POLICY ADVISORY COMMITTEE

CONSENT ITEMS

AGENDA ITEMS II. A.-AG.

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Council of Fresno County Governments

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POLICY ADVISORY COMMITTEE
Executive Minutes

Date: Friday, May 15, 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
Ron Manfredi, City of Kerman
Lynn Gorman, Fresno County
Dan Spears, City of Sanger
Alan Bengyel, City of Orange Cove
Bruce Rudd, City of Fresno
Randy Deaver, City of Fowler
Kathy Millison, City of Clovis
Bill Skinner, City of Coalinga
Cruz Ramos, City of San Joaquin
Bruce Webber, City of Reedley
Don Pauley, City of Kingsburg
Rosanne Galvan, City of Selma
Sharri Ehlert, Caltrans
Lou Martinez, City of Parlier

Others Attending:

Valerie Chacon, City of San Joaquin
Tony Boren, Fresno COG
Gary Joseph, Fresno County Economic Opportunities Commission
Jeffery Webster, Fresno County Rural Transit
Lauren Dawson, Fresno COG
Stephanie Maxwell, Fresno COG
Jeff Long, Fresno COG/FAX
John Downs, Fresno COG/FAX
Melissa Garza, Fresno COG
Clark Thompson, Fresno COG
Todd Sobrado, Fresno COG
Renee DeVere-Oki, Fresno COG

The meeting was called to order by Chairman, Jose Ramirez (Firebaugh).

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.

II. CONSENT ITEMS

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

A. PAC Executive Minutes of April 17, 2009 — Approve
B. Reaffirm Fresno COG's Support for Designating State Route 99 as an Interstate [BOREN] — Approve
C. Transportation Funding Claim, FY 2009-10 City of Fresno, RESOLUTION 2009-11 [BESHEARS] — Approve
D. Transportation Development Act (TDA) Final Estimates, RESOLUTION 2009-13 [BESHEARS] — Approve
E. Fresno/Madera Urban Route 99 Corridor System Management Plan (CSMP), RESOLUTION 2009-12 [BOREN] — Approve
F. Transit Planning Documents:

1.	Short Range Transit Plan for the Fresno Urban Area – 2010-14 [LONG]	45-Day Review
2.	Clovis Consolidated Transportation Services Agency (CTSA) FY 2009-10 Operations Program & Budget [HALTERMAN–CITY OF CLOVIS]	45-Day Review
3.	Short Range Transit Plan for the Rural Fresno County Area – 2010-14 [J.Webster]	45-Day Review
4.	FCRTA Item: FY2009-10 Fresno County Rural Transit Agency Budget [J.WEBSTER]	45-Day Review
5.	Urban & Rural Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, FY 2009-10 [JOSEPH – FRESNO EOC]	45-Day Review
G.	Farmland Conservation Model Program Update [SOBRADO]	Information
H.	On-Call Modeling Assistance Contract Extension [BITNER]	Approve
I.	Transportation Development Act (TDA) - Decreased Revision of 2008/09 Estimates [BESHEARS]	Information
J.	Adoption of Annual Availability Advisory Percentages for Disadvantaged Business Enterprise (DBE) Participation, Resolution 2009-09, Public Hearing: 5-21-09 [BESHEARS]	Approve
K.	One Voice 2009 Summary of February Washington DC trip and Recommendations for 2010 and March Sacramento Visit [STECK]	Information
L.	Monthly Legislative Update [BOREN]	Information
M.	Status Report on Sacramento Lobbying Activities— Steve Samuelian, California Consulting LLC [BOREN]	Information

For a complete summary of these items please see the May 15, 2009 Annotated Agenda.

Item K. was pulled for further discussion.

A motion was made by Don Pauley (Kingsburg) and seconded by Ron Manfredi (Kerman) to approve the Consent Items with the exception of Item K. A vote was called for and the motion carried.

Item K. One Voice 2009 Summary of February Washington DC trip and Recommendations for 2010 and March Sacramento Visit

Don Pauley (Kingsburg) commented about the financial advisability of making the trip to Washington DC One Voice and Sacramento One Voice in 2010 due to the difficult economic times. Mr. Pauley feels that this should be addressed and brought to the Board to try and see how making these trips more economical for the future. Ron Manfredi (Kerman) agreed with Mr. Pauley. Mr. Manfredi suggested hosting something locally and representatives can come with the appropriate regional departments. Tony Boren, Executive Director informed the Committee that he will move the item to action/discussion on the next agenda and take it to the Board with these suggestions.

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

III. ACTION / DISCUSSION ITEMS

A. First 5 Fresno County Regarding Proposition 1D

Tony Boren, Executive Director reported on this item. Staff received a letter from Cruz Ramos, City Manager of the City of San Joaquin, requesting Proposition 1D be placed on the agenda for discussion and that a representative from First 5 Fresno County be available to attend the meeting to share the facts of the Proposition that will be on the upcoming May 19th special election ballot. A letter from Ms. Ramos as well as an official title and summary of Proposition 1D from the Secretary of State's website was included in the agenda packet.

Proposition 1D proposes to amend a 1998 measure, Prop. 10, to allow the state to tap funds from a 50-cents-per-pack tobacco tax that now goes to First Five for preschool, family and health programs aimed at children up to age 5.

The measure would use some of that money to offset existing general fund costs for state health and human services programs for children up to age 5. Also, it imposes new restrictions on the state commission's use of tobacco tax revenue; for example, it deletes the 6 percent allocation for media communications.

Specifically, it redirects $340 million of the First Five Commission's unspent reserves to general-fund programs for children in the 2009-10 fiscal year. Also, it would redirect $268 million in Prop 10 funds ($54 million from the state commission, $214 million from local commissions) through FY 2013-14. During these five years, the redirected funds would be subject to appropriation by the Legislature.

Kendra Rogers, Deputy Director, First 5 Fresno County, attended the meeting as a parent and an advocate for children. Ms. Rogers gave a presentation on Proposition 1D and answered questions from the Committee.

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

B. FY 2009-10 Final Overall Work Program (OWP) and Budget, RESOLUTION 2009-05

Tony Boren, Executive Director reported that the final 2009-10 Overall Work Program (OWP) and Budget is available on the homepage of the Fresno COG website under "Announcements". A summary memorandum was included in the Agenda Packet. The document has been in 45-day review and is scheduled for adoption on May 21, 2009.

Mr. Boren informed the Committee that this year's budget is coming in at $13.4 million and this is down about 1% from last year. There was a significant increase in federal revenues to reflect the large number of the projects that have been funded by federal funds.

Kathy Millison (Clovis) commented that with regards to the Regional Transportation Mitigation Fee Administration fund in advance from the agencies the issue should be set aside and reconsidered for an advance out of the Measure "C" funds as opposed to an additional charge to the members. Ms. Millison noted that this issue has not been determined and should be revisited as this process moves on for the RTMF.

A motion was made by Kathy Millison (Clovis) and seconded by Cruz Ramos (San Joaquin) to recommend adoption of the final 2009-10 Overall Work Program (OWP) and Budget by adoption of Resolution 2009-05. A vote was called for and the motion carried.

C. Adoption of the Fresno COG Environmental Justice (EJ) Plan, RESOLUTION 2009-10

Todd Sobrado (COG) reported on this item. In the federal guidelines for environmental justice based on Title VI of the Civil Rights act, growing attention has been placed on the need to incorporate environmental justice principles into the processes and products of transportation planning. Fresno COG sought to adhere to these guidelines with the draft Fresno COG Environmental Justice Plan, released for 45-day public review on January 16, 2009. In completing the Fresno COG EJ Plan, the Environmental Justice Task Force was convened to complete four key steps:

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

Under the direction of the EJ Task Force, the Fresno COG Environmental Justice Plan examined the Fresno COG transportation planning process in the context of environmental justice principles. The draft EJ Plan was previously distributed to Fresno COG Committees in January 2009 agenda packets. A Spanish language translation of the Fresno COG Environmental Justice Plan was also made available.

Both versions of the document are available on the homepage of the Fresno COG website under "Announcements". Comments received during the public comment period have been incorporated into the document. Please contact Todd Sobrado at todds@fresnocog.org or (559) 233-4148 with questions or to request more information.

A motion was made by Bruce Webber (Reedley) and seconded by Cruz Ramos (San Joaquin) to recommend adoption of the Fresno COG Environmental Justice Plan, by adoption of Resolution 2009-10. A vote was called for and the motion carried.

D. Blueprint Update – DRAFT Blueprint Progress Report

Tony Boren, Executive Director reported on this item. On April 1, 2009 the San Joaquin Valley Regional Policy Council (two elected officials from each of the eight Valley counties) reviewed the Valley COGs' collaborative work on the Blueprint and took the following actions:

- Adopted a list of *Smart Growth Principles* to be used as the basis of Blueprint planning in the San Joaquin Valley.
- Adopted Scenario B+ as the *Preferred Blueprint Growth Scenario for the San Joaquin Valley* to the year 2050. This preferred scenario will serve as guidance for the Valley's local jurisdictions with land use authority as they update their general plans.

Essentially, Scenario B+ includes the county level preferred scenarios submitted by each of the Valley COGs. Staff has revised Fresno County's DRAFT Blueprint Progress Report to reflect the latest information and released the document for 45 day review. After the review period, staff will return in June for Fresno COG's acceptance of this report. The document will serve as guidance for future Blueprint efforts. While the Blueprint is a voluntary process, the anticipated positive outcomes of smart growth make a compelling case for action. Both the Progress Report and a summary brochure were included in the package.

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

E. Memorandum of Understanding Regarding Goods Movement Planning

Clark Thompson (COG) reported on this item. The Tulare County Association of Governments (TCAG) has initiated a Memorandum of Understanding (MOU) among TCAG, the Fresno COG, and the Kern Council of Governments (Kern COG). The purpose of the MOU is to more closely link the three counties with regard to goods movement planning.

The recent, ongoing proposed rail abandonment in the southeast portion of Tulare County may be a harbinger for similar short-line rail abandonments in Fresno and Kern counties. Greater cooperation among the counties may help to prevent these abandonments and lead to reduced congestion on local roads and highways, improvement of road and highway safety, improvement of air quality, and the provision of economic benefits. Under the proposed MOU, the three agencies would do the following:

- Agree to advocate and support planning studies and development of intermodal corridors common to and between the regions.
- Agree to work with Caltrans District 6 to develop and fund projects on the identified corridors.
- Agree to meet and confer upon request of any party to the MOU or Caltrans to discuss corridor studies, plans, or projects.

The Fresno COG Rail Committee discussed the rail abandonment issue in Tulare County and its implications for Fresno County at its recent meeting on April 10.

Several representatives from Tulare County were in attendance, including two members of the Tulare County Board of Supervisors and, a city council member each from Exeter and Lindsay, and the President/CEO of the Tulare County Economic Development Corporation. The consensus of the Committee was to support the efforts of Tulare County to preserve the short-line railroad.

A motion was made by Bruce Rudd (City of Fresno) and seconded by Dan Spears (Sanger) to approve the MOU among Fresno COG, TCAG, and Kern COG. A vote was called for and the motion carried.

F. Abandoned Vehicle Abatement – FY 2008-09 Second Quarter Summary Report

Clark Thompson (COG) reported on this item. As stated in the 2003 Fresno County Abandoned Vehicle Abatement Service Authority Plan, the Fresno COG, as administrator of the AVA Program, shall submit a quarterly status report to the Fresno County Abandoned Vehicle Abatement Service Authority. The Service Authority has directed the quarterly status report first be presented to the Policy Advisory Committee for review and recommendation. Status reports are submitted quarterly to ensure proper distribution of funding to the member agencies. This status report contains the following information:

- The gross amount of money received by the Authority from the Abandoned Vehicle Trust Fund during the quarter.
- An itemized statement of the Abandoned Vehicle Trust Fund monies expended by the Authority during the quarter.
- An accounting of money expended for major purchases, if any.
- An accounting of unexpended revenues from the Abandoned Vehicle Trust Fund.
- An accounting of the total number of vehicles and parts thereof abated by the Authority during the quarter.

The enclosure for this item indicated the level of activity and distribution of funding to the member agencies. For the second quarter of FY 2008-09, a total of $183,542.00 in current AVA revenues was received and available for distribution to member agencies and to the Fresno COG for program administration. During the quarter, member agencies expended $159,374.35 conducting AVA activities and the Fresno COG claimed $2,375.00 for program administration. Revenues exceeded expenses during the quarter by $21,792.65, thereby contributing to the program's accumulated surplus. A total of 933 vehicles were abated this quarter, compared to 783 vehicles abated during the same quarter of the previous fiscal year. This increase is mostly attributable to increased activity by the City of Fresno and the County of Fresno during the quarter.

Clark Thompson (COG) informed the Committee that the AVA working group which is a group of people who are actually responsible for implementing the AVA program within the different jurisdictions is meeting on May 21, 2009. At this meeting Mr. Thompson informed the Committee that they will be focusing on the Surplus that is within the program and what can be done to get the funds back to the local agencies. The most important issue that can occur in regards to getting the surplus down is to get all of the local jurisdictions to participate in the program.

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

G. 2011 Regional Transportation Plan

Clark Thompson (COG) reported on this item. The Fresno COG has begun the process to update the Regional Transportation Plan (RTP), beginning with the development of a draft timeline (enclosed), the assignment of staff responsibilities, and the commencement of weekly staff meetings to coordinate activities. The development and adoption of the Federal Transportation Improvement Program (FTIP) and associated Conformity Analysis will proceed concurrently with the RTP in order to insure consistency. The eight San Joaquin Valley Metropolitan Planning Organizations will all be subject to the same adoption schedule during this update cycle.

That schedule calls for adoption of these documents in July 2010, with federal approval anticipated in November 2010. (Note: The date on these documents will nevertheless be 2011 in accordance with Caltrans practice titling documents the year following FHWA approval, and will henceforth be referenced accordingly.) A new addition to the 2011 Regional Transportation Plan (RTP) is the Congestion Management Plan (CMP), currently under development and expected to be completed by December of this year. The CMP is a systematic and regionally accepted approach to manage congestion. It provides up-to-date information on the transportation system and assesses alternative strategies to maximize the efficiency of the existing and planned transportation facilities. A CMP is now required by FHWA in order to receive RTP approval and to receive federal funds for regionally significant roads.

Another new addition to the 2011 RTP will be the inclusion of a Climate Change Element. This Element will affirm Fresno COG's support of efforts to reduce greenhouse gas emissions by addressing the commitments contained in Resolution No. 2008-08, adopted by the COG Board on June 26, 2008. Strategies to reduce emissions will be explored as this Element is developed.

While the 2011 RTP will include a Climate Change Element, as noted above, it will not address requirements of SB 375, specifically the inclusion of a Sustainable Community Strategy (SCS). The purpose of the SCS is to demonstrate how the State's different regions, including the Fresno County region, will meet the greenhouse gas emissions targets to be established by the California Air Resources Board. An SCS cannot be developed until the targets have first been established for a region, and that will not occur until September 30, 2010. Fresno COG will fully comply with SB 375 in the first RTP that follows the establishment of the final "regional targets."

A Working Group will be established to assist staff with the development of the 2011 RTP. Please contact Clark Thompson (COG) if you are interested in serving on the Working Group.

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

H. American Recovery and Reinvestment Act

Renee DeVere-Oki (COG) reported on this item. Fresno COG is in the process of programming American Recovery and Reinvestment Transportation (ARRA) funds made available to the Fresno County Region and certifying ARRA projects that are ready to move forward.

Status of Amendments:
Amendment #4: Addition of ARRA Revenue- Approved by FHWA on March 17, 2009
Amendment #5: Addition of ARRA Transit Projects- Approved by FTA on April 10, 2009
Administrative Modification #6: Addition of ARRA funds into currently programmed projects. Amendment approved by Caltrans on March 25, 2009.
Amendment #7: Addition of ARRA Locally Selected Projects and SR 180- Approved by Fresno COG on April 3, 2009.
Administrative Modification #8: Addition of ARRA funds into a currently programmed SHOPP project. Amendment approved by Caltrans on April 24, 2009.

Renee Oki (COG) attended a CTC meeting on May 14 and informed the Committee of good news. California has spent more ARRA dollars than anywhere else in the nation. There was a 120 day obligation that had to be met at 50% and has already been spent. Now there is one year money for our projects. This is a good position for us because there is no stress to have the projects done and positions California to potentially receive more ARRA dollars in the future.

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

I. SB 375 Discussion

Tony Boren, Executive Director reported that at last month's Policy Board meeting, Mayor Harry Armstrong of Clovis requested that staff place an item on our next agenda to discuss the lack of funding that is being provided to cities and counties for implementation of SB 375.

Mayor Armstrong made it clear that the discussion not be centered on "opposition" to SB 375 per se, but rather on the "unfunded mandate" nature of the legislation and the financial hardships that it will impose on agencies who have implementation responsibilities. Background information on SB 375 was included in the agenda materials.

Don Pauley (Kingsburg) commented that SB 375 has some value. The unfunded mandates that are wasting time and money are the Housing Element because no houses are being built. AB 170 will be superseded by the regulations of SB 375 and AB 32. Mr. Boren encouraged the Committee to talk to their board members with this information so when the committee meets it will have some value and is worth wile.

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

J. Status Report: State Section 190 Grade Separation Program and Federal Section 130 Crossing Improvement Program

Tony Boren, Executive Director reported that a status report presentation has been requested on the State Section 190 Grade Separation Program and Federal Section 130 Crossing Improvement Program. Background materials on the two programs were provided as attachments. Sherri Ehlert was present to provide information and answer questions.

Jose Ramirez (Firebaugh) asked Sherri Ehlert (Caltrans) in general how much funds over the last 5 years did any one actually receive in this area and in addition to that has there been any funds that have been obligated, and also what the running totals are that are available for the two areas? Sherri Ehlert informed Mr. Ramirez that she did not have the information with her. She also informed him that there are projects that are in the San Joaquin Valley that are receiving funds out of this program. This item will be brought back in June. Caltrans staff will attend the June meeting to answer questions.

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

K. Caltrans Monthly Report

Sherri Ehlert (Caltrans) gave an update on Caltrans activities. Ms. Ehlert informed the committee of the Bond sale in April. An excessive amount of Bonds were sold and as a result $4.4 million went into the Bond program and into the Prop. 1B program. This gave Caltrans the ability to fund all of the projects that are currently in construction and are Bond funded, there are about 98 of those contracts. Several more projects were voted in at the CTC meeting so with the funds that they have now they expect that it will take them through about a years worth of construction.

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

IV. OTHER BUSINESS

A. Items from Staff

Tony Boren, Executive Director encouraged Committee Members to contact former Executive Director, Barbara Goodwin as she is having health issues and would appreciate the well wishes.

B. Items from Members

Cruz Ramos (San Joaquin) introduced Valery Chacon from Pacific University. Ms. Chacon will be working with Ms. Ramos for 120 hours.

Ron Manfredi (Kerman) informed the Committee that Mike Dozier will be in for the lunch meeting and John Navarrette will also be in to talk about tax sharing.

Adjournment

There being no further business the meeting was adjourned.

Respectfully submitted,

Tony Boren

Tony Boren, Executive Director
Council of Fresno County Governments

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Council of Fresno County Governments
Third Quarter Progress Report for FY 2008-09
Ending March 31, 2009

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.
- COG Modeling staff participates in the Regional Targets Advisory Committee developing green house gas targets and modeling requirements for the San Joaquin Valley.

[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.
- Prepared Annual Highway Performance Monitoring System update.

[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
Residential Developments ($/dwelling unit)	
Single–Family Dwelling (market rate)	$1,727
Single–Family Dwelling (affordable)	$863
Multi-Family Dwelling (market rate)	$1,212
Multi-Family Dwelling (affordable)	$606
Non-Residential Developments ($/sq. ft.)	
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 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. Staff conducted a survey of more than 900 employers with the City of Fresno to evaluate their employee commute needs.
- *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, and will now be funded with ARRA funds. Staff anticipates the project to be completed by March 2010
- *Social Service Transportation Advisory Council (SSTAC):* The SSTAC initiated the Annual Unmet Transit Needs process in January 2009. Three public information-gathering meetings were held during this quarter and the process in nearly complete.

[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.
- Received signed contracts for projects awarded for the FY2006 Section 5316 JARC Program.
- Issued a call for projects for the FTA Section 5316, JARC Large Urban grant program. This program is administered by Fresno COG.
- Issued a call for projects for the FTA Section 5316, JARC, rural and small urban component. This program is administered by Caltrans.

