Cost:	\$205 million
Project 9:	In Bakersfield at Rte 99/58 Fwy to Fwy Interchange Widen Connector ramp
Project Sponsor:	Kern Council of Governments
Project Cost:	\$15 million
Project 10:	In Bakersfield from SR 119 to Wilson Rd Widen from 6 lanes to 8 lanes
Project Sponsor:	Kern Council of Governments
Project Cost:	\$58 million

Note: Project numbers are **NOT** an indication of priority ranking. They are for identification purposes only and generally north to south.

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. C.

2008/09
COUNCIL OF FRESNO COUNTY GOVERNMENTS
Federal Stimulus Target
Final Target
04/02/09

Estimated Gross Amount Available	37,051,187
TE Projects	1,137,202
Local Pass Thorough	17,544,724
SR 180 - Temp. to Academy	18,369,261

MEMBER	CENSUS			\$160,000			
	POPULATION			GROSS	BASE	REDUCTION	PRORATA
	01/01/08	PERCENT	PERCENT	AMOUNT	Increment		TARGET
Clovis	94,278	10.13%	10.13%	1,776,485	0	(18,630)	1,757,855
Coalinga	19,063	2.05%	2.05%	359,205	0	(3,767)	355,438
Firebaugh	6,811	0.73%	0.73%	128,340	31,660	0	160,000
Fowler	5,572	0.60%	0.60%	104,993	55,007	0	160,000
Fresno City	486,116	52.21%	52.21%	9,159,906	0	(96,059)	9,063,847
Huron	7,553	0.81%	0.81%	142,322	17,678	0	160,000
Kerman	13,878	1.49%	1.49%	261,504	0	(2,742)	258,762
Kingsburg	11,257	1.21%	1.21%	212,116	0	(2,224)	209,892
Mendota	9,787	1.05%	1.05%	184,417	0	(1,934)	182,483
Orange Cove	10,774	1.16%	1.16%	203,015	0	(2,129)	200,886
Parlier	13,325	1.43%	1.43%	251,084	0	(2,633)	248,451
Reedley	25,584	2.75%	2.75%	482,081	0	(5,056)	477,025
Sanger	25,046	2.69%	2.69%	471,943	0	(4,949)	466,994
San Joaquin	4,521	0.49%	0.49%	85,189	74,811	0	160,000
Selma	23,284	2.50%	2.50%	438,742	0	(4,601)	434,141
Fresno Co.	174,249	18.71%	18.71%	3,283,382	0	(34,432)	3,248,950
TOTALS	931,098	100%	100%	17,544,724	179,156	(179,156)	17,544,724

17,544,724

Fresno COG Implementation of ARRA
Updated 4/7/09

Amendment 4: Adding ARRA revenue into the FTIP

Public Review-2/10/09-2/23/09

MPO Approval-2/25/09

Caltrans Approval-3/12/09

FHWA Approval-3/17/09

Amendment 5: Adding ARRA Transit Projects

FAX eligible to receive 5307-Self selection of projects

FCRTA eligible to receive 5311-Self selection of projects

List endorsed by COG Board on 3/26/09, routed through PAC

Public Review-3/9/09-3/23/09

MPO Approval-3/24/09

Caltrans Approval- pending

FHWA Approval- pending

Administrative Modification 6: Adding 1 ARRA Highway Maintenance and 1 ARRA Transit Project

Caltrans selection of HM project

FAX eligible to receive 5307-Self selection of projects

MPO Approval-3/19/09

Caltrans Approval-3/25/09

Amendment 7: Adding ARRA RSTP and STP Projects

List endorsed by COG Board on 3/26/09, routed through PAC

Public Review-3/20/09-4/3/09

MPO Approval-4/3/09

Caltrans Approval-pending

FHWA Approval-pending

04/02/09

18,369,261

17,544,724

Local Agency Requested ARRA Projects Within Local Federal Stimulus Target- ARRA RSTP

	Local Agency	ID #	Action	Description	ARRA Funds
1	Clovis	FRE092512/ FRE092508	Combine	Temperance Avenue, Gettysburg - Gould Canal	\$ 500,000
2	Clovis	FRE092606	new	Lump Sum Road Maintenance	
a				Shaw Avenue, Minnewawa - Clovis	\$ 607,855
b				Bullard, Fowler - Armstrong	\$ 300,000
c				Nees Avenue, Peach - Minnewawa	\$ 350,000
3	Coalinga	FRE020650	old FTIP	Elm Ave Beautification-Removal and Replacement of existing curb/gutter. Installation of Ornamental Streetlights, Landscaping, Irrigation and Street Furniture.	\$ 355,438
4	Firebaugh	FRE092607	new	Reconstruction of Downtown Sidewalks and Ramps	\$ 160,000
5	Fowler	FRE092608	new	Adams Ave. between Vista St. and Dee Ann St.-Construct pavement section to match to future curb, resurfacing entire pavement section of Adams Ave. between Vista St. and Dee Ann St. in the City of Fowler.	\$ 160,000
6	Fresno	FRE092609	new	Lump Sum Reconstruct/Resurfacing	
a				Blackstone Avenue Resurfacing, Shaw Avenue to Nees Avenue	\$ 1,700,000
b				Friant Road Reconstruction/Resurfacing, SR 41 to Shepherd Avenue	\$ 2,500,000
c				Divisadero Street Resurfacing, H Street to Clark Street	\$ 700,000
d				Clovis Avenue Resurfacing, McKinley Avenue to Kings Canyon Road	\$ 1,295,000
e				Shaw Avenue resurfacing, Marks Avenue to Blythe Avenue	\$ 938,849
7	Fresno	FRE092610	new	Lump Sum Traffic Signal	
a				Install traffic signal at the intersection of Millbrook Avenue & Shepherd Avenue	\$ 370,000
b				Install traffic signal at the intersection of Marks Avenue & Emerson Avenue	\$ 500,000
c				Install traffic signal at the intersection of Maple Avenue & Perrin Avenue	\$ 300,000
d				Install traffic signal at the intersection of Maple Avenue & Teague Avenue	\$ 400,000
e				Install traffic signal at the intersection of Maple Avenue & Behymer Avenue	\$ 360,000
8	Huron	FRE092611	new	Railroad Avenue Street Improvements-Street Improvements from Los Angeles to Lassen Ave. Overlay existing pavement and construct new to widen narrow pavement.	\$ 160,000
9	Kerman	FRE070610	supplement	Kearney Blvd. Del Norte to 3rd.-Median Island Improvements	\$ 258,762
10	Kingsburg	FRE040113	old, supplement	10th Avenue Sidewalks - Sierra to Stroud	\$ 50,000
11	Kingsburg	FRE070113	supplement	Sierra Street Pedestrian Facilities	\$ 139,892
12	Kingsburg	FRE041817	supplement	18th Avenue Median - Kamm to Solig-Median Island Improvements	\$ 20,000
13	Mendota	FRE070612	supplement	9th Street Reconstruction - Marie St. to Oller St. (SH-180)	\$ 182,483
14	Orange Cove	FRE092612	new	Center Street Reconstruction South to Adams	\$ 200,886
15	Parlier	FRE092613	new	Manning Ave. btw. Academy Ave. and Whitener Ave.-Spot repair, resurfacing and restriping of Manning Ave. between Academy Ave. and Whitener Ave. in the City of Parlier.	\$ 248,451
16	Reedley	FRE020633	supplement	Roundabout at Dinuba and Buttonwillow	\$ 477,025
17	Sanger	FRE092614	new	Lump Sum Reconstruct/Resurfacing	
a				Rehabilitation: Church Avenue - Bethel Avenue to Greenwood Avenue	\$ 233,497