[SOBRADO]

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

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

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

The human services transportation coordination provisions include the following activities:

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

Accomplishments:

- 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.
- Received signed contracts for the FY 2006 Section 5317, New Freedom grant cycle
- Issued a call for projects for the FY 2008, 2009 FTA Section 5317, New Freedom, Large Urban grant program. This program is administered by Fresno COG.
- Issued a call for projects for the FY 2009 FTA Section 5317, New Freedom, rural and small urban component. This program is administered by Caltrans

[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:

- There were multiple meetings with members of the consulting team to put together final work plans for each project element.
- The first PTIS Technical Advisory Committee meeting was held in February, and the committee reviewed the goals and objectives of the PTIS.
- Preparation for three public scooping meetings for the BRT planning process was completed, as well as significant work on the development of a Very Small Starts grant application for the FTA.

[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.

[SOBRADO]

WE 130 - Regional Public Transportation Planning - Rural

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

Accomplishments:

- The staff of the Fresno County Rural Transit Agency (FCRTA) and the Rural Consolidated Transportation Service Agency (Rural CTSA) prepared and completed their respective sections of the *2007-08 Transportation Productivity Evaluation Report.* The Fresno COG's Social Service Transportation Advisory Council (SSTAC) reviewed the document on January 20, 2009. The Fresno COG Board accepted the report on January 29, 2009.
- The Fresno COG's SSTAC began conducting its annual "Unmet Transit Needs" outreach process during the Third Quarter. Mass mailings were sent to nearly 500 interested individuals and parties of record. Three community outreach meetings were conducted in February in Huron for the West County, in Parlier for the East County, and in Clovis for the Fresno-Cl;ovis Metropolitan Area (FCMA).
- Staff began gathering information for the Update of the Rural Short Range Transit Plan. The draft will be circulated in the Fourth Quarter prior to its scheduled adoption on June 25, 2009. [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.
- Participated in a breakfast forum on the future of Fresno Yosemite International Airport.

Accomplishments/Rail:

- Monitored rail issues and legislation important to Fresno County.
- Monitored activities of the California High-Speed Rail Authority and other activities related to high-speed rail in California.
- Attended a High-Speed Rail Public Scoping Meeting in Fresno on March 25, 2009. Provided correspondence to the California High-Speed Rail Authority listing the Fresno COG's comments on project alternatives and environmental impacts to be evaluated in the EIR/EIS.
- Participated in a meeting of the San Joaquin Valley Rail Committee on January 8, 2009 in Merced. Key agenda items included presentation and discussion on the train-bus connection known as the Yosemite Area Regional Transportation System (YARTS) 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.
- 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 second meeting of the Fresno COG Bikeways / Trails Committee was held on February 19, 2009. Agenda items included information on the 2009 California Trails and Greenways Conference on April 22-24 and the State safe Routes to School (SR2S) Call for Projects. There was continued discussion of the purpose of the Bikeways / Trails Committee and the status of bikeways and trails planning within the Fresno-Clovis Metropolitan Area and the balance of the county outside the FCMA. New items included an inventory and mapping of bikeways/trails and the implications of SB 375 and Congestion Management Planning for bikeway/trail planning.
- Staff sits as a voting member representing the San Joaquin Valley on Caltrans Bicycle Advisory Committee (CBAC). The purpose of the CBAC is to advise Caltrans on technical issues related to bikeways planning and implementation. Attended a meeting of the CBAC on February 5, 2009 in Sacramento. Agenda items included various status reports (Highway Design Manual Revision, NEVs, and AB 1581 Recommendations) and discussions of Centerline Rumble Strips, Highway Design Manual Sidepath Guidance, and Driver's Handbook modifications.
- Provided COG Committees and Policy Board information on the Caltrans "Call for Projects" for Cycle 8 of the State Safe Routes to School (SR2S) Program. Caltrans anticipates for this cycle an initial appropriation of $24.25 million for projects that improve safety for children in grades K-12 who walk tor bicycle to school.

[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, and have a Congestion Management Process(CMP) in place by the end of November. The Fresno County CMP will address congestion-related issues in Fresno region in a systematic and regional approach. As an integral part of Fresno COG's planning process, the Fresno County CMP will be incorporated in the RTP and TIP process.

Accomplishments:

- Fresno County Congestion Management Process Steering Committee was established
- Held several CMP Steering Committee Meeting
- Preliminary objectives were set
- Established CMP application area, and CMP network
- Reviewed existing Traffic Monitoring Program, and requests were made to obtain the latest traffic count information
- Presented performance measures used by other regions to the CMP Steering Committee

[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.
- Attended community meetings and tracked the development of Air Quality Elements in General Plans requirements.
- Revised the 2009-10 OWP
- Finalized the 2009 Conformity Analysis for Amendment #3 to the 2009 Interim FTIP and 2007 RTP . Final 2009 Conformity Analysis was adopted January 2009.
- Prepared implementation status review for upcoming 2011 RTP greenhouse gas/climate change element.
- Reported on the status of Sanction Clock as it relates to failure to submit finding on the SJVUAPCD relating to the Ozone SIP RACT to Fresno COG's policy and technical committees
- 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.
- 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.

[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 January 15, 2009.
- Hosted a subcommittee meeting to discuss Annual Report content.
- 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.

[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.
- Work with marketing agency to develop outreach material used for community events, presentations, and mailings.
- 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.

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
- Work with marketing agency to develop outreach material used for community events, presentations, and mailings.
- Develop notifications of funds available via valleyrides 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 (still in process).

[GARZA]

WE 213 – Measure C Rail Consolidation

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

Accomplishments:

- Participated in a third meeting of the Technical Assessment Group (TAG) for the Joint High-Speed Rail / Rail Consolidation Study on January 23, 2009. Primary agenda items included an alignment alternatives review, station location alternatives and criteria, and Fresno opportunities and constraints. The goal is to select three or four alternatives for future in-depth analysis.
- Continued coordination with the California High-Speed Rail Authority to finalize the Cooperative Agreements between the Authority and the Fresno COG for the Joint High-Speed Rail / Rail Consolidation Study. (Note: The Agreement was subsequently finalized and approved in April, 2009.)

[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.
- Work with marketing agency to develop outreach material used for media, community events, presentations, and mailings.

[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.
- Work with marketing agency to develop outreach material used for community events, presentations, and mailings.

[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 preparation and delivery of the Obligation Plan for 2008/09.
- Development and posting of the Annual listing of projects for projects delivered in FFY 2007/08.
- 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 approved by FHWA on February 29, 2009.
- Formal Amendment #4 was approved by FHWA on March 17, 2009.
- Formal Amendment #5 was available for public review between 3/9-3/23/09 and approved by Fresno COG on 3/24/09.
- Administrative Amendment #6 was approved by Caltrans on March 25, 2009.
- Formal Amendment #7 was available for public review between 3/20/09-4/3/09.
- 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
- Coordination with FHWA, FTA, Caltrans and local agencies on the implementation of the American Recovery and Reinvestment Act of 2009.

[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.
- Assumed Valleywide coordination role on work with eight Valley COGs on for SJV Blueprint.
- 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 for One Voice and Valley Voice trips, Blueprint, Measure C, as well as Fresno COG Brochures, Annual Report, Legislative Platform and Outlook Newsletter.
- Continued updating Fresno COG's website with a variety of graphics and material
- Continued involvement in the Valley Blueprint process:
    - Assisted with promotion of Blueprint Summit
- Facilitated two meetings of the Public Information Officers Peer Group
- Continued working 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

- Sent media releases, set up and granted interviews regarding the One Voice Advocacy Trips, The Blueprint Summit, and Stimulus money received for One Voice projects
- Attended meetings, reviewed materials and helped promote Public Transportation Infrastructure Study Public Outreach
- Developed and implemented brief plan for Federal Certification Public Outreach
- Developed a Fresno COG Facebook page and monitor it daily

[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.
- Released the Fresno COG Environmental Justice Plan for public review and comment.
- Did outreach with community groups and stakeholders to increase awareness of the plan and solicit feedback.
- Joined the Kern COG Indian Environmental Justice project for transportation activities.

[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 trough 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 marketing agency to incorporate www.Valleyrides.com on Measure C outreach material used for community event participation, presentations, and mailings available to all Fresno County residents including the Tribal membership and employees.

- 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, Tulare Council of Governments, 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.
- Acted as lead for member agencies' submittals for the 2010 U.S. Census 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.
- Staff and DC Consultant successfully led a delegation of forty-five elected representatives and community stakeholders to Washington D.C. February 8-12 for the One Voice trip.
- Staff and consultant successfully led a delegation of thirty-eight elected representatives and community stakeholders to Sacramento on March 9th to 10th for the One Voice trip.

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. More details are highlighted in WE 820.

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.

***One Voice and Valley Voice Accomplishments*:**

- Seven Washington DC "One Voice" visits
- Five Sacramento "One Voice" visits
- Two Sacramento "Valley Voice" trips
- One Washington DC "Valley Voice" 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
- Developed four Valleywide scenarios with assistance from all Valley COGs and UC Davis.
- Made recommendation to SJV Regional Policy Council on a preferred growth scenario.
- 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 built upon the work from the first quarter

- Prepared and submitted grant proposal for fourth year finding to Caltrans
- Continued work with the Valley COGs in identifying alternative regional scenarios
- Completed DRAFT Fresno County Blueprint Progress Report to summarize first three years of the project.
- Forwarded three Valleywide growth scenarios to the Blueprint Regional Advisory Committee (BRAC) for their recommendation
- Reported BRAC's recommendation to Fresno Blueprint Roundtable and Fresno COG Policy Board
- Worked with Valley COGs and Great Valley Center to plan Valleywide Blueprint Summit where the scenarios would be presented to stakeholders and the general public for their recommendation
- Work with Local Government Commission to prepare "Community Housing Survey" for January Summit
- Continued working with Valleywide local agency planners group.

The third quarter saw the culmination of three years work:

- Held the Valleywide Blueprint Summit on Jan. 26, 2009
- Received notification of 4th year Blueprint funding
- Prepared recommendation to SJV Regional Policy Council on preferred growth scenario for Valley
- Began work on 4th year Blueprint tasks:

1. ***Valleywide Blueprint Final Report***

2. ***Toolkit for Implementation***

3. ***Translate Valley Blueprint principles into local implementation strategies and develop local government commitment***

4. ***Convene meetings with local officials to discuss funding challenges of local government (and related "fiscalization of land use")***

5. ***Address new greenhouse gas directives (SB 375) Develop adequate modeling tools for compliance with SB 375***

6. **Address the increasing of residential densities**
   a. **Determine the impact of various development densities on the fiscal health of cities and counties in the San Joaquin Valley**
   b. **Determine the market demand for higher density residential housing projects**

7. **Greenprint - incorporate Farmland Conservation Model Program mapping, that includes improved information on water resources into the Blueprint for each of the Valley Counties**

8. **Work with Central California EDCs and Partnership for SJV to address jobs/housing issue**

9. **Continue Blueprint's Valleywide presence by maintaining partnership with Great Valley Center for website oversight and production of one Valleywide Blueprint event**

10. **Continue Using Adopted Methods to Measure the Effectiveness of the Regional Blueprint Plan**

11. **Continue Extensive Public Outreach Efforts**

[STECK]

WE 411 – Farmland Conservation Model Program

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

Farmland Conservation Model Program Steering Committee members first met in June of 2007. Comprised of key stakeholders in Fresno County, steering committee members include Fresno County, the City of Fresno, the City of Clovis, the Fresno County Farm Bureau, and others. The purpose of the Farmland Conservation Model Program Steering Committee is to oversee the daily activities for implementing the Farmland Conversation 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.
- Released the draft copy for the Farmland Conservation Model Program for Fresno County for public review and comment.
- Presented the Farmland Conservation Model Program at several city council meetings to mayors and the public to increase awareness and solicit feedback. Cities presented to include Sanger, Selma, Kingsburg, Parlier, Reedley, and others.
- Received feedback from the public and stakeholders.

[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.
- Closed out the contract for the Valley-wide Air Quality Policy-side consultant. Facilitated the "close of contract" report and summary of policy work completed for the prior 4 years.
- Managed and coordinated the Policy consultant 'close-of-contract' transition period including summary reports and document compilation.

- 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).

[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 are is currently experiencing, the Merced County Association of Governments (MCAG) with support form 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 the COG hosted two meetings in Fresno. Staff reviewed and provided comments on all reports and recommendations.
- 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.
- The Study recommendations were circulated through the COG committees in February. The final report is expected in June 2009.

[DOWNS]

WE 820 – Valley Coordination Activities

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

Accomplishments:

- Coordinate the San Joaquin Valley Regional Policy Council and Executive Directors' Committee meetings, including tracking of minutes and other relevant records.
- A staff member is Chairperson on the Valley Legislative Affairs Committee (VLAC), consisting of legislative staff from each of the eight Valley RTPAs. 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 staff person is responsible for writing agendas and minutes for the meetings as well as providing monthly reports to the Valley COG Directors and quarterly reports to the Regional Policy Council on the VLAC activities. VLAC makes recommendations to these committees for positions on bills and policies that affect the Valley agencies and the Chairperson follows-up with correspondence communicating these adopted positions.
- The VLAC developed the 2009 Valley Legislative Platform in December/January.
- The VLAC organized the advocacy trips to Sacramento in January, 2009 and Washington D.C. in February, 2009. These advocacy trips are termed Valley Voice. The Valley Voice delegation includes members from the SJV Regional Policy Council and the Valley COGs. The goal of the trips are to adopt a set of regional projects & legislative priorities and advocate these priorities to our Valley State and Federal lawmakers. The Regional Policy Council focused on the following issues during the Sacramento trip in January:
  1. Senate Bill SB 375 Implementation
  2. Transportation-Related Budget Issues
  3. Support for San Joaquin Valley Goods Movement Program
  4. Support Regional Partners' Initiatives

  The Regional Policy Council focused on the following projects during the Washington D.C. trip in February:
  1. Support for a National Goods Movement Program
  2. Support for Short-Haul Rail in the Valley
  3. Air Quality Issues
  4. Support for the California adopted consensus principles for the next Federal Transportation Authorization Act
- 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 of Valleywide efforts related to SJV Regional Blueprint (WE 410)
- 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.
- Amendment #2 adopted October 2008
- Amendment #3 adopted November 2008
- Amendment #4 adopted March 2009.
- Development of FY 2009/10 Overall Work Program began in January 2009.

[BESHEARS/BOREN]

WE 912 - Local Transportation Funds Administration

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

Accomplishments:

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

[BESHEARS]

WE 920 – Fresno County Rural Transit Agency Administration

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

Accomplishments:

- During the Third Quarter, Staff processed claim reimbursement for provided transit service.
- Staff continued to respond to Caltrans on pending Grant requests.
- 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 Annual Productivity Evaluation Report for 2007-08. The Fresno COG and FCRTA Policy Boards accepted the Report during the Third Quarter.
- Staff began preparation of its American Recovery and Reinvestment Act (ARRA) Grant Application during the Third Quarter. A Public Hearing on the Application was conducted on March 26, 2009. The Application will be submitted during the Fourth Quarter for Processing by Caltrans Headquarters.

[WEBSTER]

WE 930 – Fresno County Transportation Authority Administration

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

Accomplishments:

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

[BESHEARS]

WE 940 - Freeway Service Patrol

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

Accomplishments:

- Administered the FSP tow contracts. This primarily included reviewing and paying invoices for towing services and radio use, both on a monthly basis, and paying for radio repairs and miscellaneous supplies (i.e. brochures) on an as-needed basis.

- Ongoing coordination and communication with the Freeway Service Patrol Statewide Oversight Committee and with Caltrans Traffic Operations, including annual program benefit/cost evaluations.

[THOMPSON]

WE 950 – Abandoned Vehicle Abatement Program

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

Accomplishments:

- Ongoing communication with AVA Service Authority members, particularly regarding eligible expenses for reimbursement and reporting requirements.
- Calculated payment amounts to eligible local jurisdictions for AVA expenses.
- Provided FY 2008-09 First Quarter Summary Report to the Fresno COG Policy Advisory Committee and Policy Board at the January cycle of meetings.
- Continued to coordinate with Fresno County AVA personnel regarding options for adjusting either hourly rates or time spent in AVA activities, culminating in the approval of an adjustment to hourly terms for the County of Fresno by the AVA Service Authority at its March, 2009 meeting.

[THOMPSON]

PHWAFINA.XLS

COUNCIL OF FRESNO COUNTY GOVERNMENTS
SCHEDULE OF FUNDS ALLOCATED & EXPENDED
For the Quarter Ended March 31, 2009

2007/08 OWP Allocated Funds:	Percent	Budget Authorized	Year to Date Expense	Local Resources	FHWA PL	FTA MPO 5303	FTA X077	Partner Planning	BTH 6B910024	PTA	Cal Blueprint	FTA 5307	PPM01 6086(024) 6086()	FSP 6086(23) 6086()		
110 Regional Streets & Roads	66%	307,122	203,049	23,290	179,759											
111 Regional Transp. Modeling	55%	396,984	218,781	25,094	193,687											
112 Regional Traffic Monitoring	84%	267,130	223,358	72,744	150,614											
113 Reg. Transp. Studies	12%	100,000	11,571	1,327	10,244											
114 Traffic Deficencies	98%	50,000	49,064	9,813				39,251								
115 Reg. Transp. Mitigation Fee	109%	162,700	177,086	79,703	97,383											
120 Public Trans. - Urban	43%	627,406	267,353	103,859		30,114						133,380				
121 JAARC	1%	1,910,990	13,700	7,444			6,256									
122 New Freedom	0%	695,088	0	0												
123 PTIS	6%	3,014,000	191,646	191,646												
124 Transit Prof. Deve.	0%	56,500	0	0												
130 Public Trans. - Rural	47%	28,500	13,382	1,535		11,847										
150 Other Modal Elements	65%	17,000	10,997	10,997												
151 Bicycle & Pedestrian	88%	28,448	25,131	2,883	22,248											
153 Airport Land Use	8%	25,000	2,079	238	1,841											
170 Regional Transp. Plan	49%	252,064	124,635	15,698	90,731	18,206										
172 Congestion Managment Plan	1%	10,700	81	9	46	26										
180 Air Quality	72%	207,700	149,625	17,162	101,797	30,666										
210 Measure "C"	80%	210,467	169,239	169,239												
211 Measure "C" Oversight Comm.	88%	10,500	9,260	9,260												
212 Measure "C" Car/Van Pool	20%	523,254	103,721	103,721												
213 Measure "C" Highspeed Rail	2%	260,000	5,600	5,600												
214 Measure "C" ADA/Seniors	11%	911,099	98,579	98,579												
215 Measure "C" Farm Van Pool	7%	668,908	43,745	43,745												
220 Transportation Prog. Dev.	74%	157,800	116,312	49,939	49,125								17,248			
310 Intergov. Coordination	65%	136,600	89,013	89,013												
311 Public Info. and Partic.	43%	132,200	57,389	8,484	37,580	11,325										
312 COG View Internet	55%	18,100	9,908	1,137	1,317	7,454										
313 Environmental Justice	41%	19,000	7,701	3,275	2,213	2,213										
320 Technical Assist. Members	64%	14,000	8,955	8,955												
330 Outside Technical Serv.	24%	55,000	13,313	13,313												
340 Rideshare Program	15%	60,750	8,883	8,883												
350 Regional Data Center	59%	95,300	56,273	6,454	30,488	19,331										
360 One Voice Advocacy	118%	113,300	133,437	133,437												
410 California Blue Print	28%	591,602	165,983	1							165,982					
411 Farmland Trust	82%	100,000	81,756	3,142					78,614							
810 Valley Air Quality Coord.	68%	173,469	118,596	95,537	0	23,059										
812 Valley Express Transit	0%	11,800	0	0												
820 Valley RTPA Coordination	65%	123,000	80,564	1,564						79,000						
910 COFCG Admin.	37%	233,631	85,969	85,969												
911 OWP & Budget	71%	16,910	11,940	1,370	594	9,976										
912 Transportation Funds Adm.	68%	132,000	90,375	90,375												
920 FCRTA Admin.	69%	279,137	192,121	192,121												
930 Trans. Auth. Admin.	95%	2,500	2,372	2,372												
940 Freeway Service Patrol	62%	354,600	220,658	45,696										174,962		
950 Abandon Vehicle Abatement	76%	9,500	7,229	7,229												
Total Allocated Funds	27%	13,571,759	3,670,429	1,841,852	969,667	164,217	6,256	39,251	78,614	79,000	165,982	133,380	17,248	174,962	0	0

MEASURE C EXTENSION
LOCAL TRANSPORTATION PASS THROUGH REVENUES
CERTIFICATION AND CLAIM FOR FY2009-10

TO: Fresno County Transportation Authority

FROM: Fresno County Council of Governments (Fresno COG)
Local Agency Name

Address: 2035 Tulare Street, Suite 201 City: Fresno Zip Code: 93721
Contact: Les Beshears Telephone: 559.233.4148
FAX: 559.233.9645 Email Address: beshears@fresnocog.org

1. Applicable Funding Program: (Check One)

Regional Public Transit Program
- ☐ Fresno Area Express
- ☐ Clovis Transit
- ☐ FCRTA
- ☑ PTIS/Transit Consolidation
- ☐ ADA/Seniors/Paratransit
- ☐ Farmworker Van Pools
- ☐ Car/Van Pools
- ☐ New Technology Reserve

Local Transportation Program
- ☐ Street Maintenance
- ☐ ADA Compliance
- ☐ Flexible Funding
- ☐ Pedestrian/Trails Urban
- ☐ Pedestrian/Trails Rural
- ☐ Bicycle Facilities

Regional Transportation Program
- ☐ Fresno Airports

Alternative Transportation Program
- ☐ Rail Consolidation Subprogram

Environmental Enhancement Program
- ☐ School Bus Replacement
- ☐ Transit Oriented Infrastructure for In-Fill

Administrative/Planning Program
- ☐ Fresno COG

2. The Fresno COG ("claimant") is an eligible claimant of funds for local transportation purposes pursuant to California Public Utilities Code Section 142257.
Local Agency Name

3. The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year 2009-2010 setting 0.29% of $54,312,380 for the Subprogram or Category of funds checked above and available to the claimant. On behalf of claimant, I hereby request release of the funds to claimant in accordance with:
   (a) Monthly payments consistent with adopted percentage, based on actual receipts
   (b) Compliance with Steps 5 and 6 of the Local Agency Handbooks – Local Agency Pass-Through Funding programs and Other Revenue Program Funding

4. On behalf of claimant, I hereby certify as follows:
   (a) That the Subprogram or Category of funds checked above are not being used to substitute for property tax funds which claimant had previously used for local transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257.
   (b) That claimant has segregated property tax revenues from claimant's other general fund revenues used to support the Subprogram or Category of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to claimant's entire general fund.
   (c) That claimant shall account for Subprogram or Category of checked above and received pursuant to Public Utilities Code Section 142257. Claimant shall maintain current records in accordance with generally accepted accounting principles, and shall separately record expenditures for each type of eligible purpose. Claimant shall make such records available to the Authority for inspection or audit at any time.