18				Rehabilitation: Academy Avenue – California Avenue to Church Avenue	\$ 233,497
19	San Joaquin	FRE070616	supplement	Main Street from Arizona to Placer	\$ 160,000
20	Selma	FRE092615	new	Lump Sum Reconstruct/Resurfacing	
21				Reconstruction/rehabilitation of Mitchell from Nebraska to Yerba	\$ 434,141
22	County	FRE092616	new	Lump Sum Reconstruct/Resurfacing	\$ 3,248,950
a				CORNELIA AVENUE from Lincoln to Central	
b				HAYES AVENUE from Belmont to McKinley	
c				MC CALL AVENUE from SR 180 to Belmont	
d				CEDAR AVENUE from Mt Whitney to Elkhorn	
e				LINCOLN AVENUE from Cornelia to Brawley	
f				ANNADALE AVENUE from Riverbend (South) to 1.33 mi. e/o Riverbend	
g				ADAMS AVENUE from Chestnut to Peach	
h				BULLARD AVENUE from Newcomb Alignment to Douglas	
i				ADAMS AVENUE from Highland to Del Rey	
j				MT WHITNEY from Sonoma to Stanislaus	
k				ALTA from American to South	
l				ALTA from Manning to Dinuba	
m				BELMONT from Fowler to Academy	
n				JAYNE from Howard Alignment to Siskiyou	

Total \$ 17,544,726

ARRA-STP

	Local Agency	ID #	Action	Description	ARRA Funds
1	FCTA	FRE021106	supplement/ex change	State Route 180- Temperance to Academy	\$ 18,369,261

Total \$ 18,369,261

ARRA-HM

	Local Agency	ID #	Action	Description	ARRA Funds
1	Caltrans	FRE071007	new	In Fresno County on Route 33 near Harris Ranch, from I-5 to 1.7 miles north of Harlan Avenue, and on Route 198 near Huron from Route 269 to Madera Avenue and near Lemoore from 2 miles west of Jameson Avenue to the Kings County line.	\$ 2,080,000

Total \$ 2,080,000

ARRA-TE

	Local Agency	ID #	Action	Description	ARRA Funds
TBD					\$ 1,137,202

Total \$ 1,137,202

Overall Total for ARRA Highways \$ 39,131,189

ARRA Transit Projects

Existing or New Project	Agency	MPO FT/PIR/TP ID	PROJECT TITLE	FFY to be Programmed	Phase	Fund Source	DESCRIPTION OF CHANGE	ARRA 5307	ARRA 5311
New	FAX	FRE092601	Regional Automated Farebox System	08/09	CON	ARRA	This is a new exempt project. Add: \$2,300,000 of ARRA funds to the CON phase of this project in FFY 08/09.	\$2,300,000	
Existing	FAX	FRE092403	CNG Replacement Buses	08/09	CON	ARRA	Add: \$1,000,000 of ARRA funds to the CON phase of this project in FFY 08/09.	\$1,000,000	
New	FAX	FRE092602	Remodel Existing Transit Facility	08/09	CON	ARRA	This is a new exempt project. Add: \$2,500,000 of ARRA funds to the CON phase of this project in FFY 08/09.	\$2,500,000	
New	FAX	FRE092603	Fleet-wide Automated Passenger Counters	08/09	CON	ARRA	This is a new exempt project. Add: \$1,000,000 of ARRA funds to the CON phase of this project in FFY 08/09.	\$1,000,000	
Existing	FAX	FRE021510	Transit Enhancements	08/09	CON	ARRA	Add: \$2,250,000 of ARRA funds to the CON phase of this project in FFY 08/09.	\$2,250,000	
New	FAX	FRE092604	Purchase CNG Compressor	08/09	CON	ARRA	This is a new exempt project. Add: \$250,000 of ARRA funds to the CON phase of this project in FFY 08/09.	\$250,000	
Existing	FAX	FRE021507	Purchase Support Vehicles	08/09	CON	ARRA	Add: \$112,685 of ARRA funds to the CON phase of this project in FFY 08/09.	\$112,685	
Existing	FAX	FRE021503	Preventive Maintenance	08/09	CON	ARRA	Add: \$1,850,000 of ARRA funds to the CON phase of this project in FFY 08/09. Decrease FTA 5307 funds in CON phase by \$1,480,000 and Local fund in CON phase by \$370,000.	\$1,850,000	
New	FCRTA	FRE092605	Preventative Maintenance	08/09	CON	ARRA	Add: \$1,719,500 of ARRA funds to the CON phase of this project in FFY 08/09.		\$1,719,500
Existing	FAX	FRE022005	Purchase of Revenue Vehicles (2 30' CNG buses) to replace existing.	08/09	CON	ARRA	Add: \$800,000 of ARRA funds to the CON phase of this project in FFY 08/09.	800,000	
							Total	\$11,262,685	\$1,719,500

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. D.

DEPARTMENT OF TRANSPORTATION

DIVISION OF MASS TRANSPORTATION MS 39

1120 N STREET

P. O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 654-8144

FAX (916) 654-4816

TTY 711

*Flex your power!
Be energy efficient!*

March 11, 2009

CALL FOR PROJECTS – NON-AMERICAN RECOVERY AND REINVESTMENT ACT FUNDS

The California Department of Transportation's (Department) Division of Mass Transportation is pleased to announce a call for projects for the following Federal Transit Administration grant programs for federal fiscal year 2009:

Section 5310 – Elderly and Disabled Specialized Transit Program

- Estimated funding is \$12.6 million
- Website for additional information: <http://www.dot.ca.gov/hq/MassTrans/5310.html>
- Toll-free assistance line: 1-888-472-6816
- Application due date to regional planning agency is **June 5, 2009**
- Application due date to the Department on or before **September 4, 2009**

Section 5316 – Job Access and Reverse Commute Program for Small Urban Projects

- Estimated funding for small-urbanized projects is \$3 million
- Application due date to regional planning agency with MOU is **June 26, 2009**
- Application due date to the Department on or before **September 25, 2009**

Section 5316 – Job Access and Reverse Commute Program for Rural Projects

- Estimated funding for rural projects is approximately \$1.4 million
- Application due date to the Department on or before **September 25, 2009**
- Website for additional information: <http://www.dot.ca.gov/hq/MassTrans/5316.html>

Section 5317 – New Freedom Program for Small Urban Projects

- Estimated funding for small-urbanized projects is \$1.6 million
- Application due date to regional planning agency with MOU is **June 26, 2009**
- Application due date to the Department on or before **September 25, 2009**

March 11, 2009
Page 2

Section 5317 - New Freedom Program for Rural Projects

- Estimated funding for rural projects is \$.7 million
- Application due date to the Department on or before **September 25, 2009**
- Website for additional information: <http://www.dot.ca.gov/hq/MassTrans/5317.html>

A fact sheet for each funding program is enclosed as well as a contact listing of the regional transportation planning agencies. This information is available in alternate formats by request. We look forward to working with you in this series of application cycles.

Sincerely,



KIMBERLY A. GAYLE
Office Chief
Federal Transit Grants Programs

Enclosure

CALL FOR PROJECTS FACT SHEET Federal Fiscal Year 2009

SECTION 5310-Elderly & Disabled Specialized Transit Program

Program Purpose:

To provide capital grants to assist private nonprofit corporations and under certain conditions public agencies to provide safe, efficient and coordinated transportation services for elderly individuals and individuals with disabilities for whom public transportation is otherwise unavailable, insufficient, or inappropriate.

Coordinated Planning:

All projects selected for funding must be derived from a coordinated public transit-human services transportation plan. Contact your Region Transportation Planning Agency for guidance. See also:

<http://www.dot.ca.gov/hq/MassTrans/Coord-Plan-Res.html>

Eligible Applicants:

- Private non-profit organizations
- Governmental authorities that certify no non-profit corporations or associations are readily available in an area to provide the service
- Governmental authorities approved by the State to coordinate services for elderly individuals and individuals with disabilities

Applicant Ability:

Agency must be able to document the ability to:

- Provide an efficient and effective paratransit service
- Ongoing driver training program
- Vehicle maintenance program (maintenance costs can vary from as low as \$3,000 to \$14,000 annually)
- Identify the source of the 11.47% local match

Eligible Equipment:

- Accessible vans and buses (sedans and SUVs ineligible)
- Radios and communication equipment
- Computer hardware and software
- Transit related ITS systems
- Introduction of new technology through innovative and improved products

Funding Selection Process:

Competitive applications are scored using California Transportation Commission's (CTC) adopted Quantitative Scoring Criteria. Scored projects are ranked and compiled into a statewide-prioritized list using all of Federal apportioned grant dollars. The prioritized list is submitted to the CTC for adoption.