5. Claimant understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Authorized Signature: _____

Title: _____

Date: _____

ATTACHMENT: Evidence of Formal Action for Approval and Submittal
Approved by: Fresno County Transportation Authority Board

Date: _____

Chairperson: _____

MEASURE C EXTENSION
LOCAL TRANSPORTATION PASS THROUGH REVENUES
CERTIFICATION AND CLAIM FOR FY2009-10

TO: Fresno County Transportation Authority

FROM: Fresno County Council of Governments (Fresno COG)
Local Agency Name

Address: 2035 Tulare Street, Suite 201 City: Fresno Zip Code: 93721
Contact: Les Beshears Telephone: 559.233.4148
FAX: 559.233.9645 Email Address: beshears@fresnocog.org

1. Applicable Funding Program: (Check One)

Regional Public Transit Program
- ☐ Fresno Area Express
- ☐ Clovis Transit
- ☐ FCRTA
- ☐ PTIS/Transit Consolidation
- ☑ ADA/Seniors/Paratransit
- ☐ Farmworker Van Pools
- ☐ Car/Van Pools
- ☐ New Technology Reserve

Local Transportation Program
- ☐ Street Maintenance
- ☐ ADA Compliance
- ☐ Flexible Funding
- ☐ Pedestrian/Trails Urban
- ☐ Pedestrian/Trails Rural
- ☐ Bicycle Facilities

Regional Transportation Program
- ☐ Fresno Airports

Alternative Transportation Program
- ☐ Rail Consolidation Subprogram

Environmental Enhancement Program
- ☐ School Bus Replacement
- ☐ Transit Oriented Infrastructure for In-Fill

Administrative/Planning Program
- ☐ Fresno COG

2. The Fresno COG ("claimant") is an eligible claimant of funds for local transportation
Local Agency Name
purposes pursuant to California Public Utilities Code Section 142257.

3. The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year 2009-2010 setting **0.79%** of **$54,312,380** for the Subprogram or Category of funds checked above and available to the claimant. On behalf of claimant, I hereby request release of the funds to claimant in accordance with:
- (a) Monthly payments consistent with adopted percentage, based on actual receipts
- (b) Compliance with Steps 5 and 6 of the Local Agency Handbook – Local Agency Pass-Through Funding programs

4. On behalf of claimant, I hereby certify as follows:
- (a) That the Subprogram or Category of funds checked above are not being used to substitute for property tax funds which claimant had previously used for local transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257.
- (b) That claimant has segregated property tax revenues from claimant's other general fund revenues used to support the Subprogram or Category of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to claimant's entire general fund.
- (c) That claimant shall account for Subprogram or Category of checked above and received pursuant to Public Utilities Code Section 142257. Claimant shall maintain current records in accordance with generally accepted accounting principles, and shall separately record expenditures for each type of eligible purpose. Claimant shall make such records available to the Authority for inspection or audit at any time.

5. Claimant understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Authorized Signature: _____

Title: _____

Date: _____

ATTACHMENT: Evidence of Formal Action for Approval and Submittal
Approved by: Fresno County Transportation Authority Board

Date: _____

Chairperson: _____

MEASURE C EXTENSION
LOCAL TRANSPORTATION PASS THROUGH REVENUES
CERTIFICATION AND CLAIM FOR FY2009-10

TO: Fresno County Transportation Authority

FROM: Fresno County Council of Governments (Fresno COG)
Local Agency Name

Address: 2035 Tulare Street, Suite 201 City: Fresno Zip Code: 93721
Contact: Les Beshears Telephone: 559.233.4148
FAX: 559.233.9645 Email Address: beshears@fresnocog.org

1. Applicable Funding Program: (Check One)

Regional Public Transit Program
- ☐ Fresno Area Express
- ☐ Clovis Transit
- ☐ FCRTA
- ☐ PTIS/Transit Consolidation
- ☐ ADA/Seniors/Paratransit
- ☐ Farmworker Van Pools
- ☐ Car/Van Pools
- ☐ New Technology Reserve

Local Transportation Program
- ☐ Street Maintenance
- ☐ ADA Compliance
- ☐ Flexible Funding
- ☐ Pedestrian/Trails Urban
- ☐ Pedestrian/Trails Rural
- ☐ Bicycle Facilities

Regional Transportation Program
- ☐ Fresno Airports

Alternative Transportation Program
- ☐ Rail Consolidation Subprogram

Environmental Enhancement Program
- ☐ School Bus Replacement
- ☐ Transit Oriented Infrastructure for In-Fill

Administrative/Planning Program
- ☑ Fresno COG

2. The Fresno COG ("claimant") is an eligible claimant of funds for local transportation purposes pursuant to California Public Utilities Code Section 142257.
Local Agency Name

3. The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year 2009-2010 setting **0.50%** of **$54,312,380** the amount for the Subprogram or Category of funds checked above and available to the claimant. On behalf of claimant, I hereby request release of the funds to claimant in accordance with:
(a) Monthly payments consistent with adopted percentage, based on actual receipts
(b) Compliance with Steps 5 and 6 of the Local Agency Handbooks – Local Agency Pass-Through Funding programs and Other Revenue Program Funding

4. On behalf of claimant, I hereby certify as follows:
(a) That the Subprogram or Category of funds checked above are not being used to substitute for property tax funds which claimant had previously used for local transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257.
(b) That claimant has segregated property tax revenues from claimant's other general fund revenues used to support the Subprogram or Category of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to claimant's entire general fund.
(c) That claimant shall account for Subprogram or Category of checked above and received pursuant to Public Utilities Code Section 142257. Claimant shall maintain current records in accordance with generally accepted accounting principles, and shall separately record expenditures for each type of eligible purpose. Claimant shall make such records available to the Authority for inspection or audit at any time.

5. Claimant understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Authorized Signature: _____

Title: _____

Date: _____

ATTACHMENT: Evidence of Formal Action for Approval and Submittal
Approved by: Fresno County Transportation Authority Board

Date: _____

Chairperson: _____

MEASURE C EXTENSION
LOCAL TRANSPORTATION PASS THROUGH REVENUES
CERTIFICATION AND CLAIM FOR FY2009-10

TO: Fresno County Transportation Authority

FROM: Fresno County Council of Governments (Fresno COG)
Local Agency Name

Address: 2035 Tulare Street, Suite 201 City: Fresno Zip Code: 93721
Contact: Les Beshears Telephone: 559.233.4148
FAX: 559.233.9645 Email Address: beshears@fresnocog.org

1. Applicable Funding Program: (Check One)

Regional Public Transit Program
- ☐ Fresno Area Express
- ☐ Clovis Transit
- ☐ FCRTA
- ☐ PTIS/Transit Consolidation
- ☐ ADA/Seniors/Paratransit
- ☐ Farmworker Van Pools
- ☑ Car/Van Pools
- ☐ New Technology Reserve

Local Transportation Program
- ☐ Street Maintenance
- ☐ ADA Compliance
- ☐ Flexible Funding
- ☐ Pedestrian/Trails Urban
- ☐ Pedestrian/Trails Rural
- ☐ Bicycle Facilities

Regional Transportation Program
- ☐ Fresno Airports

Alternative Transportation Program
- ☐ Rail Consolidation Subprogram

Environmental Enhancement Program
- ☐ School Bus Replacement
- ☐ Transit Oriented Infrastructure for In-Fill

Administrative/Planning Program
- ☐ Fresno COG

2. The Fresno COG ("claimant") is an eligible claimant of funds for local transportation
Local Agency Name
purposes pursuant to California Public Utilities Code Section 142257.

3. The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year 2009-2010 setting **0.58%** of **$630,024** for the Subprogram or Category of funds checked above and available to the claimant. On behalf of claimant, I hereby request release of the funds to claimant in accordance with:
- (a) Monthly payments consistent with adopted percentage, based on actual receipts
- (b) Compliance with Steps 5 and 6 of the Local Agency Handbooks – Local Agency Pass-Through Funding programs and Other Revenue Program Funding

4. On behalf of claimant, I hereby certify as follows:
- (a) That the Subprogram or Category of funds checked above are not being used to substitute for property tax funds which claimant had previously used for local transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257.
- (b) That claimant has segregated property tax revenues from claimant's other general fund revenues used to support the Subprogram or Category of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to claimant's entire general fund.
- (c) That claimant shall account for Subprogram or Category of checked above and received pursuant to Public Utilities Code Section 142257. Claimant shall maintain current records in accordance with generally accepted accounting principles, and shall separately record expenditures for each type of eligible purpose. Claimant shall make such records available to the Authority for inspection or audit at any time.

5. Claimant understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Authorized Signature: _____

Title: _____

Date: _____

ATTACHMENT: Evidence of Formal Action for Approval and Submittal
Approved by: Fresno County Transportation Authority Board

Date: _____

Chairperson: _____

MEASURE C EXTENSION
LOCAL TRANSPORTATION PASS THROUGH REVENUES
CERTIFICATION AND CLAIM FOR FY2009-10

TO: Fresno County Transportation Authority

FROM: Fresno County Council of Governments (Fresno COG)
Local Agency Name

Address: 2035 Tulare Street, Suite 201 City: Fresno Zip Code: 93721
Contact: Les Beshears Telephone: 559.233.4148
FAX: 559.233.9645 Email Address: beshears@fresnocog.org

1. Applicable Funding Program: (Check One)

Regional Public Transit Program
- ☐ Fresno Area Express
- ☐ Clovis Transit
- ☐ FCRTA
- ☐ PTIS/Transit Consolidation
- ☐ ADA/Seniors/Paratransit
- ☑ Farmworker Van Pools
- ☐ Car/Van Pools
- ☐ New Technology Reserve

Local Transportation Program
- ☐ Street Maintenance
- ☐ ADA Compliance
- ☐ Flexible Funding
- ☐ Pedestrian/Trails Urban
- ☐ Pedestrian/Trails Rural
- ☐ Bicycle Facilities

Regional Transportation Program
- ☐ Fresno Airports

Alternative Transportation Program
- ☐ Rail Consolidation Subprogram

Environmental Enhancement Program
- ☐ School Bus Replacement
- ☐ Transit Oriented Infrastructure for In-Fill

Administrative/Planning Program
- ☐ Fresno COG

2. The Fresno COG ("claimant") is an eligible claimant of funds for local transportation
Local Agency Name
purposes pursuant to California Public Utilities Code Section 142257.

3. The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year 2009-2010 setting **0.58%** of **$630,024** for the Subprogram or Category of funds checked above and available to the claimant. On behalf of claimant, I hereby request release of the funds to claimant in accordance with:
   (a) Monthly payments consistent with adopted percentage, based on actual receipts
   (b) Compliance with Steps 5 and 6 of the Local Agency Handbooks – Local Agency Pass-Through Funding programs and Other Revenue Program Funding

4. On behalf of claimant, I hereby certify as follows:
   (a) That the Subprogram or Category of funds checked above are not being used to substitute for property tax funds which claimant had previously used for local transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257.
   (b) That claimant has segregated property tax revenues from claimant's other general fund revenues used to support the Subprogram or Category of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to claimant's entire general fund.
   (c) That claimant shall account for Subprogram or Category of checked above and received pursuant to Public Utilities Code Section 142257. Claimant shall maintain current records in accordance with generally accepted accounting principles, and shall separately record expenditures for each type of eligible purpose. Claimant shall make such records available to the Authority for inspection or audit at any time.

5. Claimant understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Authorized Signature: _____

Title: _____

Date: _____

ATTACHMENT: Evidence of Formal Action for Approval and Submittal
Approved by: Fresno County Transportation Authority Board

Date: _____

Chairperson: _____

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-24

In the Matter of: MEASURE "C" PTIS/TRANSIT CONSOLIDATION, ADA/SENIORS/ PARATRANSIT FARMWORKER VANPOOLS, & COG ADMINISTRATIVE/ PLANNING PROGRAM CLAIM	RESOLUTION OF APPROVAL MEASURE "C" FUNDING CLAIM FOR THE COUNCIL OF FRESNO COUNTY GOVERNMENTS, 2009/10

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

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

WHEREAS, The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year 2009/10 of which Measure "C" PTIS/Transit Consolidation, ADA/Seniors/Paratransit, Farmworker Van Pools, Car/Van Pools, and Fresno COG Administrative/Planning Program Claims funds are available to claimant, and

WHEREAS, Measure "C" PTIS/Transit Consolidation, ADA/Seniors/Paratransit, Farmworker Van Pools, Car/Van Pools, and Fresno COG Administrative/Planning Program Claims funds are not being used to substitute for property tax funds which claimant had previously used for local transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257, and

WHEREAS, claimant has segregated property tax revenues from claimant's other general fund revenues used to support the Measure "C" PTIS/Transit Consolidation, ADA/Seniors/Paratransit, Farmworker Van Pools, Car/Van Pools, and Fresno COG Administrative/Planning Program Claims funds so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to claimant's general fund, and

WHEREAS, claimant shall account for the Measure "C" PTIS/Transit Consolidation, ADA/Seniors/Paratransit, Farmworker Van Pools, Car/Van Pools, and Fresno COG Administrative/Planning Program Claims received pursuant to Public Utilities Cope Section 142257. Claimant shall maintain current records in accordance with generally accepted accounting principles, and shall separately record expenditures for each type of eligible purpose. Claimant shall make such records available to the Authority for inspection or audit at any time.

WHEREAS, claimant shall complete the reporting requirements no later than October 15, 2009 for the Measure "C" PTIS/Transit Consolidation, ADA/Seniors/Paratransit, Farmworker Van Pools, Car/Van Pools, and Fresno COG Administrative/Planning Programs.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments hereby adopts the Measure "C" PTIS/Transit Consolidation, ADA/Seniors/Paratransit, Farmworker Van Pools, Car/Van Pools, and Fresno COG Administrative/Planning Program Claims and authorizes the Executive Director to sign the Certification and Claim Form.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 25th day of June, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad M. Rodriguez, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 25th day of June, 2009.

Signed:_____
Tony Boren, Executive Director

Request for Proposal for the County of Fresno Council of Governments

Project Tracker Software as a Service Package

Prepared For:
Fresno COG

October 20, 2008

Submitted By:
EcoInteractive Inc.
508 2nd Street, Suite 208
Davis, California 95616

Executive Summary

Overview: The County of Fresno Council of Governments (Fresno COG) is requesting to utilize EcoInteractive's customized ProjectTrak Software as a Service (SaaS) package. EcoInteractive's ProjectTracker software has a proven track record of success in supporting government agencies throughout California with the necessary tools to manage the RTIP business process.

Benefits of software as a service:

- Reduces software management costs and provides a high return on investment
- Eliminates upfront investments and speeds implementation
- Enhances security and performance
- Improves hosting infrastructure and provides reliable emergency backup
- Supports easier upgrades, fast proactive service, and change management
- Incorporates emerging technologies

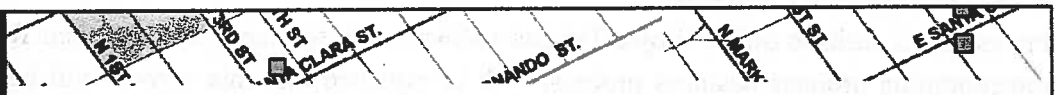
EcoInteractive, Inc. (www.ecointeractive.com) is a Davis California company founded in 1993 to provide software and consulting services dedicated to leveraging the power of the Internet and enterprise data systems. EcoInteractive has customized and supports ProjectTracker SaaS systems for:

- San Diego Association of Governments (SANDAG)
- Sacramento Area Council of Governments (SACTrak system)
- San Luis Obispo council of Government (TransInfo)
- Los Angeles Metropolitan Transportation Agency
- Santa Barbara County Association of Governments (EZTrak)
- Orange County Transportation Agency (OCTA)

Any new functionality added by any one government agency will be made available for use or customization for all users, thus enabling synergy between the government agencies that use customized versions of EcoInteractive's ProjectTracker solution.

1.0 ProjectTracker Overview

The following datasheet describes ProjectTracker features.



ProjectTracker

Managing Transportation Projects

ProjectTracker gives MPOs and RTPAs tools to gain control of and easy access to up-to-date transportation project data. ProjectTracker streamlines communication by effectively electronically linking regional staff, local agencies, and state databases. ProjectTracker provides an array of real-time interactive management reports, saving significant staff time and resources previously spent collecting and assembling data. The ProjectTracker solution supports diverse business needs from managing transportation projects, producing RTP/RTIP reports, financial constraint analysis, GIS maps, to tracking payments of regional transportation tax dollars.

IMPLEMENTATION

EcoInteractive provides ProjectTracker software as a service to MPOs and RTPAs via the Internet. Because no two agencies are completely alike, EcoInteractive customizes ProjectTracker for individual agencies. We work to provide the best value and quickest time frame to meet your specific implementation needs.

Annual ProjectTracker service packages include Help Desk support and technical support. This means that as your needs change, EcoInteractive will quickly respond.

EcoInteractive
ENVIRONMENTAL DATA SOLUTIONS

508 Second Street, Davis, California 95616 | www.ecointeractive.com

FEATURES

Project Management
Enables project managers to track information and funding for individual project versions for a specific adoption of an amendment. Includes spell check and other QA features.

Electronic Submission
Easy to use tools for local agencies to electronically submit new projects, carry-over projects, or amend projects.

Review & Notification of Electronic Submission
Robust tools enable MPO or RTPA staff to review electronic project submissions. Highlights new changes to the project to streamline the review process. Includes automated email notifications.

Financial Constraints Manager
Provides easy, complete and efficient, real-time financial analysis to manage and track total revenues, programmed, and remaining balance for funds.

Local Project Manager
Enables robust tracking of local transportation projects outside of the state FTIP. Allows MPOs and RTPAs to track, store, and report all of their transportation data in a single data management system.

Automated Data Exchange
Streamlines reporting and uploading to state data management systems (CTIPs) and downloading/import of STIP and SHOPP data. Fully compliant with the new Caltrans FASS system.

Adoption Manager
Efficiently provides status and summary information for each project from the previous document cycle.

Non-Federal Funds Match Alert
Provides an easy to use interface to track non-federal fund match requirements.

ProjectTracker GIS Net
Extensively developed technology seamlessly connects all ProjectTracker modules with a GIS interface.

Document Archiver
Enables organizations to upload and immediately share electronic documents.

User Profile Manager
Allows MPO/RTPA staff to easily "point and click" to manage any user's access to various screens and reports.

2.0 Scope of Work

Fresno COG seeks to utilize ProjectTracker software as a service to manage their RTP and RTIP transportation projects business process. It is expected that this service will be used Fresno COG and their member agencies. In Task 1, EcoInteractive will customize our base ProjectTracker software to meet Fresno COGs specific needs. In Task 2, EcoInteractive will provide ongoing software as a service (SaaS) to provide Fresno COG and their member agencies access to the customized Fresno COG ProjectTracker application. The SaaS package will also include integration of Google maps. EcoInteractive will provide technical/ help desk support (available 8:00 AM to 5:00 PM Monday through Friday).

EcoInteractive will provide the ProjectTracker software solution for Fresno COG as a service over the Internet. Fresno COG will own the data and be responsible for data quality at all times. For ongoing SaaS services EcoInteractive will provide hardware, software licenses, network security, network resources, and 24x7 support at a co-location facility. The EcoInteractive SaaS will provide Fresno COG with access to the ProjectTrak functionality, which is a customized version of our ProjectTracker application (including database infrastructure, network, and security). EcoInteractive's software as a service package includes updates to the core ProjectTracker technology software. Therefore, as EcoInteractive continues to develop core software to take advantage of the latest technology available, these upgrades will be incorporated into the Fresno COG's ProjectTrak system.

Task 1. Provide one-time customizations for Fresno COG's specific needs

- Perform Software as a Service infrastructure set-up
- Import Fresno COG data from CTIPs into the ProjectTracker application.
- Import Fresno COG RTP data into the ProjectTracker application.
- Modify the ProjectTracker look and feel to more closely resemble the Fresno COG website look and feel. Implement changes to host the Fresno COG ProjectTracker application via a Fresno COG URL (with Fresno COG direction).
- Modify reports where needed to meet Fresno COG's specific needs.

Task 2. Provide Ongoing Software as a Service. This package of services includes maintenance, ASP hosting, technical support, and software modifications. These services include:

A. Provide access to SaaS infrastructure in co-location facility including monitoring, and secured data storage for up to 1 Terabyte of data for the customized Fresno COG ProjectTracker application

- Provide high quality bandwidth and network capacity
- Provide near 24x7 access
- Provide up to 1 terabyte system capacity

B. Provide access to all hardware and software for the SaaS environment for the customized Fresno COG ProjectTracker application including:

- Database server(s)
- Application server(s)
- Authentication server(s)
- Internet map server(s)
- Firewall
- Intrusion detection system
- Failover servers
- Network Infrastructure
- Database software
- GIS software

C. Provide staffing capability to support the SaaS hosting environment

- Database Administrator functions
- GIS Administrator functions
- Network Administrator functions
- Internet Application Support functions
- Security Administrator functions
- Help desk functions
- User business process analysis

D. Provide maintenance support for the customized Fresno COG ProjectTracker application:

- Support software for programming changes required to work with new operating system and database software
- Includes appropriate software and hardware updates
- Does not include software enhancements or new functionality

E. Provide Ongoing Technical Support for the customized Fresno COG ProjectTracker application:

- Provide resources to:
  - Support data issues and conversion efforts
  - Help desk support
  - Training
  - Add new features - Valid value changes or Addition of new fields
  - Add new features - Modifications to existing reports or screens or creation of new reports
  - Customize data exchange processes as needed to report data to other databases

Assumptions:

- Fresno COG will be responsible for authorizing access to the ProjectTracker system for their staff, member agencies, and other users.
- Fresno COG will provide a key point of contact to act as the interface between EcoInteractive and Fresno COG.
- EcoInteractive will provide access to Google maps and Google GIS interface. Fresno COG will provide all other GIS map data (and any licenses required), which EcoInteractive will use for all ProjectTracker projects online mapping/database applications.
- Fresno COG will identify in writing any confidential information or data.
- If maintenance fees are not renewed, EcoInteractive will remove Fresno COG's (and member agencies') projects and access to ProjectTracker at the end of the contract period, but not before successfully transferring data into an interim data arrangement.
- Implement reasonable practices to help ensure the integrity of Fresno COG information, including: measures to help protect Fresno COG information from unauthorized access, modification, destruction, or disclosure and measures to help ensure the physical security of those resources.

2.0 Pricing

Task 1. Provide one-time customizations for Fresno COG's specific needs

EcoInteractive will provide up to 200 hours over the first six months for customizations, data import, and initial start-up services. Because EcoInteractive is committed to a long-term relationship with Fresno COG, there will be no charge for these one-time services.

Task 2. Provide Ongoing Software as a Service.
EcoInteractive is committed to providing long-term ProjectTrak SaaS to Fresno COG. Annual pricing for future rears will include a small increase annually (approximately 3.5%) for inflation. A fixed monthly fee will billed at the end of each month following contract initiation.

Item	Item Cost	
Task 1. Provide one-time customizations for Fresno COG's specific needs	Up to 200 hours (billed at $125 per hour)	Discounted - no charge
Task 2. SaaS for July 2009 to June 2010 12-month Software as a Service (includes up to 120 hours of helpdesk/technical support)	$4000 per month; fixed price billed monthly	$48,000
	Total Cost	**$48,000**

4.0 Company Qualifications

EcoInteractive has had consistent success in providing access to robust databases that handle millions of e-government transactions. We have very significant experience with Internet driven data exchange systems and have implemented systems used by thousands of businesses and hundreds of agencies throughout California. We have a consistent record of success for meeting or exceeding client expectations and delivering data systems on time and on budget.

The EcoInteractive team provides great service to our clients and EcoInteractive enjoys a strong track record of client satisfaction. Our solutions are continually held up as technical innovations nationally. Over the last ten years our EcoInteractive team has had a history of consistent success with local, state, and Federal government agencies including:

- Caltrans
- State Water Resources Control Board
- California Energy Commission
- Department of Toxic Substance Control
- U.S. Department of State
- Santa Clara County

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION 2009-22

In the Matter of TRANSPORTATION DEVELOPMENT ACT OF 1971	RESOLUTION DETERMINING IF THERE ARE AREAS WITHIN THE JURISDICTION OF THE COUNCIL OF FRESNO COUNTY GOVERNMENTS WITH UNMET PUBLIC TRANSPORTATION NEEDS WHICH CAN REASONABLY BE MET

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

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

WHEREAS, the Fresno COG Board, after consultation with its Social Services Transportation Advisory Council, held such public hearing on June 25, 2009 and received testimony from all interested persons; and

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

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

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

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

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

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 25th day of June, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad M. Rodriguez, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 25th day of June, 2009.

Signed: _____
Tony Boren, Executive Director

Errata Sheet
For
Short Range Transit Plan, 2010-2014

#	Description of Correction	Page Number	Reason	Date of Correction
1	Added "Fresno Area Express (FAX) is required by law to provide transit service to ADA certified eligible citizens in an overlay of its fixed-route transit service in time and geography. This service, known as Handy Ride, is demand-response and therefore requires extensive reservation and dispatch functions, including computer and radio technology applications and the staff to operate the system. Additionally, Handy Ride includes the paratransit staff and equipment involved in the certification of ADA eligible customers, as well as a fleet of 50 vehicles that require secure parking and maintenance facilities. Due to the growth of the Handy Ride service over the years, it is currently housed in two locations. The current facilities are leased and do not adequately meet the current or long-term needs of the operation. FAX will seek to purchase property that includes the space and structures needed to appropriately house its paratransit equipment and operations, thus meeting current and future needs for years to come. The FY 2010 budget has $3,200,000 budgeted for the procurement of this facility."	70	Update to the capital program, provided by the FAX grant writer.	5-14-09
2	Minor editorial issues along with pagination changes	Various	Response to second proof reading of the document	5-14-09
3	Added" It is important to note that due to the economic crisis and state budgetary concerns, service levels may be adjusted in accordance with budgetary limitations. While the Measure C implementation plan lists specific projects for the funding, the revenue from Measure C is significantly lower than projected. The City of Clovis will continue to monitor funding streams and provide service to the community within funding levels and productivity requirements."	90	Update provided by the City of Clovis identifying potential funding issues during the time period of the SRTP.	5-14-09

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-15

In the Matter of: **2010-14 SHORT RANGE TRANSIT PLAN FOR THE FRESNO-CLOVIS URBANIZED AREA**	**RESOLUTION ADOPTING THE COUNCIL OF FRESNO COUNTY GOVERNMENTS' 2010-14 SHORT-RANGE TRANSIT PLAN FOR THE FRESNO-CLOVIS URBANIZED AREA**

WHEREAS, the Council of Fresno County Governments (Fresno COG) has been designated the Regional Transportation Planning Agency for Fresno County by the Secretary of Business and Transportation Agency pursuant to Section 29532 of the California Government Code (as amended by AB 402, 1977); and acting as the Metropolitan Planning Organization (MPO) (Federal Highways Act of 1974 and the Urban Mass Transportation Administration Act of 1964 as amended pursuant to joint regulations--Code of Federal Regulations, Title 23, Part: 450, Title 49, Part: 613) has developed a comprehensive coordinated, and continuing transportation planning process; and

WHEREAS, under the Urban Mass Transportation Administration Act of 1964 (49 U.S.C. 1604), as amended by Section 103 (a) of Publication L. 93-503 (88 Stat. 1565; November 26, 1974), the National Mass Transportation Assistance Act of 1974, the Metropolitan Planning Organization is required to annually adopt a Short Range transit plan to meet FTA requirements as part of the Regional Transportation Plan; and

WHEREAS, the Short Range Transit Plan for the Fresno-Clovis Urbanized Area has been prepared to comply with FTA requirements for a five year program of transit improvements in the metropolitan transit service area; and

WHEREAS, the Short Range Transit Plan has also been prepared to satisfy management planning requirements and is consistent with the adopted Regional Transportation Plan for Fresno County; and

WHEREAS, the Short Range Transit Plan was developed through a continuing, cooperative, and comprehensive transportation planning process; and

WHEREAS, Fresno COG is the recognized Clearinghouse for this area and formal review by committees, etc., as aforementioned shall constitute the official Clearinghouse process; and

WHEREAS, public commentary was received at the Fresno COG's monthly public Board meeting.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments adopts the report entitled, Short Range Transit Plan for the Fresno-Clovis Urbanized Area, 2010-14 as metropolitan planning policy; and

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 25th day of June, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad M. Rodriguez, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 25th day of June, 2009.

Signed: _____
Tony Boren, Executive Director

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-16

In the Matter of:)	RESOLUTION ADOPTING THE
)	**CTSA'S OPERATIONS PROGRAM**
CONSOLIDATED TRANSPORTATION)	**AND BUDGET FOR THE CLOVIS**
SERVICE AGENCY (CTSA) OPERATIONS)	**CTSA, FY 2009-10**
PROGRAM AND BUDGET: FY 2009-10)	
CITY OF CLOVIS)	
)	

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

WHEREAS, Clovis has prepared, under contract, the FY 2009-10 "Operations Program and Budget for the Clovis CTSA"; and

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments' Policy Board does hereby adopt the "Operations Program and Budget for the Clovis CTSA, FY 2009-10".

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 25th day of June, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad M. Rodriguez, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 25th day of June, 2009.

Signed: _____
Tony Boren, Executive Director

BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION NO. 2009-07

In the Matter of:)	RESOLUTION ADOPTING THE
The Consolidated)	CTSA'S OPERATION PROGRAM
Transportation)	AND BUDGET OF METROPOLITAN
Service Agency for)	FRESNO AND RURAL FRESNO
Rural Fresno County)	COUNTY 2009-2010

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

WHEREAS, the FCEOC has prepared, under contract to the COFCG, the 2009-2010 "Operations Program and Budget for the Fresno CTSA and the Rural CTSA"; and

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

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

WHEREAS, said document has been reviewed during the past forty-five (45) days; and

WHEREAS, the COFCG has adopted the document as transit policy at its Board meeting of June 25, 2009; and

NOW, THEREFORE, BE IT RESOLVED, that the Fresno County Rural Transit Agency's Board of Directors does hereby adopt the Rural Section of the "Operation Program and Budget for the Fresno CTSA, Clovis CTSA, and Rural CTSA, 2009-2010" (attachment), as the basis for it's continued responsibility as the co-designated CTSA for Rural Fresno County.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 25th day of June 2009.

(Resolution 2009-07, Continued)

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a meeting thereof held on the 25th day of June, 2009.

Signed: _____
Jeffrey D. Webster, General Manager

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-17

In the Matter of:)	**RESOLUTION ADOPTING THE**
)	**CTSA'S OPERATIONS PROGRAM**
CONSOLIDATED TRANSPORTATION)	**AND BUDGET FOR THE FRESNO**
SERVICE AGENCY OPERATIONS)	**CTSA, AND THE RURAL CTSA,**
PROGRAM AND BUDGET: FY 2009-10)	**FY 2009-10**
)	

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

WHEREAS, the FCEOC has prepared, under contract, the FY 2009-10 "Operations Program and Budget for the Fresno Urban CTSA and the Rural CTSA"; and

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments' Policy Board does hereby adopt the "Operations Program and Budget for the Fresno CTSA, and the Rural CTSA, FY 2009-10".

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 25th day of June, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad M. Rodriguez, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 25th day of June, 2009.

Signed: _____
Tony Boren, Executive Director

BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION NO. 2009-04

In the Matter of:)	RESOLUTION ADOPTING
)	THE COUNCIL OF
Short-Range)	FRESNO COUNTY GOVER-
Transit Plan for the)	MENTS' 2009-2014
Rural Fresno County)	SHORT RANGE TRANSIT
Area: 2009-2014)	PLAN FOR THE RURAL
_____)	FRESNO COUNTY AREA

WHEREAS, the Council of Fresno County Governments (COFCG) prepared and adopted (June 25, 2009) the Short Range Transit Plan for the Rural Fresno County Area: 2009-2014 in cooperation with the Cities of Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, Selma, and Fresno County to identify how public transportation is to be provided by the Fresno County Rural Transit Agency, and

WHEREAS, the Short Range Transit Plan for the Rural Fresno County Area has also been prepared to comply with State requirements for Federal Transit Administration (FTA) Section 5311 requirements for Capital and Operating Assistance Grants, and

WHEREAS, the Short-Range Transit Plan has also been prepared to satisfy management planning requirements and is consistent with the adopted (May 31, 2007) Regional Transportation Plan for Fresno County; and

NOW, THEREFORE, BE IT RESOLVED, that the Fresno County Rural Transit Agency's Board of directors adopts the Council of Fresno County Governments Short-Range Transit Plan for the Rural Fresno County Area: 2009-2014 as transportation implementation policy document for the Agency Budget.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 25th day of June, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a meeting thereof held on the 27th day of June, 2002.

Signed: _____
Jeffrey D. Webster, General Manager

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-18

In the Matter of:	)	RESOLUTION ADOPTING THE COUNCIL OF FRESNO COUNTY GOVERNMENTS' 2010-14 SHORT RANGE TRANSIT PLAN FOR THE RURAL FRESNO COUNTY AREA
SHORT RANGE TRANSIT PLAN PLAN FOR THE RURAL FRESNO COUNTY AREA: 2010-14	)	

WHEREAS, the Council of Fresno County Governments (COG) has been designated the Regional Transportation Planning Agency for Fresno County by the Secretary of Business and Transportation Agency pursuant to Section 29532 of the California Government Code (as amended by AB 402, 1977); and acting as the Metropolitan Planning Organization (MPO) (Federal Highways Act of 1974 and the Urban Mass Transportation Administration Act of 1964 as amended pursuant to joint regulations--Code of Federal Regulations, Title 23, Part: 450, Title 49, Part: 613) has developed a comprehensive, coordinated, and continuing transportation planning process; and

WHEREAS, the Short Range Transit Plan for the Rural Fresno County Area: 2007-12 has been prepared in cooperation with the Cities of Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, Selma, and Fresno County to identify how public transportation is to be provided, and

WHEREAS, the Short Range Transit Plan for the Rural Fresno County Area has also been prepared to comply with State FTA Section 5311 and Congestion Mitigation Air Quality (CMAQ) requirements for capital and operating assistance grants, and

WHEREAS, the Short Range Transit Plan has also been prepared to satisfy management planning requirements and is consistent with the adopted Regional Transportation Plan for Fresno County; and

WHEREAS, the Short Range Transit Plan was developed through a continuing, cooperative, and comprehensive transportation planning process; and

WHEREAS, public commentary was received at the COG's monthly public Board meeting.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments adopts the report entitled, Short Range Transit Plan for the Rural Fresno County Area: 2010-14 as transportation planning policy; and

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 25th day of June, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad M. Rodriguez, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 25th day of June, 2009.

Signed: _____
Tony Boren, Executive Director

BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION NO. 2009-06

In the Matter of:)	RESOLUTION ADOPTING A
TRANSPORTATION)	LOCAL TRANSPORTATION
DEVELOPMENT ACT OF)	FUND AND STATE TRANSIT
1971, AS AMENDED)	ASSISTANCE FUND CLAIM
	FOR 2009-2010

WHEREAS, the Fresno County Rural Transit Agency (FCRTA) has been created by a Joint Powers Agreement (September 27, 1979) to provide rural public transportation services in accordance with the 2007 Edition (adopted May 28, 2007) of the Regional Transportation Plan for Fresno County and the adopted Short Range Transit Plan for the Rural Fresno County Area: 2009-2014 (adopted June 25, 2009); and

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

WHEREAS, the FCRTA has prepared, reviewed, adopted (June 25, 2009) its Operating Budget for 2009-2010 totaling $7,936,987 and its Capital Budget for 2009-2010 totaling $9,895,278; and

WHEREAS, the Budget is comprehensive in its approach and content, by reflecting anticipated revenues and expenditures, both capital and operating associated with FCRTA's twenty-one (21) subsystem service providers; and

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

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

WHEREAS, the total amount of Local Transportation Funds and State Transit Assistance Funds to be claimed in support of this year's Budget is equal to $7,398,659.

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

BE IT FURTHER RESOLVED, that the 2009-2010 Local Transportation Fund Claim shall be submitted by the Fresno County Rural Transit Agency to the Council of Fresno County Governments for review, processing, and payment.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 25th day of June, 2009

(Resolution 2009-06, Continued)

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a meeting thereof held on the 25th day of June, 2009.

Signed: _____
Jeffrey D. Webster, General Manager

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-19

In the Matter of:	)	RESOLUTION OF APPROVAL OF A TRANSPORTATION FUNDING CLAIM FOR THE FRESNO COUNTY RURAL TRANSIT AGENCY, FY 2009-10
	)	
TRANSPORTATION	)	
DEVELOPMENT ACT OF 1971	)	
_____	)	

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

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

WHEREAS, the Fresno County Rural Transit Agency has submitted an amended Transportation Funding Claim for its FY 2009-10 fiscal year apportionment.

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

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

1. The proposed expenditures are in conformity with the adopted Regional Transportation Plan.

2. The level of passenger fares and charges is sufficient to enable the claimant to meet the applicable PUC fare revenue requirements.

3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

4. The sum of the claimant's allocations from the State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.

5. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or areawide public transportation needs.

6. The operator has made a reasonable effort to implement the recommended productivity improvements as detailed in the Transit Productivity Evaluation Report.

7. The operator is not precluded by any contract from employing part-time drivers or from contracting with common carriers of persons operating under a franchise or license.

8. The operator has complied with PUC 99251 by securing a California Highway Patrol certification verifying compliance with Section 1808.1 of the Vehicle Code.