Program Requirements:

Successful applicants will enter into a Standard Agreement with Caltrans that stipulates the terms and conditions under which the equipment must be procured and operated (including timely submittal of Quarterly Reports and biennial onsite inspections.) The Agreement will remain in effect until the project is terminated and formal disposition of the equipment has been made.

Application Workshops:

Statewide workshops have been scheduled to assist applicants in completing the competitive funding application, understanding the scoring worksheet, and receiving procurement information. Check our website or call our toll free phone number for location information or registration assistance. Register for a workshop through CalACT at: <http://www.calact.org>.

Projected Timeline for FFY 2009

- February –CTC adopted Scoring Worksheets
- March - Call for Projects, Application documents posted on website
- March through April – Application workshops
- June 5 – Applications due to RTPA
- September 4 – Application due to Caltrans
- September through November – Scoring review and draft prioritized list established
- December 2009 – Prioritized list adopted by CTC

Section 5310 website:

<http://www.dot.ca.gov/hq/MassTrans/5310.html>

For questions call our toll free number at:
1-888-472-6816

SECTION 5316 – Job Access and Reverse Commute (JARC) Program

FACT SHEET Federal Fiscal Year 2008-09

PROGRAM PURPOSE

The JARC program provides funding to support projects designed to transport welfare recipients and eligible low-income individuals to and from employment activities and employment related activities and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

FTA FUNDING:

JARC program funding is available in two categories:

- Approximately \$ 3 million for JARC small-urban projects.
- Approximately \$1.4 million for JARC rural projects.

ELIGIBLE APPLICANTS:

- Private non-profit organizations.
- State or local government authority.
- Operators of public transportation services, including private operators of public transportation services.
- Tribal Governments.

LOCAL MATCHING REQUIREMENTS:

Federal share of eligible capital and planning costs may not exceed 80 percent of the net cost activity.

The Federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity.

COORDINATED PLANNING:

All projects selected for funding must be derived from a coordinated public transit-human services transportation plan as required by federal guidance. Grant applications must include a Coordinated Plan Certification.

PROJECT SELECTION PROCESS:

Projects will be awarded through a statewide competitive selection process. The Division of Mass Transportation (DMT) will evaluate all JARC project applications through a JARC/New Freedom review committee to determine the extent to which the proposed projects

meet the overall program goals and objectives.

However, a Local Agency (LA) with a recognized small-urban area may choose to enter into a Memorandum of Understanding (MOU) agreement with the DMT, to conduct its own regional competitive selection process for those small-urban JARC grant applications. A final list of selected projects will be published and submitted to the FTA for funding.

PLANNING REQUIREMENTS:

To be eligible for funding, JARC projects in urbanized areas must be included in the Metropolitan Transportation Plan prepared and approved by the metropolitan planning organization (MPO), the Transportation Improvement Program (TIP), and the Statewide Transportation Improvement Program (STIP) developed by the State and jointly approved by the Federal Highway Administration and the Federal Transit Administration.

Projects outside the urbanized areas must be included in, or consistent with, a long-range transportation plan and be included in the STIP.

APPLICATION WORKSHOPS:

Statewide workshops are to assist applicants in completing the funding application, understanding the scoring worksheet, and receiving procurement information. Please check our website for further information.

Section 5316 website:

<http://www.dot.ca.gov/hq/MassTrans/5316.html>

ADDITIONAL REFERENCE SOURCES:

Section 5317 website:

<http://www.dot.ca.gov/hq/MassTrans/5317.html>

DMT Coordinated Plan Resources Center:

<http://www.dot.ca.gov/hq/MassTrans/Coord-Plan-Res.html>

SECTION 5317 – New Freedom Program FACT SHEET

Federal Fiscal Year 2008-09

PROGRAM PURPOSE

The New Freedom program provides funding to assist transit operators and public agencies provide “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.).

FTA FUNDING:

New Freedom program funding is available in two categories:

- Approximately \$ 1.6 million for New Freedom small-urban projects.
- Approximately \$.7 million for New Freedom rural projects.

ELIGIBLE APPLICANTS:

- Private non-profit organizations.
- State or local government authority.
- Operators of public transportation services, including private operators of public transportation services.
- Tribal Governments

LOCAL MATCHING REQUIREMENTS:

Federal share of eligible capital and planning costs may not exceed 80 percent of the net cost activity.

The Federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity.

COORDINATED PLANNING:

All projects selected for funding must be derived from a coordinated public transit-human services transportation plan as required by federal guidance. Grant applications must include a Coordinated Plan Certification.

PROJECT SELECTION PROCESS:

Projects will be awarded through a statewide competitive selection process. The Division of Mass Transportation (DMT) will evaluate all New Freedom project applications through a JARC/New Freedom review committee to determine the extent

to which the proposed projects meets the overall program goals and objectives of the programs.

However, a Local Agency (LA) with a recognized small-urban area may choose to enter into a Memorandum of Understanding (MOU) agreement with the DMT, to conduct its own regional competitive selection process for those small-urban New Freedom grant applications. A final list of selected projects will be published and submitted to the FTA for funding.

PLANNING REQUIREMENTS:

To be eligible for funding, New Freedom projects in urbanized areas must be included in the Metropolitan Transportation Plan prepared and approved by the metropolitan planning organization (MPO), the Transportation Improvement Program (TIP), and the Statewide Transportation Improvement Program (STIP) developed by the State and jointly approved by the Federal Highway Administration and the Federal Transit Administration.

Projects outside the urbanized areas must be included in, or consistent with, a long-range transportation plan and be included in the STIP.

APPLICATION WORKSHOPS:

Statewide workshops are to assist applicants in completing the funding application, understanding the scoring worksheet, and receiving procurement information. Please check our website for further information.

Section 5317 website:

<http://www.dot.ca.gov/hq/MassTrans/5317.html>

ADDITIONAL REFERENCE SOURCES:

Section 5316 website:

<http://www.dot.ca.gov/hq/MassTrans/5316.html>

DMT Coordinated Plan Resources Center:

<http://www.dot.ca.gov/hq/MassTrans/Coord-Plan-Res.html>

REGIONAL TRANSPORTATION PLANNING AGENCIES

REGIONAL AGENCY	CONTACT NAME	PHONE NUMBER/ FAX NUMBER	MAILING ADDRESS	STREET ADDRESS	E-MAIL ADDRESS	CITY	ZIP
Metropolitan Transportation Commission	Kristen Mazur	(510) 817-5789 (Ph)/ (510) 817-5848 (Fax)	101 Eighth Street	101 Eighth Street	kmazur@mtc.ca.gov	Oakland	94607-4700
Alpine County Transportation Commission	Dennis Cardoza	(530) 694-2140, (Ph)/ (530) 694-2149 (Fax)	50 Diamond Valley Road	50 Diamond Valley Road	dennis@pw.alpinecountyca.gov	Markleeville	96120
Amador County Local Transportation Commission	Mel Welsh	(209) 296-4848 (Ph)/ (209) 267-1930 (Fax)	11400 American Legion Drive	11400 American Legion Drive	meinbob@volcano.net	Jackson	95642-9525
Butte County Association of Governments	Jim Peplow	(530) 879-2468 (Ph)/ (530) 879-2444 (Fax)	2580 Sierra Sunrise Terrace, Suite 100	2580 Sierra Sunrise Terrace, Suite 100	jpeplow@bcag.org	Chico	95928-6301
Calaveras County Council of Governments	Tim McSorley	(209) 754-2094 (Ph)/ (209) 754-2096 (Fax)	P.O. Box 280	P.O. Box 280	TmcSorley@calacog.org	San Andreas	95249
Colusa County Local Transportation Commission	Barbara Salazar	(530) 458-0444 (Ph)/ (530) 458-0282 (Fax)	715 D Street	715 D Street	bsalazar@frontiernet.net	Colusa	95932
Del Norte County Local Transportation Commission	Tamera Buchanan	(707) 465-3878 (Ph)/ (707) 465-5518 (Fax)	1225 Mashal St. Suite 8	1225 Mashal St. Suite 8	tamera.buchanan@aol.com	Crescent City	95932
El Dorado County Transportation Commission	Jerry Barton	(530) 642-5260 (Ph)/ (530) 642-5266 (Fax)	2828 Easy Street, Suite 1	2828 Easy Street, Suite 1	jbarton@edctc.org	Placerville	95667
Council of Fresno County Governments	Todd Sobrado	(559) 233-4148 (Ph)/ (559) 233-9645 (Fax)	2035 Tulare Street, Suite 201	2035 Tulare Street, Suite 201	todds@fresnocog.org	Fresno	93721
Glenn County Local Transportation Commission	Peggy White	(530) 934-6530 (Ph)/ (530) 934-6533 (Fax)	P. O. Box 1070	777 North Colusa Street	pwhite@countyofglenn.net	Willows	95988
Humboldt County Association of Governments	Spencer Clifton	(707) 444-8208 (Ph)/ (707) 444-8319 (Fax)	427 F Street, Suite 220	427 F Street, Suite 220	hcaog@pacbell.net	Eureka	95501
Imperial Valley Association of Governments	Kathi Williams	(760) 482-4290 Ph)/ (760) 352-7876 (Fax)	940 Main Street, Suite 208	940 Main Street, Suite 208	kathiwilliams@imperialcounty.net	El Centro	92243-2853
Inyo County Local Transportation Commission	Ted Pedersen	(760) 878-0201 (Ph)/ (760) 878-2001 (Fax)	P. O. Box Q	168 North Edwards	tpedersen@inyocounty.us	Independence	93526

REGIONAL INFRASTRUCTURE PLANNING AGENCIES

REGIONAL AGENCY	CONTACT NAME	PHONE NUMBER / FAX NUMBER	MAILING ADDRESS	STREET ADDRESS	E-MAIL ADDRESS	CITY	STATE	ZIP
Kern Council of Governments	Marilyn Beardslee & Bob Snoddy	(661) 861-2191 (Ph)/ (661) 324-8215 (Fax)	1401 19th Street, Suite 300	1401 19th Street, Suite 300	mbeardslee@kerncoog.org bsnoddy@kerncoog.org	Bakersfield	CA	93301
Kings County Association of Governments	Seth Eberhard	(559) 582-3211, X-2657 (Ph)/ (559) 584-8989 (Fax)	1400 West Lacey Blvd	1400 West Lacey Blvd	seth.eberhard@co.kings.ca.us	Hanford	CA	93230
Lake County/City Area Planning Council	Nephele Barrett	(707) 263-7799(Ph)/ (707) 263-1828 (Fax)	367 N State St, Suite 206	367 N State St, Suite 206	barrethn@dowassociates.com	Lakeport	CA	95453
Lassen County Transportation Commission	Dan Newton	(530) 251-8260 (Ph)/ (530) 257-4671 (Fax)	707 Nevada Street	707 Nevada Street	dnewton@co.lassen.ca.us	Susanville	CA	96130
Los Angeles County Metropolitan Transportation Authority	Larry Tones	(213) 922-3050 (Ph)/ (213) 922-2849 (Fax)	P.O. Box 194, MS 99-23-1	One Gateway Plaza	tonresl@metro.net	Los Angeles	CA	90012-2952
Madera County Transportation Commission	Troy McNeil	(559) 675-0721 X- 12 (Ph)/ (559) 675-9328 (Fax)	2001 Howard Rd, Suite 201	2001 Howard Rd, Suite 201	troy@maderact.org	Madera	CA	93637
Mariposa County Local Transportation Commission	Dana Hertselder	(209) 966-5356 (Ph)/ (209) 966-2828 (Fax)	4639 Ben Hur Road	4639 Ben Hur Road	dherfelder@mariposacounty.org	Mariposa	CA	95338
Mendocino Council of Governments	Phil Dow	(707) 463-1859 (Ph)/ (707) 463-2212 (Fax)	367 North State Street, Suite 206	367 North State Street, Suite 206	dowp@dow-associates.com	Ukiah	CA	95482
Merced County Association of Governments	Marjle Kim	(209) 723-3153, X-351 (Ph)/ (209) 723-0322 (Fax)	369 W. 18th Street	369 W. 18th Street	mkim@mcag.co.ca.us	Merced	CA	95340
Modoc County Transportation Commission	Pam Couch	(530) 233-6422 (Ph)/ (530) 233-3744 (Fax)	P.O. Box 111	111 West North Street/	pamcouch@frontiernet.net	Alturas	CA	96101-0999
Mono County Local Transportation Commission	Scott Burns	(760) 924-1807 (Ph)/ (760) 924-1801 (Fax)	P.O. Box 347	437 Old Mammoth	sburns@mono.ca.gov/ gplummer@mono.ca.gov	Mammoth Lakes	CA	93546
Transportation Agency for Monterey County	Andy Cook	(831) 775-4411 (Ph)/ (831) 775-0897 (Fax)	55 B Plaza Circle	55 B Plaza Circle	andy@tamcomonterey.org	Salinas	CA	93901-2902
Nevada County Transportation Commission	Daniel Landon	(530) 265-3202 (Ph)/ (530) 265-3260 (Fax)	101 Providence Mine Road, Suite 102	101 Providence Mine Road, Suite 102	dlandon@nccn.net	Nevada City	CA	95959

REGIONAL TRANSPORTATION PLANNING AGENCIES

REGIONAL AGENCY	CONTACT NAME	PHONE NUMBER / FAX NUMBER	MAILING ADDRESS	STREET ADDRESS	E-MAIL ADDRESS	CITY	ZIP
Orange County Transportation Authority	Rick Teano	(714) 560-5716 (Ph)/ (714) 560-5795 (Fax)	P. O. Box 14184	550 S. Main Street	Rteano@octa.net	Orange	92863-1584
Placer County Transportation Planning Agency	David Melko	(530) 823-4030 (Ph)/ (530) 823-4036 (Fax)	299 Nevada Street	299 Nevada Street	dmelko@pcta.net	Auburn	95603
Plumas County Transportation Commission	Martin Byrne	(530) 283-6492 (Ph)/ (530) 283-6323 (Fax)	1834 East Main Street	1834 East Main Street	martybyrne@countypumas.com	Quincy	95971
Riverside County Transportation Commission	Josephina Clemente	(951) 787-7141 (Ph)/ (951) 787-7920 (Fax)	P.O. Box 12008	4080 Lemon Street, 3rd Floor	jclemente@rdc.org	Riverside	92502-2208
Sacramento Area Council of Governments	Barbara Bechtold	(916) 340-6226 (Ph)/ (916) 321-9551 (Fax)	1415 L Street, Suite 300	1415 L Street, Suite 300	bvaughanbechtold@sacog.org	Sacramento	95814
Council of San Benito County Governments	Betty Li	(831) 637-7665 (Ph)/ (831) 636-4160 (Fax)	330 Tres Pinos, Suite C7	330 Tres Pinos, Suite C7	betty@sanbenitocog.org	Hollister	95023
SANBAG	C/O Heather Menninger-Maveda	(909) 621-3101 (Ph)/ (909) 621-9387 (Fax)	306 Lee Avenue	306 Lee Avenue	amrma306@earthlink.com	Claremont	91711-3123
San Diego Association of Governments	Danielle Kochman	(619) 699-1921 (Ph)/ (619) 595-1905 (Fax)	401 B St, Suite 800, First Interstate Plaza	401 B St, Suite 800, First Interstate Plaza	dko@sandag.org	San Diego	92101
San Joaquin Council of Governments	Sam Kaur	(209) 468-3913 (Ph)/ (209) 468-1084 (Fax)	555 East Weber Avenue	555 East Weber Avenue	kaur@sjcog.org	Stockton	95202
San Luis Obispo Council of Governments	Eliane Gullot	(805) 781-5711 (Ph)/ (805) 781-5703 (Fax)	1150 Osos Street, Suite 202	1150 Osos Street, Suite 202	egulliot@slocog.org	San Luis Obispo	93401
Santa Barbara County Association of Governments	Michael Powers Sarkes Khachek	(805) 961-8900 (MP-Ph)/ (805) 961-8901 (Fax) (805) 961-8913 (SK-Ph.)	260 North San Antonio Road, Suite B	260 North San Antonio Road, Suite B	mpowers@sbcag.org / skhachek@sbcag.org	Santa Barbara	93110