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

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

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 25th day of June, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad M. Rodriguez, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 25th day of June, 2009.

Signed: _____
Tony Boren, Executive Director

Date: June 25, 2009 **Claimant:** Fresno County Rural Transit Agency (FCRTA)

TRANSPORTATION FUNDING CLAIM
FOR FISCAL YEAR: 2009/10

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

FROM: **Applicant:** Fresno County Rural Transit Agency (FCRTA)
Address: 2035 Tulare Street, Suite 201
City: Fresno, CA **Zip Code:** 93721
Contact: Jeff Webster **Phone:** (559) 233-6789

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	$ 2,555,178
Surplus (Prior Years)	$
Unexpended, Held by Claimant	$ 4,755,999
Other Agency art. 4.5	$ 78,143

State Transit Assistance Fund

Estimate	$
Prior Year Carryover	$ 9,339
Unexpended, Held by Claimant	$

Other

Audit Exception/Impairment (required General Fund Payback)	$
Other	$
TOTAL	**$ 7,398,659**

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

_____

(spell out amount)

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

Authorized Signature: _____

Title: FCRTA General Manager

Date: June 25, 2009

Date: June 25, 2009 Claimant: Fresno County Rural Transit Agency (FCRTA)

TRANSPORTATION FUNDING CLAIM DETAIL

PURPOSE		AMOUNT	SUB-TOTAL
1.	**Bicycle & Pedestrian Facilities** (Art. 3)	$	
	(Art. 8a)	$	
	Audit Exceptions (General Fund Payback)	$	
	Unexpended Funds Held By Claimant	$	
		SUB-TOTAL	$
2.	**Regional Transportation Planning**	**SUB-TOTAL**	$
3.	**Public Transportation** (Art. 4)	$ 2,555,178	
	(Art. 8c)	$	
	Other Agency ( )	$	
	Other Agency ( )	$	
	State Transit Assistance Funds	$ 9,339	
	Audit Exceptions (General Fund Payback)	$	
	Unexpended Funds Held By Claimant	$ 4,755,999	
	Other, specify ( )	$	
		SUB-TOTAL	$ 7,320,516
4.	**Community Transit Service** (CTSA, Art. 4.5)	**SUB-TOTAL**	$ 78,143
5.	**Streets & Roads** (Art. 8a)	$	
	Audit Exceptions (General Fund Payback)	$	
	Unexpended Funds Held By Claimant	$	
		SUB-TOTAL	$
6.	**To Be Claimed By:** (Fresno County Rural Transit Agency)	$	
	(Consolidated Transp. Serv. Agency)	$	
	Other ( )	$	
	Other ( )	$	
	Other ( )	$	
		SUB-TOTAL	$
7.	Reserved in Fund Pending Further Claiming	**SUB-TOTAL**	$

GRAND TOTAL $ 7,398,659

(Claim Total Must Agree With Total On First Page)

Minus All Unexpended Funds Held By $ 4,755,999

GRAND TOTAL PAYABLE TO CLAIMANT $ 2,642,660

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: June 25, 2009 **Claimant:** Fresno County Rural Transit Agency (FCRTA)

BICYCLE AND PEDESTRIAN FACILITIES

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

Project Title and Brief Description **Project Cost**

1. (Generic) Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction; ..... $_____

AND/OR

1. (Specific) ..... $_____

2. (Specific) ..... $_____

(add sheets if necessary)

TOTAL PROJECT COSTS ..... $_____

Revenue Source & Amount

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

STREETS AND ROADS CLAIM

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

Project Title and Brief Description **Project Cost**

1. (Generic) Development, Construction and Maintenance of Facilities ..... $_____

AND/OR

1. (Specific) ..... $_____

2. (Specific) ..... $_____

(add sheets if necessary)

TOTAL PROJECT COSTS ..... $_____

Revenue Source & Amount

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

Date: June 25, 2009 Claimant: Fresno County Rural Transit Agency (FCRTA)

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

Project Description **Project Cost**

General Transportation Service (Proposed) ..... **TOTAL** $ 15,882,265
(Prior Year) ..... $ 15,643,075
Percentage Change ..1.5..... %
(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts	**Operating**	**Capital**
LTF (Article 4)	$ 2,127,750	$ 5,183,427
LTF (Article 8)	$ 78,143	$
STA	$ 9,339	$
Fares	$ 648,800	$
Other: Measure "C"	$ 1,116,297	$ 3,173,293
Other: State and Federal Grants	$ 1,958,383	$ 1,474,025
Unexpended, Held By Claimant Interest	$ 48,275	$ 64,533
Audit Exception - G. F. Payback	$	$

Project Description **Project Cost**

Elderly/Handicapped Service (Proposed) **TOTAL** $
(Prior Year) $
Percentage Change ..... %
(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

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

Project Description **Project Cost**

Consolidated Trans Service Agency (Prop.) **TOTAL $**
(Prior Year) $
Percentage Change ..... %
(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

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

Date: June 25, 2009 Claimant: Fresno County Rural Transit Agency (FCRTA)

PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM SUMMARY SHEET

REQUIRED OPERATING/FAREBOX CALCULATIONS

General Transportation Services:

1. Total Operating Expenses Minus Exclusions* ..... $ 5,986,987
   (Amount Excluded $_____)
2. Farebox Revenues ..... $ 648,808
3. Other Local Support ..... $ 54,780
4. Total Local Support (add lines 2 & 3) ..... $ 703,588
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)..... %
6. Required Minimum Ratio ..... %
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1) ..... % 11.75
8. Required Minimum Ratio ..... % 10

Elderly/Handicapped Service:

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

Consolidated Transportation Service Agency Service:

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

Summary Totals

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

Revenue Source and Amount

	LTF Art. 4	LTF Art. 4.5	LTF Art. 8c	STA	Local Support	Fed\State Grants	Other	TOTAL
OPERATING	2,127,750	78,143		9,339	1,765,097	1,958,383	48,275	5,986,987
CAPITAL	5,183,427				3,173,293	1,474,025	64,533	9,895,278
TOTAL	7,311,177	78,143		9,339	4,938,390	3,432,408	112,808	15,882,265

Date: June 25, 2009 **Claimant:** Fresno County Rural Transit Agency (FCRTA)

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 the claimant's jurisdiction	$ *Amount of Add'tl funds made available in current FY.*

AND/OR

1. ..... $_____

(add sheets if necessary)

TOTAL PROJECT COSTS ..... $_____

(x) **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 throughout the claimant's jurisdiction	$ *Amount of Add'tl funds made available in current FY.*

AND/OR

1. ..... $_____

(add sheets if necessary)

TOTAL PROJECT COSTS ..... $_____

Date: June 25, 2009 Claimant: Fresno County Rural Tranit Agency (FCRTA)

SUPPLEMENTAL INFORMATION REQUIRED OF TRANSIT CLAIMANTS (CCR 6632)

Attached to the claim are submitted the following documents:

(x) Budget (or proposed budget) for the (2009/10) year

(x) Statement for prior year revenues and expenditures (projections acceptable)

(x) California Highway Patrol Certification pursuant to PUC 99251 (No claim may be approved unless accompanied by this certification). Date on this certification must be within 13 months of the proposed claim approval date.

(x) Transit Efficiency Calculation - PUC 99314.6

BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION NO. 2009-08

In the Matter of:)	RESOLUTION ADOPTING A RURAL
TRANSPORTATION)	CTSA LOCAL TRANSPORTATION FUND
DEVELOPMENT ACT OF)	CLAIM FOR 2009-10
1971, AS AMENDED)	

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

WHEREAS, the FCRTA's Board of Directors has adopted the "Operations Program and Budget for the Rural CTSA 2009-2010 (FCRTA Resolution 2009-07), as the basis for it's continued responsibility as the co-designated CTSA for Rural Fresno County; and

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

WHEREAS, the total amount of Local Transportation Funds to be claimed in support of this year's Rural CTSA Budget is equal to $657,527.

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

BE IT FURTHER RESOLVED, that the 2009-2010 Rural CTSA Local Transportation Fund Claim shall be submitted by the Fresno County Rural Transit Agency to the Council of Fresno County Governments for review, processing, and payment.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 25th day of June, 2009.

(Resolution 2009-08, Continued)

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a meeting thereof held on the 25th day of June, 2000.

Signed: _____
Jeffrey D. Webster, General Manager

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-20

In the Matter of:)	RESOLUTION OF APPROVAL
)	OF A TRANSPORTATION
TRANSPORTATION)	**FUNDING CLAIM FOR THE**
DEVELOPMENT ACT OF 1971)	**FRESNO COUNTY RURAL**
)	**TRANSIT AGENCY ACTING**
	AS THE RURAL CONSOLIDATED
	TRANSPORTATION SERVICE
	AGENCY, FY 2009-10

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

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

WHEREAS, the Fresno County Rural Transit Agency has submitted a Transportation Funding Claim for fiscal year FY 2009-10; and

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

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

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

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

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

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 25th day of June, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad M. Rodriguez, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 25th day of June, 2009.

Signed: _____
Tony Boren, Executive Director

Date: April 29, 2009 Claimant: Fresno County EOC-Transit Systems- Rural

TRANSPORTATION FUNDING CLAIM
FOR FISCAL YEAR: 2009/10

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

FROM: Applicant: Fresno County EOC
Address: 3120 W. Nielsen # 101
City: Fresno Zip Code: 93706
Contact: Gary Joseph Phone: (550) 263-8004

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	$ 424,726
Surplus (Prior Years)	$
Unexpended, Held by Claimant	$ 232,801
Other Agency	$

State Transit Assistance Fund

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

Other

Audit Exception/Impairment (required General Fund Payback)	$
Other	$
TOTAL	$ 657,527

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

Six Hundred Fifty Seven Thousand Five Hundred Twenty Seven Dollars
(spell out amount)

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

Authorized Signature: _____

Title: Fresno County EOC Transit Systems and Food Services Director

Date: April 29, 2009

Date: April 29, 2009 Claimant: Fresno County EOC-Transit Systems- Rural

TRANSPORTATION FUNDING CLAIM DETAIL

PURPOSE		AMOUNT	SUB-TOTAL
1.	**Bicycle & Pedestrian Facilities** (Art. 3)	$	
	(Art. 8a)	$	
	Audit Exceptions (General Fund Payback)	$	
	Unexpended Funds Held By Claimant	$	
		SUB-TOTAL	$
2.	**Regional Transportation Planning**	**SUB-TOTAL**	$
3.	**Public Transportation** (Art. 4)	$	
	(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**	$ 657,527
5.	**Streets & Roads** (Art. 8a)	$	
	Audit Exceptions (General Fund Payback)	$	
	Unexpended Funds Held By Claimant	$	
		SUB-TOTAL	$
6.	**To Be Claimed By:** (Fresno County Rural Transit Agency)	$	
	(Consolidated Transp. Serv. Agency)	$	
	Other ( )	$	
	Other ( )	$	
		SUB-TOTAL	$
7.	Reserved in Fund Pending Further Claiming	**SUB-TOTAL**	$

GRAND TOTAL (Claim Total Must Agree With Total On First Page)	$ 657,527
Minus All Unexpended Funds Held By	$ 232,801
GRAND TOTAL PAYABLE TO CLAIMANT	$ 424,726

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: April 29, 2009 Claimant: Fresno County EOC-Transit Systems- Rural

BICYCLE AND PEDESTRIAN FACILITIES

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

Project Title and Brief Description **Project Cost**

1. (Generic) Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction: ..... $_____

AND/OR

1. (Specific) ..... $_____

2. (Specific) ..... $_____

(add sheets if necessary)

TOTAL PROJECT COSTS ..... $_____

Revenue Source & Amount

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

STREETS AND ROADS CLAIM

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

Project Title and Brief Description **Project Cost**

1. (Generic) Development, Construction and Maintenance of Facilities ..... $_____

AND/OR

1. (Specific) ..... $_____

2. (Specific) ..... $_____

(add sheets if necessary)

TOTAL PROJECT COSTS ..... $_____

Revenue Source & Amount

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

Date: April 29, 2009 Claimant: Fresno County EOC-Transit Systems- Rural

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

Project Description **Project Cost**

General Transportation Service (Proposed) .....TOTAL $_____

(Prior Year) ..... $ _____

Percentage Change .....%

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

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

Project Description **Project Cost**

Elderly/Handicapped Service (Proposed) TOTAL $_____

(Prior Year) $_____

Percentage Change ..... %

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

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

Project Description **Project Cost**

Consolidated Trans Service Agency (Prop.) TOTAL $2,399,935

(Prior Year) $2,442,747

Percentage Change -1.7%

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

Revenue Source & Amounts	Operating	Capital
LTF (Article 4.5)	$ 424,726	$_____
LTF (Article 8c)	$_____	$_____
STA	$_____	$_____
Fares	$_____	$_____
Other: Social Service Match	$ 1,742,408	$_____
Other:	$_____	$_____
Unexpended, Held By Claimant	$ 232,801	$_____
Audit Exception - G. F. Payback	$_____	$_____

Date: April 29, 2009 Claimant: Fresno County EOC-Transit Systems- Rural

PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM SUMMARY SHEET

REQUIRED OPERATING/FAREBOX CALCULATIONS

General Transportation Services:

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

Elderly/Handicapped Service:

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

Consolidated Transportation Service Agency Service:

1. Total Operating Expenses Minus Exclusions ..... $ 2,399,935
   (Amount Excluded ($_____)
2. Farebox Revenues ..... $_____
3. Social Service Agency Match ..... $ 1,742,408
4. Total Local Support (add lines 2 & 3) ..... $ 1,742,408
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1) ..... %_____
6. Required Minimum Ratio ..... %_____
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1) ..... % 72.6%
8. Required Minimum Ratio ..... % 55.0%

Summary Totals

1. Total of All Operating Expenses Plus Exclusions ..... $ 2,399,935
   (All excluded costs should be added back to the total)
2. Total of All Capital Projects ..... $_____
3. Grand Total ..... $ 2,399,935

Revenue Source and Amount

	LTF Art. 4	LTF Art. 4.5	LTF Art. 8c	STA	Local Support	Fed\State Grants	Other	TOTAL
OPERATING		657,527			1,742,408			2,399,935
CAPITAL								
TOTAL		657,527			1,742,408			2,399,935

Date: April 29, 2009 Claimant: Fresno County EOC-Transit Systems- Rural

CONTINGENCY PROJECT LISTING

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

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

Project Title & Brief Descriptions	**Project Cost**
1. Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction	$ *Amount of Add'tl 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 throughout the claimant's jurisdiction	$ *Amount of Add'tl funds made available in current FY.*

AND/OR

1. ..... $_____

(add sheets if necessary)

TOTAL PROJECT COSTS ..... $_____

Date: **April 29, 2009** Claimant: **Fresno County EOC-Transit Systems- Rural**

SUPPLEMENTAL INFORMATION REQUIRED OF TRANSIT CLAIMANTS (CCR 6632)

Attached to the claim are submitted the following documents:

[X] Budget (or proposed budget) for the (2009/2010) year

[X] Statement for prior year revenues and expenditures (projections acceptable)

[X] California Highway Patrol Certification pursuant to PUC 99251 (No claim may be approved unless accompanied by this certification). Date on this certification must be within 13 months of the proposed claim approval date.

[ ] Transit Efficiency Calculation - PUC 99314.6

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-21

In the Matter of:)	RESOLUTION OF APPROVAL OF A TRANSPORTATION FUNDING CLAIM FOR THE FRESNO COUNTY ECONOMIC OPPORTUNITIES COMMISSION ACTING AS THE URBAN CONSOLIDATED TRANSPORTATION SERVICE AGENCY, FY 2009-10
)	
TRANSPORTATION)	
DEVELOPMENT ACT OF 1971)	
)	

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

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

WHEREAS, the Fresno County Economic Opportunities Commission has submitted a Transportation Funding Claim for fiscal year FY 2009-10; and

WHEREAS, the Fresno County Economic Opportunities Commission is the specified claimant for the Fresno Metropolitan Area Consolidated Transportation Service Agency as provided for in the Fresno COG adopted (January 29, 1998) Senate Bill 826 Action Plan and Inventory for Fresno County Consolidated Transportation Service Agencies,"

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

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

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

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 25th day of June, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad M. Rodriguez, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 25th day of June, 2009.

Signed: _____
Tony Boren, Executive Director

Date: April 29, 2009 Claimant: Fresno County EOC- Transit Systems- Urban

TRANSPORTATION FUNDING CLAIM
FOR FISCAL YEAR: 2009/10

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

FROM: Applicant: Fresno County EOC
Address: 3120 W. Nielsen # 101
City: Fresno Zip Code: 93706
Contact: Gary Joseph Phone: (559)263-8004

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	$ 792,582
Surplus (Prior Years)	$
Unexpended, Held by Claimant	$ 1,867,178
Other Agency	$

State Transit Assistance Fund

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

Other

Audit Exception/Impairment (required General Fund Payback)	$
Other	$
TOTAL	$ 2,659,760

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

Two Million Six Hundred Fifty Nine Thousand Seven Hundred Sixty Dollars
(spell out amount)

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

Authorized Signature: 

Title: Fresno County EOC Transit Systems and Food Services Director

Date: April 29, 2009

Date: April 29, 2009

Claimant: Fresno County EOC- Transit Systems- Urban

TRANSPORTATION FUNDING CLAIM DETAIL

PURPOSE		AMOUNT	SUB-TOTAL
1.	**Bicycle & Pedestrian Facilities** (Art. 3)	$	
	(Art. 8a)	$	
	Audit Exceptions (General Fund Payback)	$	
	Unexpended Funds Held By Claimant	$	
			SUB-TOTAL $
2.	**Regional Transportation Planning**		**SUB-TOTAL** $
3.	**Public Transportation** (Art. 4)	$	
	(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** $ 2,659,760
5.	**Streets & Roads** (Art. 8a)	$	
	Audit Exceptions (General Fund Payback)	$	
	Unexpended Funds Held By Claimant	$	
			SUB-TOTAL $
6.	**To Be Claimed By:** (Fresno County Rural Transit Agency)	$	
	(Consolidated Transp. Serv. Agency)	$	
	Other ( )	$	
	Other ( )	$	
			SUB-TOTAL $
7.	Reserved in Fund Pending Further Claiming		**SUB-TOTAL** $

GRAND TOTAL $ 2,659,760

(Claim Total Must Agree With Total On First Page)

Minus All Unexpended Funds Held By $ 1,867,178

GRAND TOTAL PAYABLE TO CLAIMANT $ 792,582

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: April 29, 2009 Claimant: Fresno County EOC- Transit Systems- Urban

BICYCLE AND PEDESTRIAN FACILITIES

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

Project Title and Brief Description **Project Cost**

1. (Generic) Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction; ..... $_____

AND/OR

1. (Specific) ..... $_____

2. (Specific) ..... $_____

(add sheets if necessary)

TOTAL PROJECT COSTS ..... $_____

Revenue Source & Amount

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

STREETS AND ROADS CLAIM

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

Project Title and Brief Description **Project Cost**

1. (Generic) Development, Construction and Maintenance of Facilities ..... $_____

AND/OR

1. (Specific) ..... $_____

2. (Specific) ..... $_____

(add sheets if necessary)

TOTAL PROJECT COSTS ..... $_____

Revenue Source & Amount

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

Date: April 29, 2009 Claimant: Fresno County EOC- Transit Systems- Urban

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

Project Description **Project Cost**

General Transportation Service (Proposed) .....**TOTAL** $_____

(Prior Year) ..... $ _____

Percentage Change .....%

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

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

Project Description **Project Cost**

Elderly/Handicapped Service (Proposed) **TOTAL** $_____

(Prior Year) $_____

Percentage Change ..... %

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

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

Project Description **Project Cost**

Consolidated Trans Service Agency (Prop.) **TOTAL $ 6,809,664**

(Prior Year) $ 6,129,734

Percentage Change 11.0%

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

Revenue Source & Amounts	**Operating**	**Capital**
LTF (Article 4.5)	$ 746,773	$ 45,809
LTF (Article 8c)	$_____	$_____
STA	$_____	$_____
Fares	$_____	$_____
Other: Social Service Match	$ 3,580,214	$_____
Other: FTA Grant	$_____	$ 569,690
Unexpended, Held By Claimant	$_____	$ 1,867,178
Audit Exception - G. F. Payback	$_____	$_____