REGIONAL TRANSPORTATION PLANNING AGENCIES

REGIONAL AGENCY	CONTACT NAME	PHONE NUMBER / FAX NUMBER	MAILING ADDRESS	STREET ADDRESS	E-MAIL ADDRESS	CITY	STATE	ZIP
Santa Cruz County Regional Transportation Commission	Karena Pushnik	(831) 460-3200 (Ph)/ (831) 460-3215 (Fax)	1523 Pacific Avenue	1523 Pacific Avenue	kpushnik@scortc.org	Santa Cruz	CA	95060-3911
Shasta County Regional Transportation Planning Agency	Sue Crowe	(530) 245-8826 (Ph)/ (530) 225-5667 (Fax)	1855 Placer Street	1855 Placer Street	slcrowe@co.shasta.ca.us	Redding	CA	96001
Sierra County Transportation Commission	Brian Davey	(530) 289-2848 (Ph)/ (530) 289-2828 (Fax)	P.O. Box 98	101 Courthouse Square	bdavey@sierracounty.ws	Downieville	CA	95936
Siskiyou County Transportation Commission	Tom Anderson	(530) 842-8269 (Ph)/ (530) 842-0148 (Fax)	305 Butte Street	305 Butte Street	tanderso@co.siskiyou.ca.us	Yreka	CA	96097
Stanislaus Council of Governments	Scott Phillips	(209) 558-7830 (Ph)/ (209) 558-7833 (Fax)	900 H Street, Suite D	900 H Street, Suite D	swphillips@stanocog.org	Modesto	CA	95354-2300
Tahoe Regional Planning Agency	Nick Haven	(775) 588-4547, X-256 (Ph)/ (775) 588-4527 (Fax)	P. O. Box 5310	128 Market St.	nhaven@trpa.org	State Line	NV	89449
Tehama County Transportation Commission	Barbara O'Keefe	(530) 385-1462, X-3017 (Ph)/ (530) 385-1189 (Fax)	9380 San Benito Avenue	9380 San Benito Avenue	bokeeffe@tcpw.ca.gov	Gerber	CA	96035-9702
Trinity County Transportation Commission	Polly Chapman	(530) 623-1351, X-14 (Ph)/ (530) 623-1353 (Fax)	P.O. Box 2819	60 Glenn Road	pchapman@trinitycounty.org	Weaverville	CA	96093-2819
Tulare County Association of Governments	Marvin Demers	(559) 733-6653 (Ph)/ x4886 (559) 730-2653 (Fax)	5961 South Mooney Blvd	5961 South Mooney Blvd	mdemers@co.tulare.ca.us	Visalia	CA	93277
Tuolumne County Transportation Council	Darren Grossi	(209) 533-5601 (Ph)/ (209) 533-5698 (Fax)	2 South Green Street	2 South Green Street	dgrossi@co.tuolumne.ca.us	Sonora	CA	95370
Ventura County Transportation Commission	Vick Kamhi	(805) 642-1591 (Ph)/ (805) 642-4860 (Fax)	950 County Square Drive, Suite 207	950 County Square Drive, Suite 207	vkamhi@govventura.org	Ventura	CA	93003

POLICY ADVISORY COMMITTEE

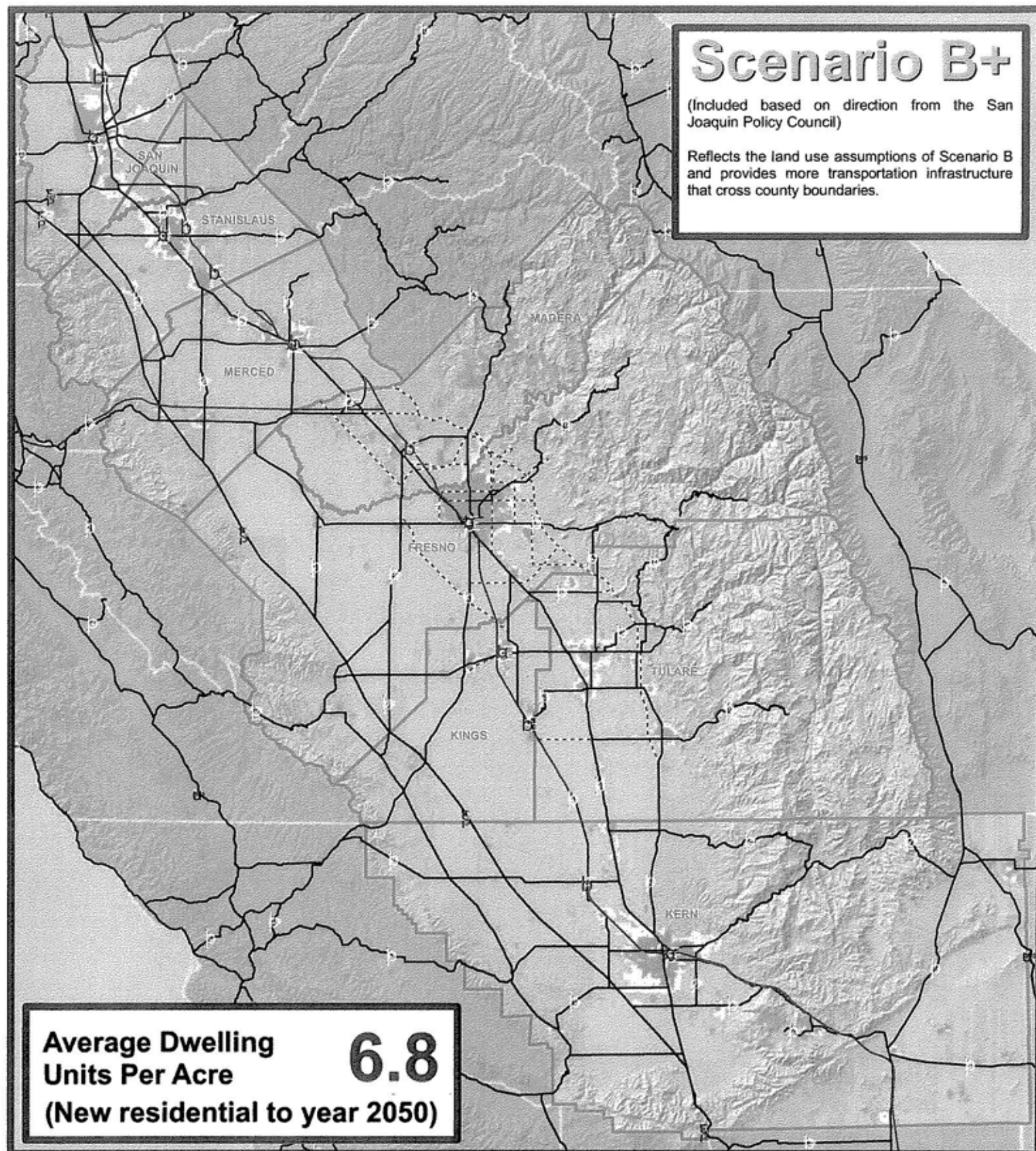
ACTION/DISCUSSION ITEMS

AGENDA ITEM III. F.

Scenario B+

(Included based on direction from the San Joaquin Policy Council)

Reflects the land use assumptions of Scenario B and provides more transportation infrastructure that cross county boundaries.

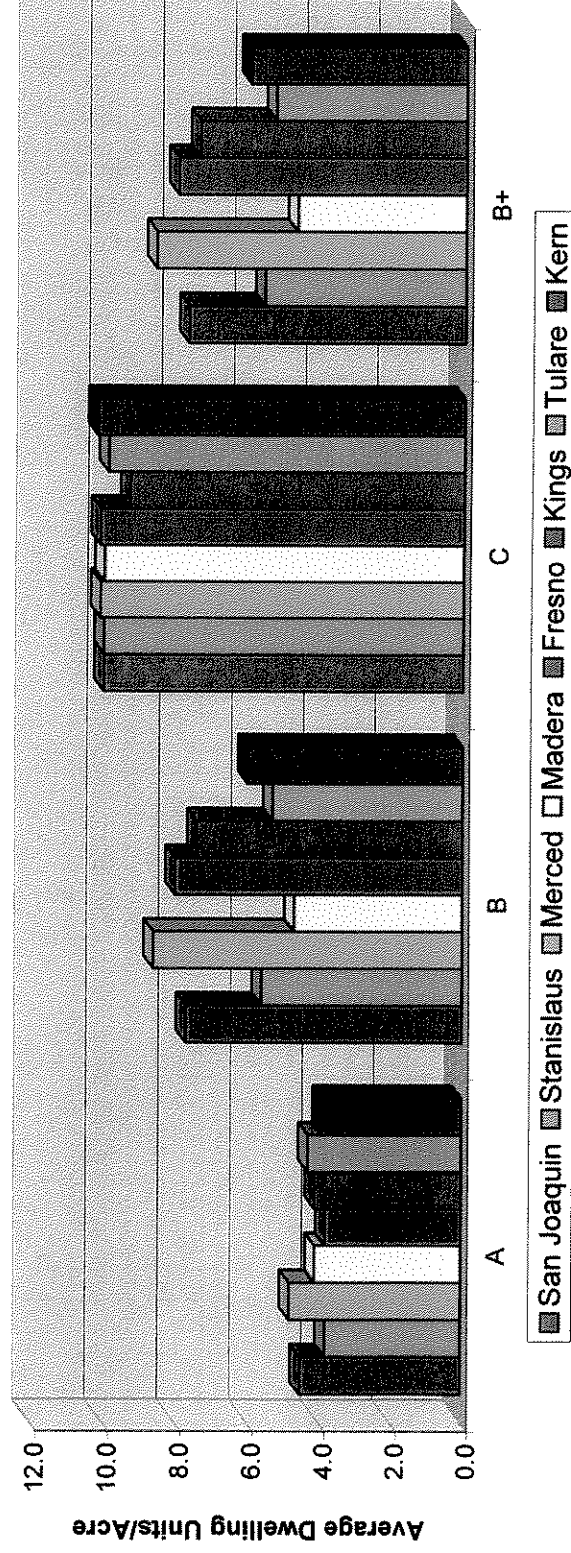


Eight San Joaquin Valley COG's Comparison of Blueprint Principles/Concepts/Goals

[illegible]

SJV Blueprint ~ Comparison of Average Dwelling Units per Acre

	A	B	C	B+
San Joaquin	4.5	7.7	10.0	7.7
Stanislaus	3.8	5.6	10.0	5.6
Merced	4.8	8.6	10.1	8.6
Madera	4.1	4.7	10.0	4.7
Fresno	3.8	8.0	10.1	8.0
Kings	4.1	7.4	9.3	7.4
Tulare	4.3	5.3	9.9	5.3
Kern	3.9	6.0	10.2	6.0



San Joaquin Valley Wide Summaries

Density Range	Scenario A			Scenario B			Scenario C			Scenario B+		
	Percent	Acres		Percent	Acres		Percent	Acres		Percent	Acres	
>20 Du/Ac	0.0%		0	9.2%		6,900	32.6%		23,600	9.2%		6,900
20-10 Du/Ac	11.2%		13,800	24.1%		31,300	37.9%		55,400	24.1%		31,300
10-2 Du/Ac	83.8%		332,400	64.0%		185,700	29.1%		95,900	64.0%		185,700
2-0.5 Du/Ac	4.4%		79,500	2.5%		42,600	0.4%		6,300	2.5%		42,600
>2 Ac/Du	0.6%		NA	0.2%		NA	0.0%		NA	0.2%		NA
Employment			107,400			87,200			87,200			87,200
Total			533,000			353,700			268,400			353,700
Average DU/Ac			4.3			6.8			10			6.8
Average People/Ac			13			21			31			21

Impacts	Acres	Acres	Acres	Acres
Prime Ag Land	261,300	164,600	120,700	164,200
Statewide Ag Land	65,400	44,100	32,000	44,300
100year Flood Plain	53,200	19,900	*	20,100
100year FP Residents	564,600	296,100	*	292,400
CNDDB	109,400	86,000		86,500
Mead Cores	50,700	34,300		33,800
Mead Corridors	6,000	2,100		2,100
Riparian Forest	220	60		70
Other Wetlands	15,900	4,000	*	4,100
Vernal Pools	3,300	1,700		1,700
Critical Habitat	33,700	7,600	*	7,500
Oak Woodlands	4,400	3,300		3,200
GHG Residential (tons of CO2E)	11,900,000	11,100,000	20%	11,200,000
KWH demand Residential per year	14,800,000,000	13,800,000,000		13,800,000,000
VMT per day	240,000,000	233,000,000	6%	
CO2 Tons/day	173,000	168,000	5%	
VMT and Mobile source CO2 Totals do not include Stanislaus counties. We have data for Stan for Scenario A and C, but without a B, comparing across the board becomes difficult if we include them in any of the count				

* San Joaquin County strongly influences these values as development adjacent to most of it's cities requires development in floodplains, or areas defined as critical habitat.

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INCORPORATED

Intergovernmental Relations and Federal Affairs

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MEMORANDUM

TO: Tony Boren
Marla Day
Barbara Steck

FROM: Len Simon

SUBJECT: 2009 Fresno COG “One Voice”: *Observations and Recommendations*

DATE: April 8, 2009

Thank you again for the opportunity to work with the 2009 Fresno COG “One Voice” delegation. As with previous “One Voice” efforts, 2009 was very productive and the caliber of projects, presentations and meetings continue to improve each year. It was also a unique opportunity to have the group in town *the very week* that Congress was wrapping up its historic work on the Recovery Act. Discussions on that subject helped to inform and enrich all of our meetings.

In preparation for next year’s “One Voice” meetings in Washington, we wanted to provide recommendations that you may wish to incorporate into the 2010 visit.

2009 “One Voice” Recommendations

1. **Format** - We sought many Obama Administration officials for 2009, but with “One Voice occurring only 18 days after the inaugural, it was just not practical for them to participate. Our Congressional representatives and Committee staff were, of course, excellent and very informative. We recommend that the “One Voice” effort in 2010 focus at least 50% on White House and Obama administration appointees. One year from now the Administration will be fully staffed and they will have much to say about new initiatives impacting the One Voice participants.

As with past years, the joint congressional briefing worked well and as you will recall, the congressional staff were thoroughly engaged in the discussion of projects, which continued among them subsequent to the “One Voice” visit. However, with two out of the four “One Voice” House members not accepting earmark requests, it is important they we continue to balance our time with them to include important policy issues as well as earmark requests.

Although attendance at our Congressional reception was not what we would have hoped for, we recommend trying that approach one more time. Knowing the distractions which typically occur in a normal Congressional week, we will try a more focused approach in making sure that House and Senate members and staff participate in the reception. We also recommend that *every speaker who participates in "One Voice" throughout the three days be invited to the reception in the evening.* Providing awards to delegation members throughout the day continues to be a good idea. We were pleased that both **Senators Feinstein and Boxer**, who have even more demanding schedules this year, were able to participate. The meetings this year with both senators were excellent and we will work to repeat similar meetings next year.

We also recommend trying to end each day's events around 4:00 p.m., although scheduling with key members of Congress does require us to extend meeting times beyond that targeted time. We would also be pleased to work with you on arranging group dinners each night if the delegation chooses to have arranged dinners each evening.

2. **Discussion of Policy Issues** – Similar to past years, we will structure the time with members and their staff to allow discussions of both appropriations and policy. We should take advantage of the time with the members of the delegation and congressional committee staff to discuss both appropriations and policy, which very often have a larger impact at the local level.

3. **Materials** – By late this year, there will be a full plate of policy issues on the table impacting the region – transportation reauthorization, climate change and many others. As a group we should be prepared to address each of these and engage on them with Congressional and Administration officials in a detailed way. In addition, COG briefing materials should reflect background and positions on these policy issues as they have in the last several years. The materials that the COG staff provided each member of the delegation and their staffs was quite impressive and we would advise that same general package be used next year. The materials should also include the details of both federal and non-federal funding sources for all projects.