Date: April 29, 2009 Claimant: Fresno County EOC- Transit Systems- Urban

PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM SUMMARY SHEET

REQUIRED OPERATING/FAREBOX CALCULATIONS

General Transportation Services:

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

Elderly/Handicapped Service:

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

Consolidated Transportation Service Agency Service:

1. Total Operating Expenses Minus Exclusions ..... $ 4,326,987
   (Amount Excluded ($_____)
2. Farebox Revenues ..... $ -0-
3. Social Service Agency Match ..... $ 3,580,214
4. Total Local Support (add lines 2 & 3) ..... $ 3,580,214
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1) ..... %_____
6. Required Minimum Ratio ..... %_____
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1) ..... % 82.7%
8. Required Minimum Ratio ..... % 55%

Summary Totals

1. Total of All Operating Expenses Plus Exclusions ..... $ 4,326,987
   (All excluded costs should be added back to the total)
2. Total of All Capital Projects ..... $ 2,482,677
3. Grand Total ..... $ 6,809,664

Revenue Source and Amount

	LTF Art. 4	LTF Art. 4.5	LTF Art. 8c	STA	Local Support	Fed\State Grants	Other	TOTAL
OPERATING		746,773			3,580,214			4,326,987
CAPITAL		1,912,987				569,690		2,482,677
TOTAL		2,659,760			3,580,214	569,690		6,809,664

Date: April 29, 2009 Claimant: Fresno County EOC- Transit Systems- Urban

CONTINGENCY PROJECT LISTING

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

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

Project Title & Brief Descriptions	**Project Cost**
1. Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction	$ *Amount of Add'tl 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 throughout the claimant's jurisdiction	$ *Amount of Add'tl funds made available in current FY.*

AND/OR

1. ..... $_____

(add sheets if necessary)

TOTAL PROJECT COSTS ..... $_____

Date: April 29, 2009 Claimant: **Fresno County EOC- Transit Systems- Urban**

SUPPLEMENTAL INFORMATION REQUIRED OF TRANSIT CLAIMANTS (CCR 6632)

Attached to the claim are submitted the following documents:

[X]	Budget (or proposed budget) for the (2009/2010) year
[X]	Statement for prior year revenues and expenditures (projections acceptable)
[X]	California Highway Patrol Certification pursuant to PUC 99251 (No claim may be approved unless accompanied by this certification). Date on this certification must be within 13 months of the proposed claim approval date.
[ ]	Transit Efficiency Calculation - PUC 99314.6

BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION NO. 2009-05

In the Matter of:)	RESOLUTION ADOPTING THE
2009-2010 Budget)	BUDGET FOR FY 2009-2010

WHEREAS, the Fresno County Rural Transit Agency (FCRTA) has prepared a comprehensive Draft Budget reflecting anticipated revenues and expenditures for both capital and operations associated with the Agency's twenty-one (21) sub-system service providers; and

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

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

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

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

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

NOW, THEREFORE BE IT RESOLVED, that the Fresno County Rural Transit Agency does hereby adopt its Budget for 2009-2010 totaling seven million, nine hundred and thirty-six thousand, nine hundred and eighty-seven dollars ($7,936,987).

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 25th day of June, 2009.

(RESOLUTION NO. 2009-05, Continued)

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed:_____
Trinidad Rodriguez Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a meeting thereof held on the 25th day of June, 2009.

Signed:_____
Jeffrey D. Webster, General Manager

FRESNO COUNTY RURAL TRANSIT AGENCY
~~2100~~ 2053 Tulare Street, Suite ~~619~~ 251 Fresno, CA 93721
Phone: 559 - 233 - 6789 Fax: 559 - 233 - 9645
Webpage: www.ruraltransit.org Email: jwebster@ruraltransit.org

May 29, 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: Approve 2009-2010 Federal Transit Administration Section 5311 Grant Application, Resolution 2009-09.

ACTION ITEM

Staff is preparing the 2009-2010 Federal Transit Administration (FTA) Section 5311 Capital and Operating Assistance Grant Application for submittal to COFCG and Caltrans.

Our 2009-2010 FCRTA Budget is scheduled for adoption on June 25, 2009. It expressly reflected the Fresno County Regional Apportionment to be $1,098,640. This amount is formally reflected in the Fresno COG's updated draft of the 2009 Federal Transportation Improvement Program (FTIP) that is scheduled for adoption on July 30, 2009.

Federal Regulations require a separate authorization Resolution to proceed with the actual Application submittals. Resolution 2009-09 is available for Board action, following an opportunity for public comment.

RECOMMENDATION

The General Manager recommends approval of the Application by adopting Resolution 2009-09.

Attachment

BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION 2009-09

In the Matter of)	RESOLUTION SUPPORTING CLAIM AND SUBSEQUENT ACTIONS TO RECEIVE FY 2009-2010 FTA SECTION 5311 FUNDS
Federal Transit)	
Administration Grant)	

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

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

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

WHEREAS, the FCRTA does approve the contents and intent of an "operating assistance" application for Section 5311 funds for 2009-2010, for submittal to the COFCG for their action; and

WHEREAS, the COFCG, at its June 25, 2009 Meeting acted to include FCRTA's 2009-10 Federal Transit Administration (FTA) Operating Grant Application in its 2009-10 Federal Transportation Improvement Program (FTIP) including reference to the Caltrans "Program of Projects" (POP) Cycle 30 as "Appendix-E"; 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 2009-2010 FTA Section 5311 funds.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 25th day of June, 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 25th day of June, 2009.

Signed:_____
Jeffrey D. Webster, General Manager

BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION NO. 2009-10

In the Matter of:)	RESOLUTION OF APPROVAL
)	MEASURE "C" FUNDING CLAIM
MEASURE "C")	FOR THE FRESNO COUNTY
TRANSPORTATION)	RURAL TRANSIT AGENCY, 2009-10
PLANNING CLAIM)	

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

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

WHEREAS, The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year 2009-10's estimated revenue setting 3.99% of $54,312,380 for the Regional Public Transit Program, Public Transit Agencies - FCRTA sub program funds available to claimant, and

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

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

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

WHEREAS, claimant shall complete the reporting requirements no later than October 15, 2009 for the FCRTA's Measure "C" Programs.

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

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 25th day of June, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad M. Rodriguez, Chairman

ATTEST:
I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a regular meeting thereof held on the 25th day of June, 2009.

Signed:_____
Jeffrey D. Webster, FCRTA General Manager

MEASURE C EXTENSION
LOCAL TRANSPORTATION PASS THROUGH REVENUES
CERTIFICATION AND CLAIM FOR FY2009-10

TO: Fresno County Transportation Authority

FROM: Fresno County Rural Transit Agency (FCRTA)
Local Agency Name

Address: 2035 Tulare Street, Suite 201 City: Fresno Zip Code: 93721

Contact: Jeffrey D. Webster, FCRTA General Manager Telephone: 559-233-6789

FAX: 559-233-9645 Email Address: jwebster_ruraltransit@fresnocog.org

1. Applicable Funding Program: (Check One)

Regional Public Transit Program
- ☐ Fresno Area Express
- ☐ Clovis Transit
- ☑ FCRTA
- ☐ PTIS/Transit Consolidation
- ☐ ADA/Seniors/Paratransit
- ☐ Farmworker Van Pools
- ☐ Car/Van Pools
- ☐ New Technology Reserve

Local Transportation Program
- ☐ Street Maintenance
- ☐ ADA Compliance
- ☐ Flexible Funding
- ☐ Pedestrian/Trails Urban
- ☐ Pedestrian/Trails Rural
- ☐ Bicycle Facilities

Regional Transportation Program
- ☐ Fresno Airports

Alternative Transportation Program
- ☐ Rail Consolidation Subprogram

Environmental Enhancement Program
- ☐ School Bus Replacement
- ☐ Transit Oriented Infrastructure for In-Fill

Administrative/Planning Program
- ☐ Fresno COG

2. The **Fresno County Rural Transit Agency -FCRTA Transit Agency** ("claimant") is an eligible claimant of funds for
Local Agency Name
Regional Public Transit Program pursuant to California Public Utilities Code Section 142257.

3. The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year 2009-2010 setting **3.99%** of **$54,312,380** for the Subprogram or Category of funds checked above and available to the claimant. On behalf of claimant, I hereby request release of the funds to claimant in accordance with:
   (a) Monthly payments consistent with adopted percentage, based on actual receipts
   (b) Compliance with Steps 5 and 6 of the Local Agency Handbooks – Local Agency Pass-Through Funding programs and Other Revenue Program Funding

4. On behalf of claimant, I hereby certify as follows:
   (a) That the Subprogram or Category of funds checked above are not being used to substitute for property tax funds which claimant had previously used for local transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257.
   (b) That claimant has segregated property tax revenues from claimant's other general fund revenues used to support the Subprogram or Category of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to claimant's entire general fund.
   (c) That claimant shall account for Subprogram or Category of checked above and received pursuant to Public Utilities Code Section 142257. Claimant shall maintain current records in accordance with generally accepted accounting principles, and shall separately record expenditures for each type of eligible purpose. Claimant shall make such records available to the Authority for inspection or audit at any time.

5. Claimant understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Authorized Signature: _____

Title: FCRTA General Manager

Date: June 25, 2009

ATTACHMENT: Evidence of Formal Action for Approval and Submittal
Approved by: Fresno County Transportation Authority Board

Date: _____

Chairperson: _____

FCRTA

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

September 29, 2009

MEMORANDUM

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

FROM: Jeffrey D. Webster, General Manager

SUBJECT: Award Contract for On-Board Video Surveillance Equipment for FCRTA Fleet Vehicles Resolution 2009-11.

ACTION SUMMARY

During the past two (2) years staff has submitted two (2) California Transit Security Grant Program (CTSGP) Applications to the Governor's Office of Homeland Security who over sees the California Emergency Management Agency (CalEMA) that administers the California Transit Assistance Fund (CTAF). The highest priority project for a number of agencies (including Fresno Area Express, Clovis Transit, and the FCRTA) was On-Board Video Surveillance and Recording Equipment for the respective vehicle fleets.

SUPPORTIVE BACKGROUND INFORMATION

The need for such equipment, was in response to a tragic incident that occurred on a Visalia Transit vehicle a couple of years ago. A male passenger forced the female driver to drive to a remote location where he sexually assaulted her. The incident was not monitored in anyway.

Since than many agencies have installed Global Positioning Satellite (GPS) Equipment with panic buttons to compliment there standard two-way radio communications with a vehicle. When the hidden switch is activated, central dispatch is automatically alerted, and emergency services can be dispatched to a know location to deal with the situation professionally. We choose to select the same local vendor as Kings County uses for the five (5) county (Fresno, Kern, Kings, Madera, and Tulare) Farm Labor Van Pool Program. Clovis Transit has also selected to install the same equipment. The equipment continues to be install on our vehicles. The equipment was first install on our Reedley Transit vehicles, and has been operational several months ago. The equipment continues to be install on our new vehicles and should be operational County-wide by this September.

The second step for a number of situations on a vehicle can only be addressed with the installation of on-board video surveillance and recording equipment. The system documents the activities while the vehicle is in operation.

Three (3) years ago, a vendor offered to install a system on one (1) of our vehicles for demonstration purposes at no cost to us. The equipment simply does what it's intended to do. At that time, there were a number of technical short comings to its operation. But one day it proved invaluable. Unknown to our driver, while providing wheelchair service to a disabled passenger, another passenger apparently slipped and fell while exiting our vehicle. It was *not* witnessed or brought to any one's attention at the time. A week later an attorney representing the person called me to determine how he should proceed in filing a "claim for damages" against the Agency. I paused to seek clarification of the previously unreported incident, the date, time, location, and the identification of which of our transit subsystems was involved. Following his matter of fact explanation, I realized that his client had apparently ridden on the vehicle with the installed equipment. I told the attorney, that I could actually review the situation by watching the on-board recording of this particular

incident. When he heard my remarks, he was silent and quickly hung of the phone. We never received any follow-up by him or his client.

COLLABORATIVE APPROACH

The staffs of each of the three local public transit agencies, have been reviewing a number of vendor offerings and solutions. We have contacted agencies to determine their comments on various installations. We reviewed their cost information and equipment specifications. To date, the Staffs of Clovis Transit and the FCRTA have determined that the equipment and services offered by Apollo Video Technologies offered superior features.

We were able to determine the Antelope Valley Transit Authority (AVTA) had previously conducted a competitive bid process that met State and Federal requirements and it included provisions for other transit agencies to buy off the contract award. Such a process usually takes three (3) or more months to complete and requires a lot of staff time before an award may be authorized by a Policy Board. In our communication with AVTA they are willing to assign their options to other interested agencies, including the FCRTA.

The City of Clovis took action in December 2008 to award a Contract to Apollo Video Technologies for the first phase of their project. The equipment was successfully installed two (2) months ago and is working very well. In July 2009, their Council is scheduled to consider awarding a follow-up Contract for the second phase of their project.

The Staff of Fresno Area Express (FAX) has also been reviewing the Clovis Transit installation this past month, and also found various features to be of potential benefit to their operation. Installation of similar equipment would simplify support by local law enforcement and emergency service agency staffs. It would also be consistent with local efforts to unify our respective operations towards seamless operations and travel through out the County. (It should be mentioned that the City of Clovis choose to exercise an available options under our own Vehicle Procurement last year, to buy fourteen new vehicles that were recently deliver and placed into operation.)

FEATURES OF THE SYSTEM TO BE PURCHASED

The security camera system offers a multitude of features that will improve security for drivers and passengers as well as assist with injury and accident claims. Each of our fifty-eight (58) twenty-two (22) and seven (7) thirty-seven (37) passenger vehicles would be equipped with five (5) high definition cameras with the following views:

- Entry door view as passengers enter the vehicle.
- View from the front of the vehicle toward the rear of the vehicle.
- View from the rear of the vehicle toward the front of the vehicle.
- View out the front window (driver's view point).
- Wheelchair lift entry door view. This camera will only switch on when the wheelchair door is opened to load or unload a camera. When this view is being recorded, the view out of the front window is switched off. Once the wheelchair passenger is loaded or unloaded and the wheelchair door closed, the wheelchair lift camera door shuts off and the view out the front window is now recorded.

Five (5) of our smaller five (5) passenger mini-vans and one (1) fourteen (14) passenger van will be equiped with just three (3) cameras.

The camera systems offer many features which will provide additional safety and security for drivers, passengers and the FCRTA. Some of the notable features include:

- Video and audio recording equipment located in both the front and rear of the vehicles. During playback, each channel can be played separately to help evaluate what the driver would have heard coming from the back of the vehicle Video footage is watermarked with each frame connected to the one before and after. This allows for proof that the footage is unaltered for use in a court of law. All

cameras are high resolution color cameras with infared technology for night viewing.

- An integrated global positioning satellite system will provide information as to the location of the vehicle as the video is being recorded. During playback, the multi-camera video and GPS map vehicle location, and vehicle speed may be viewed on the same screen.
- Video footage may be downloaded; this is especially helpful when investigating a complaint, accident, vandalism, etc.
- A wireless antenna will allow live video to be viewed using a laptop computer that is located within 500-800 feet of the vehicle. An emergency response vehicle can follow the transit vehicle and see events actually occurring within the vehicle at that very moment. This would be helpful in the event of a hijacking or other potential dangers to the driver or passengers.
- Replacement hard drives can be purchased through any vendor, placed into the hard drive case and will automatically be formatted by the DVD recorder. *(Many other vendors require replacement of propriety hard drives to be purchased through them only, at a cost of $500.00 or more per unit. The savings alone is a minimum of $400.00 per unit.)* The digital video recorder can record approximately 21 days of 30 frames per second video on all cameras before it begins to record over itself. Video clips of events can be downloaded and saved for record.
- Video images can be saved in an .avi format and can be sent to management via email and viewed over any computer.
- The system will be set up to continue recording for twenty (20) minutes after the vehicle engine has been turned off allowing for continuous footage in an accident if the driver needs to shut down the vehicle for an incident.
- At start-up, the system performs a self check and alerts the driver of any faults. Any cameras *not* operating correctly will be immediately known which prevents discovery of a bad camera only when footage is viewed during an incident. The system includes license-free software with unlimited updates to view video, a three (3) year DVR warranty, one (1) year warranty on all other components and accessories, and unlimited technical support.

The camera systems in the vehicles will provide additional security for drivers and passengers and will reduce liability the FCRTA. The systems will be helpful in investigating vehicle accidents, vandalism, or injuries to passengers.

The resultant bid price of equipment through the Antellope Valley Transit Authority Contract provides excellent equipment at a very competitive price.

I am very impressed with the features of the equipment, its components that are *not* propriety and readily available at low cost from a number of suppliers. We have contacted a number of their existing clients to double ckeck their satisfaction with the equipment and follow-up services, all remarks have proven to be excellent.

I requested a quote for the equipment, its installation, warranty, and follow-up services based on AVTA's award to equip sixty (60) vehicles of various models in our fleet. Attached is a copy of the quotation is attached. The inital quotation was based on a per vehicle cost. The final quotation reflects the total cost for our actual vehicle fleet.

I found the quotation to be in order to meet our particular needs. It is significantly less that our previously adopted budget for this equipment that was based on known costs of other vendor's equipment. Funding from our two (2) awarded grants totalled $340,638, We were previously matching the funds with $263,303 of our Measure-C funds, for a total budget of $602,941. The quotation totals $280,863, so our Measure-C funds will *not* be necessary, and actually accessing our Grant funds solely, we will have a remaining difference of $59,775 which can be combined with our 2009-10 CTAF allocation towards our next safety project.

RECOMMENDATION

The General Manager recommends that the FCRTA Board of Directors award a Contract for On-Board Video Surveillance Equipment to Apollo Video Technologies, following an expressed opportunity for public comment by approving Resolution 2009-11 (Attachment).