4. **Presentations** – We recommend that the COG provide its "Briefing Book" to congressional staff and others on a CD or flash stick in addition to hard copy so that it is easier for the congressional staff to utilize them in for subsequent purposes.

5. **Grants** – As earmarks decline in number and value (Congressional intent is for this to occur) COG should continue to look for grant opportunities that could be applicable to the "One Voice" funding requests. We believe that grant opportunities will grow under the Obama Administration. Beyond the "One Voice" requests, COG members may find that there are funding opportunities available for a number of projects in their respective jurisdictions for which they may wish to seek funding.

6. **Recovery Act** – By the time of the 2010 "One Voice" most of the funding for the Recovery Act will have been received and implemented. We recommend that COG

prepare a "*Special Report: The Region and the Recovery Act*" to show Washington how funds have been effectively utilized.

7. **Future Appropriations.** As with this year, we suggest COG carefully choose projects that are regional in scope, but remain within the \$2 – 3 million request range. We would also urge you to consider only four appropriations projects for the 2010 program.

8. **Transportation Reauthorization** – As you know, the surface transportation reauthorization bill process is now underway. Projects will be submitted in April-May but few suspect the bill will be enacted this year. Thus, during "One Voice" 2010 reauthorization will be a hot topic and COG should be prepared to engage on it.

We hope that you find this information helpful as you begin to think about your future "One Voice" efforts.

Please let us know if you have any questions or if we may be of further assistance. We look forward to talking with you soon.

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. G.

CALIFORNIA TRANSPORTATION COMMISSION TOWN HALL MEETING

APRIL 22, 2009

LOCAL & REGIONAL TRANSPORTATION OVERVIEW
KERN, FRESNO, TULARE & KINGS COUNTIES



FOUR POINTS SHERATON HOTEL

BISTRO BALLROOM
5101 CALIFORNIA AVENUE
BAKERSFIELD, CA

TOWN HALL MEETING 1 - 5 PM
RECEPTION 6 - 7:30 PM

KERN COUNCIL OF GOVERNMENTS
661-861-2191

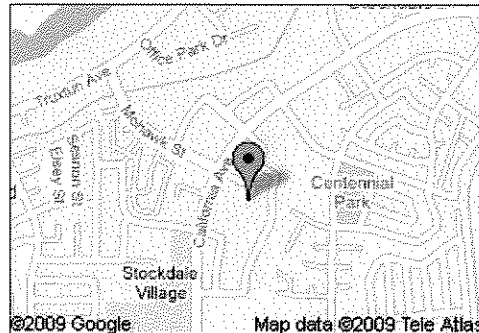
THOMAS ROADS IMPROVEMENT PROGRAM
661-326-3491

DRAFT AGENDA

California Transportation Commission Town-Hall Meeting

Four Points by Sheraton Hotel

5101 California Ave.
Bakersfield, CA 93309
(661) 325-9700



Wednesday, April 22, 2009
1–5 p.m.

1– 1:20 p.m. Introduction

Welcome *Kern COG Executive Director Ron Brummett*
 Bakersfield Mayor Harvey Hall
 Caltrans District 6 Director Malcolm Dougherty

Bistro
Ballroom

1:20 – 2:20 p.m. San Joaquin Valley Regional Overview

Regional Growth

Impacts *Fresno COG (speakers to be determined)*

Goods Movement

Kern County Supervisor Michael Rubio,
Kern COG Executive Director Ron Brummett

Freight Rail Activity

Tulare County Supervisor Allan Ishida,
TCAG Executive Director Ted Smalley

2:20 – 2:30 p.m. Break

2:30-4:30 p.m. Regional Transportation Report

2:30-3 p.m. Kern Council of Governments

Thomas Roads Improvement Program – City of Bakersfield

International Trade and Transportation Center – City of Shafter

Mojave Spaceport/Inland Port – East Kern Airport District

3-3:30 p.m. Tulare County Association of Governments

3:30-4 p.m. Council of Fresno County Governments

4-4:30 p.m. Kings County Association of Governments

4:30–4:35 p.m. Closing Remarks

Kern COG Executive Director Ron Brummett

4:35-5 p.m. Public Comments

6-7:30 p.m. Informal Reception

Bistro
Ballroom

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. H.



California Partnership for the
San Joaquin Valley

April 3, 2009

Council of Fresno County Governments
Tony Boren, Executive Director
2035 Tulare Street #201
Fresno, CA 93721

RECEIVED

APR 06 2009

BY: _____
FRESNO COG

Dear Mr. Boren:

Confirming communications with the staff of your Council of Governments, this letter is to formally request \$33,500 funding from Council of Fresno County Governments for the continued operations of the California Partnership of the San Joaquin Valley. As a basis for this request, please find the following: Attachment "A" - Partnership "Sustainability" Budget; Attachment "B" - Partnership Gap Funding allocation; and Attachment "C" - Partnership Successes.

The Partnership was established by executive order of the Governor in 2006 and extended indefinitely in December 2008. However, the extension does not include any funding in addition to the initial \$5 million provided in 2006, which expires June 30, 2009. We will continue efforts to try to secure funding from the State, but must anticipate the possibility of receiving no funding given the State's current fiscal situation. It is the intent of the Partnership board to continue the work of the Partnership in FY 2009-10, even if activities must be somewhat curtailed to adjust to the current fiscal environment. To that end, the staff has developed a minimum budget level that includes a total of 4 FTE's to support the Partnership's administrative, communications and government affairs functions, eliminating the staff of the Partnership work groups (nine of the ten Partnership Work Groups have indicated that they will find a way to continue to advance their programs to meet goals and objectives, although without State funding, the level and pace of activity will be diminished). Under this minimum "sustainability" budget scenario, the majority of the funding will come from the Office of Community and Economic Development at California State University, Fresno. However, there is a \$142,000 gap that we are requesting be filled by the 8 County Council of Governments on a pro-rata basis based on county population.

As is noted in the attached partial list of successes (Attachment "C"), your organization and the individual members have greatly benefited from the establishment of the Partnership and will continue to do so in the future. Benefits provided to Valley cities and counties include the creation of the San Joaquin Valley Clean Energy Organization, the San Joaquin Housing Trust, and funding generated for the following: Highway 99 Business Plan (\$1 billion earmark in the infrastructure bonds – the only such earmark

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included in the \$37 billion bond package); Prop 1B infrastructure improvements (\$824 million); Prop 1B Goods Movement Emissions Reduction Program (\$250 million); planning funds for a U.C. medical school in the Valley (\$5 million); and a number of grants for workforce development totaling more than \$1 million.

Reports from the executive staffs of the Valley COGs indicate that they see the Partnership's biggest benefits to be advocacy for Valley programs and projects. Because the Partnership board includes eight members of the Governor's Cabinet, the administration has become much more aware and knowledgeable of the issues in the Valley, and they have been very helpful in giving us unprecedented access to funding streams. A recent example of our coordinated advocacy efforts is the coordination and formation of the Regional Economic Recovery Work Plan for the State of California Business, Transportation and Housing Agency. The Secretariat held regional meeting to educate individual cities, counties and agencies on how to submit projects for consideration, collected and reviewed the projects and prepared the "draft" Plan all within 4 weeks. In all there were over 4000 projects submitted. After removing redundancies, there were 2,412 projects totaling over \$9.3 billion in funding requests and generating a potential estimated 11 million jobs. In other areas of the State, there was a lack of a coordinated effort and as a result a less than comprehensive Plan was submitted.

The Partnership has a ten year Strategic Plan. We are now in year 3 of that Strategic Plan. There is still much work to do and continuation of the Partnership through the Secretariat is essential to maintain progress in furthering the Valley. We ask that you give consideration in assisting in this effort by helping us fill the funding gap. If you have any questions or need further information, please feel free to contact me at (559) 696-2524 or by email at mdozier@csufresno.edu.

Sincerely,



Mike Dozier
Lead Executive

Encl: Attachments as stated

Attachment "A" – Partnership "Sustainability" Budget

California Partnership for the San Joaquin Valley
Budget FY 2009-10

<u>Expense Item</u>	<u>Total Cost</u>	<u>Partnership Time Allocation</u>	<u>Partnership Cost</u>	<u>Comments</u>
1 Personnel Salaries & Benefits				
> Director		50%	0	Contributed by Fresno State
> Admin. Assistant		50%	0	Contributed by Fresno State
> Associate Director		50%		
> Student Assistant		50%	0	Contributed by Fresno State
> Communications Manager		50%		
> Communications Assistant		50%		
> Government Affairs Director		100%	50%	50% Contributed by Fresno State
Total Personnel Salaries and Benefits	\$498,000		\$144,000	
2 Rent and Utilities	\$18,000		0	Contributed by Fresno State
3 Phones/Internet	\$2,000		\$2,000	
3 Meeting Expenses, Communications	\$8,000		\$8,000	
4 Supplies, Meeting Expenses	\$10,000		\$10,000	
5 Travel	\$2,000		\$2,000	
6 Miscellaneous	\$1,000		\$1,000	
Total (net after contributions from Fresno State)			\$167,001	
Less City of Fresno Contribution (requested)			(\$25,000)	
Funding Gap			\$142,001	

*Expense Items 3, 4, 5 and 6 pertain only to expenses associated with Partnership Activities

Attachment "B" – Partnership Gap Funding Allocation

California Partnership for the San Joaquin Valley

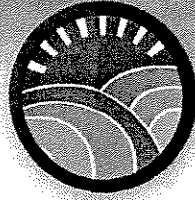
FY 2009-2010 Budget

Proposed Allocation of Funding Gap: \$142,000

Factor: 3.6 cents per capita (rounded down to nearest hundred)

<u>County</u>	<u>Population</u>	<u>Proposed Funding</u>
Fresno	931,098	\$33,500
Kern	817,517	\$29,400
Kings	154,434	\$5,500
Madera	150,887	\$5,400
Merced	255,250	\$9,200
San Joaquin	685,650	\$24,600
Stanislaus	525,903	\$18,900
Tulare	<u>435,254</u>	<u>\$15,600</u>
Total	3,955,993	\$142,100

Source: Department of Finance Population Estimates, Jan1, 2008



California Partnership for the
San Joaquin Valley

California's 21st Century Opportunity

Successes

- Partnership board awarded \$2.5 million in seed grants to fund 14 regional projects, jump-start major initiatives outlined in Strategic Action Proposal. Projects have leveraged **more than \$15 million** in additional funding.
- Partnership requested that Caltrans accelerate completion of the Highway 99 Business Plan, which calls for **\$6 billion** to be invested over the next 10 years. This resulted in a **\$1 billion** earmark by the Governor and State Legislature to jumpstart Highway 99 improvements (the only earmark in the \$37 billion approved by the voters).
- With support from the partnership, the Valley formed partnerships with northern California to compete for the **\$2 billion** provided through Prop 1B for infrastructure improvements along trade corridors with a high volume of freight movement. Together, the coalition secured over **\$824 million** for regional projects adopted by the CTC. This included the adoption of five Valley infrastructure improvement projects totaling more **\$205 million**.
- Partnership worked with San Joaquin Valley Air Pollution Control District, legislative delegation to advocate for and secure \$250 million in Prop 1B Goods Movement Emissions Reduction Program funding for San Joaquin Valley Goods Movement Emissions Reduction Program funding for the Valley. The Partnership helped secure additional air quality mitigation funding totaling \$56.5 M, including \$44 M EQIP funding, \$12.5 M DERA funding.
- Five new enterprise zones were designated in the San Joaquin Valley.
- The Partnership successfully advocated for the Hospital Council to receive a **\$500,000** grant from the State to establish the San Joaquin Valley Nursing Education Consortium.
- All eight Valley counties and the respective councils of government are collaborating on the Regional Blueprint Process and were awarded **\$2 million** in grant funding.
- The U.S. Department of Labor awarded **\$1.85 million** to expand nurse training at community colleges in Merced and Modesto, as well as SCCC's Madera Center.
- California Labor and Workforce Development Agency's Employment Training Panel awarded Kern Community College District **\$500,000** for training in high-wage occupations, such as manufacturing, logistics and construction.
- Prepared water system funding applications through seed grant with Self Help Enterprises for \$21 million for 20 communities with poor water systems. **\$10 million** have been awarded.
- Coordinated and led the Tulare Lake Basin Working Group. Secured **\$324,000** in federal funding. Completed the Tulare Basin Wildlife-Riparian Corridor Plan.
- **\$2 million** Community-Based Job Training Grant was awarded to State Center Community College District and West Hills College to provide training through the "Ensuring Agriculture for Tomorrow" (EAT) program.

Office of Community
and Economic Development
California State University, Fresno

Mike Dozier, Director
E-mail: mdozier@csufresno.edu

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Fresno, CA 93740

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(559) 294-6021 Office
(559) 294-6024 Office Fax

- Partnership Water Work Group is working with Valley stakeholders in an unprecedented effort to develop an integrated regional water plan.
- Partnership Air Quality and Transportation Work Groups worked together to ensure that the high-speed rail system serves the needs of the entire San Joaquin Valley. Worked toward successful passage of AB 3034, legislation that specifically identified the Altamont Corridor connecting the San Joaquin Valley to the Bay Area as a high-speed segment eligible for funding under the proposed \$9 billion bond. The language was included in the high-speed rail bond passed by voters on November 4, 2008.
- The 8 County EDC's are all working on strengthening five regional industry clusters with significant growth potential.
- The 8 County WIBs have joined together to do Valley-wide surveys to determine high-demand occupations in these industry clusters. Additionally, with seed funding from the partnership, they have launched a single web site to connect job seekers and employers (www.careersinthevalley.com) and converged on a single assessment tool.
- Superintendents from the eight Valley counties have convened regularly to improve K-12 education.
- Partnership Secretariat prepared the draft Regional Economic Recovery Work Plan. The Plan was prepared with assistance from the seven work groups who assembled, reviewed, separated, and forwarded over 5,000 projects related to transportation, public infrastructure, economic development, Workforce development, housing, air quality, water and Energy.
 - The Work Plan will assist cities, counties and agencies in the San Joaquin Valley receive funds through the federal Stimulus legislation.
- Completed the Metro Rural Loop Corridor Preservation Feasibility Study. Received an additional \$276,000 from Caltrans to develop formal regional collaboration process and structure encompassing Fresno, Madera, Tulare and King Counties (30 incorporated cities).
- Stakeholders from a range of public and private sector interests – urban, rural, agriculture, business, environmental –joined forces on two Partnership-related entities: Creation of the **San Joaquin Valley Clean Energy Organization** and the **San Joaquin Valley Housing Trust**.
- The **San Joaquin Valley Clean Energy Organization** is working on energy conservation with 14 Valley cities. Additionally, it has signed an MOU making the Valley the first national demonstration site for the 25x'25 Initiative (25% of energy from renewable sources by the year 2025).

***Council of Fresno County Governments
2009/10 Member Dues Schedule****

MEMBER	CENSUS POPULATION 01/01/08	PERCENT	1 Voice DUES SCHEDULE	California Partnership SCHEDULE	Total Dues
Clovis	94,278	10.13%	8,202	3,392	11,594
Coalinga	19,063	2.05%	1,658	686	2,344
Firebaugh	6,811	0.73%	593	245	838
Fowler	5,572	0.60%	485	200	685
Fresno City	486,116	52.21%	42,289	17,490	59,779
Huron	7,553	0.81%	657	272	929
Kerman	13,878	1.49%	1,207	499	1,706
Kingsburg	11,257	1.21%	979	405	1,384
Mendota	9,787	1.05%	851	352	1,203
Orange Cove	10,774	1.16%	937	388	1,325
Parlier	13,325	1.43%	1,159	479	1,638
Reedley	25,584	2.75%	2,226	920	3,146
Sanger	25,046	2.69%	2,179	901	3,080
San Joaquin	4,521	0.49%	393	163	556
Selma	23,284	2.50%	2,026	838	2,864
Fresno Co.	174,249	18.71%	15,159	6,269	21,428
TOTALS	931,098	100%	81,000	33,500	114,500
			81,000	33,500	

* Estimate Only - Actual Dues level subject to Board approval of May/June contract negotiation.
01/01/08 Population Estimates revised in May.