APOLLO
Apollo Video Technology
www.avt-usa.com

Quotation # 090313

Date: 3/6/2009
Terms: Net 15 w/ Signed PO
Sales Rep: Please Advise

Fresno County Rural Transit Agency
Jeffrey D Webster
2035 Tulare St, Ste 20
Fresno CA 93721
jwebster_ruraltransit@fresnocog.org

Qty	Unit	Description	Unit Price	Ext. Price
Passenger Vans				
1	RR-MR2-250	RoadRunner 2 Channel Mobile Digital Video Recorder, Power Cable, Event Switch, RASplus Software, 250GB Removable Hard Disk Drive	$1,947.00	$1,947.00
1	RR-GPS	GPS Antenna with iSM (Interactive Speed and Mapping) Interface	$149.00	$149.00
1	RR-C236	Camera, High Resolution Color w/Audio Recording, 3.6mm lens	$159.00	$159.00
1	RR-CMIRS6	Camera Mount, 6" Swivel Mount for RR-CIR2/RR-C2 Series Cameras	$45.00	$45.00
1	RR-CIR225	Camera, IR Illumination High Resolution Day/Night Color w/Audio Recording, 2.5mm lens	$159.00	$159.00
1	-	Installation	$500.00	$500.00
			Subtotal:	**$2,959.00**
Cut A Way Buses				
1	RR-MR4-500	RoadRunner 4 Channel Mobile Digital Video Recorder, Power Cable, Event Switch, RASplus Software, 500GB Removable Hard Disk Drive	$2,245.00	$2,245.00
1	RR-MB2	Mounting Bracket for RoadRunner DVR, Vertical Mount	$66.00	$66.00
1	RR-GPS	GPS Antenna with iSM (Interactive Speed and Mapping) Interface	$149.00	$149.00
1	RR-C236	Camera, High Resolution Color w/Audio Recording, 3.6mm lens	$159.00	$159.00
1	RR-CMIRS6	Camera Mount, 6" Swivel Mount for RR-CIR2/RR-C2 Series Cameras	$45.00	$45.00
2	RR-CIR225	Camera, IR Illumination High Resolution Day/Night Color w/Audio Recording, 2.5mm lens	$159.00	$318.00
1	RR-CIR236	Camera, IR Illumination High Resolution Day/Night Color w/Audio Recording, 3.6mm lens	$159.00	$159.00
1	-	Installation	$500.00	$500.00
			Subtotal:	**$3,641.00**
Bluebird Buses				
1	RR-MR4-500	RoadRunner 4 Channel Mobile Digital Video Recorder, Power Cable, Event Switch, RASplus Software, 500GB Removable Hard Disk Drive	$2,445.00	$2,445.00
1	RR-MB1	Mounting Bracket for RoadRunner DVR, Underseat Mount	$43.00	$43.00
1	RR-GPS	GPS Antenna with iSM (Interactive Speed and Mapping) Interface	$149.00	$149.00
1	RR-C236	Camera, High Resolution Color w/Audio Recording, 3.6mm lens	$159.00	$159.00
1	RR-CMIRS6	Camera Mount, 6" Swivel Mount for RR-CIR2/RR-C2 Series Cameras	$45.00	$45.00
2	RR-CIR225	Camera, IR Illumination High Resolution Day/Night Color w/Audio Recording, 2.5mm lens	$159.00	$318.00
2	RR-CIR236	Camera, IR Illumination High Resolution Day/Night Color w/Audio Recording, 3.6mm lens	$159.00	$318.00
1	RR-S2C	2 Camera Video Switcher (Provides 2 Additional Switching Camera Inputs)	$129.00	$129.00
1	-	Installation	$500.00	$500.00
			Subtotal:	**$4,106.00**
Accessories				
2	RR-HDP	Hard Disk Player / Adapter (for use system-wide)	$250.00	$500.00
2	RR-MR250HD	Extra Removable Hard Disk Drive, 250GB	$259.00	$518.00
			Subtotal:	**$6,389.00**

The RoadRunner system includes:

- Standard 3-year DVR warranty / 1-year all other components (extended warranty options available upon request)
- Unlimited technical support at no additional charge
- License-free software with lifetime updates at no additional charge

Prices and terms are guaranteed for 30 days. Freight charges, installation charges and taxes (if applicable) are additional may not be included in this quotation. All returns are subject to a 20% re-stocking fee

Apollo Video Technology
14148 NE 190th Street - Woodinville, WA 98072
Tel: 425.483.7100; Fax: 425.483.7200
www.avt-usa.com

Apollo Video Technology

www.avt-usa.com

Quotation # 090501

Date: 5/1/2009
Terms: Net 15 w/ Signed PO
Sales Rep: Please Advise

Fresno County Rural Transit Agency
Jeffrey D Webster
2035 Tulare St, Ste 20
Fresno CA 93721
jwebster_ruraltransit@fresnocog.org

Qty	Unit	Description	Unit Price	Ext. Price
Passenger Vans				
5	RR-MR2-250	RoadRunner 2 Channel Mobile Digital Video Recorder, Power Cable, Event Switch, RASplus Software, 250GB Removable Hard Disk Drive	$1,947.00	$9,735.00
5	RR-GPS	GPS Antenna with ISM (Interactive Speed and Mapping) Interface	$149.00	$745.00
5	RR-C236	Camera, High Resolution Color w/Audio Recording, 3.6mm lens	$159.00	$795.00
5	RR-CMIRS6	Camera Mount, 6" Swivel Mount for RR-CIR2/RR-C2 Series Cameras	$45.00	$225.00
5	RR-CIR225	Camera, IR Illumination High Resolution Day/Night Color w/Audio Recording, 2.5mm lens	$159.00	$795.00
5	RR-WT200	Wireless LAN High Powered Transmitter and Vehicle Antenna	$359.00	$1,795.00
5	-	Installation	$500.00	$2,500.00
			Subtotal:	**$16,590.00**
Cut A Way Buses				
58	RR-MR4-500	RoadRunner 4 Channel Mobile Digital Video Recorder, Power Cable, Event Switch, RASplus Software, 500GB Removable Hard Disk Drive	$2,245.00	$130,210.00
58	RR-MB2	Mounting Bracket for RoadRunner DVR, Vertical Mount	$66.00	$3,828.00
58	RR-GPS	GPS Antenna with ISM (Interactive Speed and Mapping) Interface	$149.00	$8,642.00
58	RR-C236	Camera, High Resolution Color w/Audio Recording, 3.6mm lens	$159.00	$9,222.00
58	RR-CMIRS6	Camera Mount, 6" Swivel Mount for RR-CIR2/RR-C2 Series Cameras	$45.00	$2,610.00
116	RR-CIR225	Camera, IR Illumination High Resolution Day/Night Color w/Audio Recording, 2.5mm lens	$159.00	$18,444.00
58	RR-CIR236	Camera, IR Illumination High Resolution Day/Night Color w/Audio Recording, 3.6mm lens	$159.00	$9,222.00
58	RR-WT200	Wireless LAN High Powered Transmitter and Vehicle Antenna	$359.00	$20,822.00
58	-	Installation	$500.00	$29,000.00
			Subtotal:	**$232,000.00**
Bluebird Buses				
7	RR-MR4-500	RoadRunner 4 Channel Mobile Digital Video Recorder, Power Cable, Event Switch, RASplus Software, 500GB Removable Hard Disk Drive	$2,445.00	$17,115.00
7	RR-MB1	Mounting Bracket for RoadRunner DVR, Underseat Mount	$43.00	$301.00
7	RR-GPS	GPS Antenna with ISM (Interactive Speed and Mapping) Interface	$149.00	$1,043.00
7	RR-C236	Camera, High Resolution Color w/Audio Recording, 3.6mm lens	$159.00	$1,113.00
7	RR-CMIRS6	Camera Mount, 6" Swivel Mount for RR-CIR2/RR-C2 Series Cameras	$45.00	$315.00
14	RR-CIR225	Camera, IR Illumination High Resolution Day/Night Color w/Audio Recording, 2.5mm lens	$159.00	$2,226.00
14	RR-CIR236	Camera, IR Illumination High Resolution Day/Night Color w/Audio Recording, 3.6mm lens	$159.00	$2,226.00
7	RR-S2C	2 Camera Video Switcher (Provides 2 Additional Switching Camera Inputs)	$129.00	$903.00
7	RR-WT200	Wireless LAN High Powered Transmitter and Vehicle Antenna	$359.00	$2,513.00
7	-	Installation	$500.00	$3,500.00
			Subtotal:	**$31,255.00**
Accessories				
2	RR-HDP	Hard Disk Player / Adapter (for use system-wide)	$250.00	$500.00
2	RR-MR250HD	Extra Removable Hard Disk Drive, 250GB	$259.00	$518.00
			Subtotal:	**$1,018.00**

The RoadRunner system includes:

- Standard 3-year DVR warranty / 1-year all other components (extended warranty options available upon request)
- Unlimited technical support at no additional charge
- License-free software with lifetime updates at no additional charge

Prices and terms are guaranteed for 30 days. Freight charges, installation charges and taxes (if applicable) are additional may not be included in this quotation. All returns are subject to a 20% re-stocking fee

Apollo Video Technology
14148 NE 190th Street - Woodinville, WA 98072
Tel: 425.483.7100; Fax: 425.483.7200
www.avt-usa.com

BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION 2009-11

In the Matter of	)	RESOLUTION TO AWARD
California Transit Security Grant	)	CONTRACT FOR ON-BOARD VIDEO
Program for California Transit	)	SURVEILLANCE EQUIPMENT FOR
Assistance Funds	)	FCRTA TRANSIT FLEET VEHICLES

WHEREAS, the Fresno County Rural Transit Agency (FCRTA has previously submitted two (2) California Transit Security Grant Program (CTSGP) Applications for On-Board Video Surveillance and Recording Equipment for the FCRTA vehicle fleet to the Governor's Office of Homeland Security who over sees the California Emergency Management Agency (CalEMA) that administers the California Transit Assistance Fund (CTAF); and

WHEREAS, the Applications were approved; and

WHEREAS, the systems will provide additional security for drivers and passengers, and will reduce liability the FCRTA, and the systems will be helpful in investigating vehicle accidents, vandalism, or injuries to passengers; and

WHEREAS, the Antelope Valley Transit Authority (AVTA) has previously conducted a competitive bid process that meets State and Federal requirements and it included provisions for other transit agencies, such as the FCRTA, to buy off the contract award to Apollo Video Technology; and

WHEREAS, the resultant bid price of equipment through the Antelope Valley Transit Authority Contract provides excellent equipment at a very competitive price; and

WHEREAS, the AVTA is willing to assign their options to other interested agencies, including the FCRTA; and

WHEREAS, Staff requested a quotation from the Apollo Video Technology for equipment for FCRTA Vehicle Fleet; and

WHEREAS, the quotation totaled $280,863; and

WHEREAS, this amount is much less than was previously budgeted ($602,941), resulting in a significant budget savings ($322,078) to the FCRTA; and

(RESOLUTION 2009-11, CONTINUED)

NOW THEREFORE, BE IT RESOLVED, that the FCRTA Board of Director, following an expressed opportunity for public comment, does hereby accept the submitted quotation from Apollo Video Technology for the stipulated equipment.

BE IT FURTHER RESOLVED, that the FCRTA Board of Directors does hereby direct its General Manager to execute binding agreements with Apollo Video Technology to proceed with the installation of the stipulated equipment.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 25h day of June 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 25th day of June, 2009.

Signed: _____
Jeffrey D. Webster, General Manager

FCRTA

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

June 10, 2009

MEMORANDUM

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

FROM: Jeffrey D. Webster, General Manager

SUBJECT: Approve FCRTA's Federal Transit Administration Section 5316 - Job Access and Reverse Commute and Section 5317 - New Freedoms Grant Applications, Resolution 2009-12.

ACTION SUMMARY

The Fresno COG advertised a "call for projects" submittal to draw down the 2007, 2008, and 2009 Urban Allocation of the Federal Transit Administration Section 5316 - Job Access and Reverse Commute (JARC) and Section 5317 - New Freedoms (NF) funds. Applications were due March 20 , 2009.

The staff of the FCRTA prepared five (5) Application, two (2) for JARC and three (3) for NF, they are:

- 2007 JARC funds to purchase two (2) "Employment Shuttle Vehicles" for workers arriving in Fresno on the inter-city services of: Coalinga Transit; Orange Cove Transit; Southeast Transit; and Westside Transit. The service would group passenger to be transported to common employment locations in the FCMA. The vehicles would be Medium Type II nine (9) ambulatory passengers and (2) wheelchair position passengers cut-away vans, equipped with electronic fareboxes and mobile radios for a total purchase price of $126,168. JARC funding would be $100,934, with $25,234 from FCRTA's Measure-C funds.

- 2007 JARC funds for an "Intelligent Transportation System (ITS) - 511 Transportation Travel Information" toll free phone number to facilitate relevant information to the inquiring general public. The system would be developed under contract by a firm with proven expertise and compatibility throughout the region and State. The system is anticipated to cost $250,000. JARC funding would be $200,000, with $50,000 from FCRTA's Measure-C funds.

- 2008 NF funds to continue the "Transit Ambassador Travel Training Program" the was begun by the Fresno Area Express (FAX). The FCRTA wants to expand the program. The focus will be primarily on frail elderly and disabled individuals who are entitled to have personal assistance to travel with them at no cost. The pair of individuals will under go on a one-on-one training program with paid representatives associated with the Center of Independent Living - Fresno and other interested groups. The program will authorize up to three (3) round trip experiences to ensure they are comfortable in further independent travel.

- 2007 NF funds (Phase One) to purchase one (1)"Vehicle with Heavy Duty Lift" that has been specially designed, engineered, and expressly constructed to include a higher capacity wheelchair lift (perhaps up to 750 pounds) to safely transport severely obese passengers, that cannot be served under the current ADA Guidelines (maximum 600 pounds). The vehicles is expected to cost $85,000. NF funding would be $60,340, with $24,660 from FCRTA's Measure-C funds.

- 2008 NF funds (Phase Two) to purchase a second (2nd) "back-up" "Vehicle with Heavy Duty Lift" that has been specially designed, engineered, and expressly constructed to safely transport severely obese passengers, that cannot be served under the current ADA Guidelines. The second (2nd) vehicles is also expected to cost $85,000. NF funding would be $60,340, with $24,660 from FCRTA's Measure-C funds.

The Fresno COG's staff and the Social Service Transportation Advisory Council (SSTAC) has reviewed all the submitted applications (6/10/09) and has recommended that the FCRTA projects be funded under the respective Federal Grant Programs.

The Applications require a Resolution of Support by the FCRTA Board of Directors to proceed with the Grants processing directly between Fresno COG and the Federal Transit Administration in Washington DC.

RECOMMENDATION

The General Manager recommends concurrences and support of these Grant Application submittal, which are consistent with our adopted Plans and Programs by adopting Resolution 2009-12.

Attachment

BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION NO. 2009-12

In the Matter of:)
Federal Transportation Act)

RESOLUTION AUTHORIZING SUBMITTAL OF FEDERAL TRANSIT ADMINISTRATION SECTION 5316 JOB ACCESS / REVERSE COMMUTE AND SECTION 5317 NEW FREEDOMS GRANT APPLICATIONS TO FRESNO COG FOR POSSIBLE FUNDING CONSIDERATION AND CONTRACTING FOR FUNDS

WHEREAS, the Council of Fresno County Governments (Fresno COG)has developed a Call for Projects Application Package for the 2007, 2008, 2009 Cycles for the possible Transportation Act authorization; and

WHEREAS, the Fresno County Rural Transit Agency Board of Directors had a long standing policy for its Staff to seek funding from all available sources to augment its owns funds in implementing its plans and programs to ensure that the transit needs of the rural population of Fresno County are met; and

WHEREAS, the Fresno County Rural Transit Agency (FCRTA) has prepared, and submitted, two (2) Applications for possible Job Access / Reverse Commute funds for:

- 2007 JARC funds to purchase two (2) "Employment Shuttle Vehicles" for workers arriving in Fresno on the inter-city services of: Coalinga Transit; Orange Cove Transit; Southeast Transit; and Westside Transit. The service would group passenger to be transported to common employment locations in the FCMA. The vehicles would be Medium Type II nine (9) ambulatory passengers and (2) wheelchair position passengers cut-away vans, equipped with electronic fareboxes and mobile radios for a total purchase price of $126,168. JARC funding would be $100,934, with $25,234 from FCRTA's Measure-C funds.

- 2007 JARC funds for an "Intelligent Transportation System (ITS) - 511 Transportation Travel Information" toll free phone number to facilitate relevant information to the inquiring general public. The system would be developed under contract by a firm with proven expertise and compatibility throughout the region and State. The system is anticipated to cost $250,000. JARC funding would be $200,000, with $50,000 from FCRTA's Measure-C funds.

and three (3) Application for possible New Freedoms funds for:

- 2008 NF funds to continue the "Transit Ambassador Travel Training Program" the was begun by the Fresno Area Express (FAX). The FCRTA wants to expand the program. The focus will be primarily on frail elderly and disabled individuals who are entitled to have personal assistance to travel with them at no cost. The pair of individuals will under go on a one-on-one training program with paid representatives associated with the

Center of Independent Living - Fresno and other interested groups. The program will authorize up to three (3) round trip experiences to ensure they are comfortable in further independent travel.

- 2007 NF funds (Phase One) to purchase one (1)"Vehicle with Heavy Duty Lift" that has been specially designed, engineered, and expressly constructed to include a higher capacity wheelchair lift (perhaps up to 750 pounds) to safely transport severely obese passengers, that cannot be served under the current ADA Guidelines (maximum 600 pounds). The vehicles is expected to cost $85,000. NF funding would be $60,340, with $24,660 from FCRTA's Measure-C funds.

- 2008 NF funds (Phase Two) to purchase a second (2nd) "back-up" "Vehicle with Heavy Duty Lift" that has been specially designed, engineered, and expressly constructed to safely transport severely obese passengers, that cannot be served under the current ADA Guidelines. The second (2nd) vehicles is also expected to cost $85,000. NF funding would be $60,340, with $24,660 from FCRTA's Measure-C funds; and

WHEREAS, the Fresno COG's staff and its Social Service Transportation Advisory Council has reviewed all the submitted applications and has recommended that the FCRTA be funded for all of its submitted Applications;

WHEREAS, the Board of Directors continues to invited the general public to comment on the individual Project Applications.

NOW, THEREFORE BE IT RESOLVED, that the Fresno County Rural Transit Agency does hereby authorize and support the intent of the five (5) Applications.

BE IT FURTHER RESOLVED, that 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 5316 and 5317 Assurances to be the recipient of said funds for the purpose expressed in its submitted Grant Application; and

BE IT FURTHER RESOLVED that 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 programs.

BE IT FURTHER 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 the referenced funds.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 25th day of June, 2009.

(RESOLUTION NO. 2009-12, Continued)

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed:_____
Trinidad Rodriguez Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a meeting thereof held on the 25th day of June, 2009.

Signed:_____
Jeffrey D. Webster, General Manager

Social Services Transportation Advisory Council
Membership List
Updated May 2009

Potential Transit User 60 Years of Age or Older (minimum of 1)			
Appointment	**Resident/of Geographic Representation**	**Term Expires**	**Ethnic Background**
Terri Staples	Fresno/Fresno County	5-2009	Caucasian
Phyllis Baltierra, Firebaugh Sr.Site Coordinator	Firebaugh /Fresno County	3-2012	Hispanic
Representatives of the Local Social Service Providers for Seniors (minimum of 2)			
Appointment	**Resident Of/ Geographic Representation**	**Term Expires**	**Ethnic Background**
Linda Descoteaux, FMAAA	Fresno/Fresno County	3-2012	Caucasian
Margo Lerwill, Fresno County Public Works	Fresno/Fresno County	2-2012	Caucasian
Nikki Vartikian, CCNF	Fresno/Fresno County	3-2012	Hispanic
Potential Transit User Who Is Disabled (minimum of 1)			
Appointment	**Resident Of/ Geographic Representation**	**Term Expires**	**Ethnic Background**
Carlos Duarte, FAX	Fresno/Fresno County	3-2012	Hispanic
Bill Sheen	Clovis/Fresno County	4-2009	Caucasian
Representative of the Local Social Service Provider for Disabled (minimum of 2)			
Appointment	**Resident Of/ Geographic Representation**	**Term Expires**	**Ethnic Background**
Bob Hand, Ctr. for Independent Living	Fresno/Fresno County	6-2010	Caucasian
Bill Hyatt, CVRC	Fresno/Fresno County	6-2012	Caucasian

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

Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Dr. Connie Cha, Empowerment Institute	Fresno/Fresno County	3-2012	Asian American
David Moll, CSUF	Fresno/Fresno County	6-2012	Caucasian

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

Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Shonna Halterman, Clovis Transit	Clovis/Fresno County	9-2009	Caucasian
Gary Joseph, FCEOC/CTSA	Fresno/Fresno County	6-2012	Caucasian
Jeffrey Webster, FCRTA	Fresno/Fresno County	6-2012	Caucasian
Judith Nishi, FAX	Sanger/Fresno County	6-2012	Asian American

Representatives of General Public

Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Dottie Wright	Fresno/Fresno County	2-2012	Caucasian

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-14

In the Matter of:)	RESOLUTION ADOPTING THE
)	REDETERMINATION OF CONFORMITY
2009 FTIP AMENDMENT #3, 2007)	FOR THE FEDERALLY APPROVED 2009
AMENDMENT #2, AIR QUALITY)	FEDERAL TRANSPORTATION IMPROVEMENT
CONFORMITY ANALYSIS)	PROGRAM AMENDMENT #3 AND 2007 RTP
)	AMENDMENT #2

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

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

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

WHEREAS, the Federally Approved 2009 FTIP Amendment 3 and 2007 RTP Amendment 2 has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the Council of Fresno County Governments forum and general public involvement; and

WHEREAS, the Federally Approved 2009 FTIP Amendment #3 and 2007 RTP Amendment #2 contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the Federally Approved 2009 FTIP Amendment #3 and 2007 RTP Amendment #2 meets all applicable transportation planning requirements per 23 CFR Part 450.

WHEREAS, SJCOG Amendment #10 to the 2009 FTIP and 2007 RTP Amendment #4 includes a new Conformity Analysis; and

WHEREAS, the Council of Fresno County Governments is not making any other transportation planning changes, the federally approved individual conformity analysis remain unchanged.

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

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

WHEREAS, the new Appendix D "PM2.5 Conformity Results for Each MPO in the San Joaquin Valley Nonattainment Area" (PM2.5 Demonstration) has been widely circulated and reviewed by the Council of Fresno County Governments advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Fresno County consistent with public participation process adopted by the Council of Fresno County Governments; and

WHEREAS, a 30-day public review period conducted on the PM2.5 Demonstration; and the SJCOG conducted conducted a public hearing on the revised conformity analysis, containing PM2.5 Demonstration; and

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments redetermines conformity for the Federally Approved 2009 Federal Transportation Improvement Program Amendment #3 and 2007 RTP Amendment #2.

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

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 25th day of June, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 25th day of June, 2009.

Signed: _____
Tony Boren, Executive Director

Signed: _____
Trinidad M. Rodriguez, Chairman

MEMORANDUM OF UNDERSTANDING
BETWEEN AND AMONG THE
REGIONAL PLANNING AGENCIES IN THE SAN JOAQUIN VALLEY
AND THE
SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT

THIS MEMORANDUM OF UNDERSTANDING (hereinafter "MOU"), which shall be effective the _____ day of _____ 2009, between and among the Council of Fresno County Governments, Kern Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, San Joaquin Council of Governments, Stanislaus Council of Governments, and Tulare County Association of Governments, herein referred to as regional planning agencies (hereinafter "RPA"s), and the San Joaquin Valley Unified Air Pollution Control District (hereinafter "SJVUAPCD"), hereby enter into this Memorandum of Understanding;

W I T N E S S E T H

WHEREAS, the above listed regional planning agencies are the Metropolitan Planning Organizations from the eight San Joaquin Valley counties, and are responsible for implementing the federal comprehensive transportation planning process, including associated air quality responsibilities; and

WHEREAS, the San Joaquin Valley Unified Air Pollution Control District has the authority to adopt rules and regulations to protect the public health and prevent violations of ambient air quality standards in the San Joaquin Valley Air Basin, which is designated a nonattainment area for the National Ambient Air Quality Standards. The San Joaquin Valley Air Basin includes eight counties: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and the valley portion of Kern; and

WHEREAS, on September 21, 1992 the eight Valley RPAs entered into a Memorandum of Understanding with one another to ensure a coordinated regional approach to transportation and air quality planning efforts; and

WHEREAS, on October 29, 1992 the eight Valley RPAs and the SJVUAPCD entered into a Memorandum of Understanding to ensure a coordinated transportation and air quality planning approach. The parties involved concur that this agreement is in need of revision; and

WHEREAS, on September 21, 2006 the eight Valley RPAs entered into a Memorandum of Understanding to update and solidify the partnership agreed upon in the September 21, 1992 MOU, and to create the San Joaquin Valley Regional Planning Agencies' Policy Council. The parties involved concur that this agreement is in need of amending.

NOW, THEREFORE, BE IT UNDERSTOOD AND AGREED that the formal cooperative relationship between the Valley RPAs and the SJVUAPCD is established and continued to ensure the effectiveness of regional transportation plans, to comply with the requirements of state and federal law, and to contribute toward the attainment of federal and state ambient air quality standards. This Memorandum of Understanding constitutes a statement of the intentions, obligations and policies of the parties involved. Therefore it is agreed that:

1. This Memorandum of Understanding amends that certain agreement entered into the 21st day of September, 2006 between and among the RPAs, to increase the membership of the San Joaquin Valley Regional Planning Agencies' Policy Council by one, in order to accommodate a representative of the SJVUAPCD. No member of the Policy Council shall simultaneously represent both the SJVUAPCD and a RPA.

2. This Memorandum of Understanding supersedes that certain agreement entered into the 29th day of October, 1992 between and among the above listed eight Valley RPAs and the SJVUAPCD.

3. The SJVUAPCD has the lead for air quality planning, but effective air quality strategies require the cooperation and joint actions of the Valley RPAs, other local, regional, state and federal government agencies, and the people of the San Joaquin Valley Air Basin. Toward that end, the Valley RPAs and the SJVUAPCD agree to participate in regularly-scheduled conference calls with local, state and federal agencies including the California Air Resources Board (ARB), the California Department of Transportation (Caltrans), the U.S. Environmental Protection Agency (EPA), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) to insure good communication is maintained on issues important to the San Joaquin Valley.

4. The parties involved will comply with the Federal Clean Air Act and related regulations and guidance requiring that transportation-related SIP development decisions be made through interagency consultation. The parties agree to use the latest planning assumptions and emissions factors, conduct regional emissions analyses, and coordinate on the development of motor vehicle emissions budgets. The Valley RPAs will work with the SJVUAPCD in keeping the Transportation Conformity Rule current with federal requirements and guidance, as appropriate. The SJVUAPCD will also assist the Valley RPAs in obtaining appropriate and timely technical assistance from the ARB.

5. The Valley RPAs and the SJVUAPCD agree that it is in their interest to work closely together and develop joint or consistent policy positions whenever possible when dealing with state and federal air quality and transportation agencies. Each party has the responsibility to notify the other in a timely manner of anticipated or known policy issues with state and federal agencies, and to coordinate their response in an effort to present a unified position.

6. The Valley RPAs will take the lead in compliance with Section 108(f)(1) of the Federal Clean Air Act in developing the transportation control measure (hereinafter "TCM") component of air quality plans (State Implementation Plans or SIPs). The Valley RPAs will consult with their member jurisdictions to facilitate consensus on implementing measures to address transportation related sources of air pollution. The Valley RPAs have limited legal authority to implement emission reduction measures directly, but will seek commitments from member jurisdictions, as appropriate, for inclusion in air quality plans. The Valley RPAs will submit an analysis and recommendation concerning which TCMs are reasonably available control measures for formal consideration by the SJVUAPCD.

7. The Valley RPAs will take the lead in establishing and maintaining transportation conformity in the Valley as required by Section 176 (c) of the federal Clean Air Act, [42 U.S.C. 7506(c)] and U.S Environmental Protection Agency (40 CFR parts 51 and 93). The Valley RPAs will work to ensure that regulatory requirements are met and federal funding and approval are given to highway and transit projects that are consistent with and conform to the air quality goals established by the SIP. Conforming transportation plans, programs, and projects will not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards.

8. The Valley RPAs will coordinate with the SJVUAPCD in updating the status of implementing local agency transportation control measures described in adopted air quality plans (State Implementation Plans or SIPs).

9. The Valley RPAs and SJVUAPCD will work together in addressing state and federal initiatives such as greenhouse gas emission reductions as well as future air quality regulations. The parties recognize the importance and the expertise necessary to develop comprehensive local and regional approaches. The parties involved agree to dedicate staff resources as needed to cooperatively address state and federal requirements, while still meeting individual core mission elements such as protecting public health and delivering safe and efficient transportation projects.

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

11. The Valley RPAs and the SJVUAPCD will continue the coordination to develop a Valley-wide initiative (San Joaquin Valley Regional Blueprint Process) to provide more efficient and effective transportation systems and land use patterns through the integration of transportation, housing, land use, economic development and environmental protection elements; and to ensure continuity of air quality planning approaches throughout the Valley.

12. The parties involved agree to discuss key issues related to air quality and delivery of transportation projects. If staff level coordination is not adequate to achieve a unified position, either party has the option of bringing issues to senior management attention.

13. In order to reduce and resolve conflicts that may arise between the SJVUAPCD and the Valley RPAs in a timely manner, each party agrees to establish an issues resolution coordination procedure within its own organization. Each party will designate a policy-level staff person as the point of contact or "issues coordinator". When either party believes a conflict exists or is emerging, it is their responsibility to alert the other party through their issues coordinators. Each party will choose its own manner of communicating internally, but communications between the parties will be coordinated through the issues coordinators. If staff level coordination is not adequate to achieve a common position, either party has the option of bringing issues to senior management attention.

INDEMNIFICATION

The parties shall mutually indemnify, defend, and save harmless each other, their officers, agents, and employees from and against any and all claims and losses whatsoever occurring or resulting from their respective performance of this MOU.

IN WITNESS WHEREOF, the parties hereto have caused this Memorandum of Understanding to be executed by their respective officers to be effective on the date first above written.

SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT

Councilmember Chris Vierra, Chairman

Seyed Sadredin, Executive Director
Air Pollution Control Officer

COUNCIL OF FRESNO COUNTY GOVERNMENTS

Mayor Trinidad M. Rodriguez, Chairman

Tony Boren, Executive Director

KERN COUNCIL OF GOVERNMENTS

Mayor Cheryl Wegman, Chair

Ronald E. Brummett, Executive Director

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

Supervisor Joe Neves, Chairman

Terri King, Executive Director

MADERA COUNTY TRANSPORTATION COMMISSION

Supervisor Max Rodriguez, Chairman

Patricia Taylor, Executive Director

MERCED COUNTY ASSOCIATION OF GOVERNMENTS

Director Joe Oliveira, Chairman

Jesse Brown, Executive Director

SAN JOAQUIN COUNCIL OF GOVERNMENTS

Mayor Brent H. Ives, Chairman

Andrew T. Chesley, Executive Director

STANISLAUS COUNCIL OF GOVERNMENTS

Mayor Farrell Jackson, Chairman

Vince Harris, Executive Director

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Supervisor Mike Ennis, Chairman

Ted Smalley, Executive Director

APPROVED AS TO LEGAL FORM:
KEVIN BRIGGS, Interim County Counsel

By _____
JANELLE E. KELLEY, Assistant County Counsel

San Joaquin Valley Unified Air Pollution Control District

By _____
PHILIP M. JAY, District Counsel

$1.5 BILLION TIGER DISCRETIONARY GRANTS PROGRAM
OUTLINE OF SOLICITATION AND SELECTION CRITERIA

Interim Notice of Funding Availability: On Monday, May 18, 2009, the Department of Transportation published a notice of funding availability and solicitation of applications from applicants seeking funds under this program.

Public Comments: The solicitation announces the availability of funding for TIGER Discretionary Grants, project selection criteria, application requirements and the deadline for submitting applications, which is September 15, 2009. Because this is a new program, however, the solicitation also provides two weeks for comments on the proposed selection criteria and guidance for awarding TIGER Discretionary Grants. The Department will take all comments into consideration and may publish a supplemental notice revising some elements of the solicitation. Any such amendment will be published by June 17, 2009.

Eligible Applicants: Funds under this program will be awarded to State and local governments, including U.S. territories, tribal governments, transit agencies, port authorities, other political subdivisions of State or local governments, and multi-State or multi-jurisdictional applicants.

Eligible Projects: Projects that are eligible for TIGER Discretionary Grants include, but are not limited to, capital investments in: (1) highway or bridge projects; (2) public transportation projects; (3) passenger and freight rail transportation projects; and (4) port infrastructure investments, including projects that connect ports to other modes of transportation and improve the efficiency of freight movement.

Selection Criteria: TIGER Discretionary Grants will be awarded based on the following selection criteria, which incorporate the criteria specified in the Recovery Act:

(a) Long-Term Outcomes: The Department will give priority to projects that have a significant impact on desirable long-term outcomes for the Nation, a metropolitan area, or a region. The following types of long-term outcomes will be given priority:
  (i) State of Good Repair: Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.
  (ii) Economic Competitiveness: Contributing to the economic competitiveness of the United States over the medium- to long-term.
  (iii) Livability: Improving the quality of living and working environments and the experience for people in communities across the United States.
  (iv) Sustainability: Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment.
  (v) Safety: Improving the safety of U.S. transportation facilities and systems.

(b) Job Creation & Economic Stimulus: Consistent with the purposes of the Recovery Act, the Department will give priority to projects that are expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas.

(c) Innovation: The Department will give priority to projects that use innovative strategies to pursue the long-term outcomes outlined above.

(d) Partnership: The Department will give priority to projects that demonstrate strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts.

The solicitation provides additional guidance on the selection criteria. The Department will give more weight to the Long-Term Outcomes and Jobs Creation & Economic Stimulus criteria than

to the Innovation and Partnership criteria. Projects that are unable to demonstrate a likelihood of significant long-term benefits in any of the five long-term outcomes will not proceed in the evaluation process. For the Jobs Creation & Economic Stimulus criterion, a project that is not ready to proceed quickly is less likely to be successful.

Program-Specific Criteria: The Department will use certain program-specific criteria to help differentiate between similar projects (for example, New Starts projects, or bridge replacements). To the extent two or more similar projects have similar ratings based on the selection criteria the program-specific criteria will be used to assign priority among these projects.

Distribution of Funds: The Recovery Act prohibits the award of more than 20 percent of the funds made available under this program to projects in any one State. The Recovery Act also requires that the Department take measures to ensure an equitable geographic distribution of funds and an appropriate balance in addressing the needs of urban and rural communities.

Waiver of Minimum Grant Size Requirement: The Recovery Act specifies that TIGER Discretionary Grants may be no less than $20 million and no greater than $300 million. However, the Department has discretion under the Recovery Act to waive the $20 million minimum grant size requirement for significant projects in smaller cities, regions or States. Applicants for TIGER Discretionary Grants of less than $20 million are encouraged to apply.

TIFIA: Up to $200 million of the $1.5 billion available for TIGER Discretionary Grants may be used to pay the subsidy and administrative costs of the TIFIA program if it would further the purposes of the TIGER Discretionary Grants program. Given the average subsidy cost of the existing TIFIA portfolio, $200 million in TIGER TIFIA Payments could support approximately $2 billion in Federal credit assistance. Applicants seeking TIGER TIFIA Payments should apply in accordance with all of the criteria and guidance specified for TIGER Discretionary Grant applicants and will be evaluated concurrently with all other applications.

Grant Administration: The Department expects that each TIGER Discretionary Grant will be administered by the modal administration in the Department with the most experience and/or expertise in the relevant project area. Applicable Federal laws, rules and regulations will apply to projects that receive TIGER Discretionary Grants, including all of the reporting and other requirements included in the Recovery Act.

MEASURE C CARPOOL

FRESNO COUNTY TRANSPORTATION AUTHORITY

Starting July 1, 2009, carpoolers can win a monthly $1,000 cash prize for carpooling! Each eligible entry also qualifies participants for annual grand prize drawings, where carpoolers could win a new car and other prize packages valued at no less than $5,000 — all to encourage green living!

Carpooler Participation Requirements:

- Carpool at least twice a week with at least one person to work or school
- Carpool to or from Fresno County
- Register your carpool at www.valleyrides.com
- Complete your Carpool Log at the web site each week you carpool

For a complete list of requirements visit www.valleyrides.com

Join us as a Sponsoring Partner, Participating Partner, or Both

Sponsoring Partners will provide additional subsidy funds to help leverage Measure C Dollars, or they may provide all or portions of the Grand Prize Packages to be awarded in July 2010. There are four Prize Packages with varying themes, all of which need items. They include the following:

Adventure Package – There are many exciting things to do in and around the Valley. This package could include sporting equipment, sports store gift certificates, trips to Yosemite, Shaver Lake or Bass Lake with hotel stay, whitewater rafting, sports game tickets, etc.

Entertainment Package – Fun, fun, fun! This could include gift certificates for dining, shopping or movies, tickets for concert and shows... this list is limitless. Other fun items include electronic entertainment such as a Wii, Nintendo DS, iPod and other games or game systems.

Commuter Package – This package is all about the commuter's car... tires, GPS system, gas cards, beverages to fill that commuter cup, car washes, tune-ups, detailing, etc.

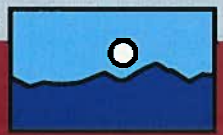
Healthy Air Living Package – This package is for all of those "green" products that encourage healthy air living. Let's start with a new scooter to ride over to our local organic market, farm or juice smoothie shop.

Sponsoring Partners would receive recognition for their partnership relative to the value of their contribution. This could include some or all of the following:

- Recognition on Measure C Carpool Program public outreach/marketing and media materials; could include radio and television spots
- Online feature articles regarding your company's partnership on *www.valleyrides.com*
- Recognition at the July 2010 Annual Partnership Luncheon and Grand Prize unveiling
- Thank you piece for display at your place of business



VIBRANT ECONOMY



CLEAN AIR



LEVERAGING FUNDS

MEASURE C CARPOOL

FRESNO COUNTY TRANSPORTATION AUTHORITY

Participating Partners will promote the Carpool Program to their employees or members. Free printed and electronic materials will be provided to you. All you have to do is forward them on.

Participating Partners will receive:

- Inclusion on all printed and electronic Participating Partners listings
- Recognition at the July 2010 Annual Partnership Luncheon and Grand Prize unveiling
- A feature success story sent with news release and posted to *www.valleyrides.com* to highlight innovative and successful carpoolers and their employers
- Mentions in radio spots for company challenges or other creative marketing opportunities

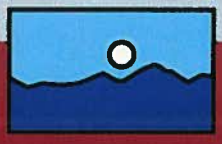
Benefits to Employers:

- Tax advantages. Contributing toward commuting costs of your employees is a tax-free benefit to them and a tax-deductible business expense to you, reducing FICA and other payroll taxes
- Assistance meeting the requirements of the San Joaquin Valley Air Districts New Employee Trip Reduction Rule 9410 - *www.valleyair.org*
- Rideshare incentive programs also help employers qualify for the national Best Workplaces for Commuters designation, which is given to employers who offer commuter option programs and meet the National Standard of Excellence criteria
- Reduce employee stress and improve attendance
- Reduce employee turnover and enhance recruitment of new hires
- Improve employee morale and productivity
- Reduce traffic congestion and air pollution
- Enhance company image by becoming an environmentally friendly and socially responsible organization
- Reduce capital and operating costs for employee parking

The Measure C Carpool Program is funded by Measure C, Fresno County's 1/2-cent sales tax for transportation purposes. This incentive program encourages Fresno County residents to carpool with at least one other person, two days per week.




VIBRANT ECONOMY


CLEAN AIR



LEVERAGING FUNDS

MEASURE C CARPOOL

SAVE OUR AIR, SAVE ON GAS, WIN CASH!

May 2009

Thanks to Fresno County voters who passed the Measure C ½-cent transportation sales tax in November 2006, a new program is available to provide incentives to commuters. The Council of Fresno County Governments and the Fresno County Transportation Authority will kick off the new Measure C Carpool Program on July 1, 2009. We hope you will partner with us to spread the word about this new, exciting opportunity to "Save our Air, Save on Gas, and Win CASH!"

The enclosed flyer briefly explains the program and the opportunities available to your business to partner with us. We have also included a copy of our promotional outreach flyers currently used at Measure C Roadshow Events (in English and Spanish) and an Interest Level Form for your completion. Simply fill out the form indicating your desired participation level, and your efforts and contributions will be recognized based on your degree of participation.

Measure C has continued to strive to improve our county's transportation needs. We have come a long way, and with your help, Fresno County can reach unprecedented levels of truly becoming an eco-friendly and commuter-friendly area.

Thank you for expressing interest in our Carpool Program, and for setting a wonderful example for our community.

Sincerely,

Brenda Lauchner
Public Information Officer
Council of Fresno County Governments

Melissa Garza
Measure C Carpool Program Manager
Council of Fresno County Governments



VIBRANT ECONOMY



CLEAN AIR



LEVERAGING FUNDS

2009 - 2010 PARTNERSHIP INTEREST FORM

☐ **YES, my company/organization is interested in becoming a partner of the 2009-2010 Measure C Carpool Program.** Upon submitting this form, you will be contacted with further details about the program sponsorship levels. Please indicate below the Partnership Interest Level(s) you will support and the additional Partner Information requested.

☐ **NO, my company/organization is not interested in participating this year.**
Company Name/Contact: _____

Address: _____

Thank you in advance for your commitment and support to help *"Save our air, Save on Gas, and Win Cash"*. This is the perfect opportunity to demonstrate how your organization is environmentally friendly and socially responsible.

PARTNERSHIP INTEREST LEVELS

☐ Sponsoring Partner - Please contact me to discuss an item/items for the following package(s):
- ___ Adventure Package
- ___ Commuter Package
- ___ Entertainment Package
- ___ Healthy Living Package
- ___ Other

☐ Participating Partner

PARTNER INFORMATION (Please print clearly)

Corporation/Organization Name (As you wish it to appear in print) _____

Primary Contact _____ Title _____

Address _____

Phone _____ Fax _____

Email _____

Signature _____ Date _____

Completed forms can be returned by the following methods:

Email this form to brendal@fresnocog.org or mgarza@fresnocog.org
FAX it to 559-233-9645
Mail to: Council of Fresno County Governments, 2035 Tulare Street, Suite 201, Fresno, CA 93721

For additional information or questions, please call Brenda Lauchner or Melissa Garza at 559-233-4148.

CARPOOL

IT'S A WIN-WIN-WIN!

SAVE OUR AIR, SAVE ON GAS, WIN CASH!

As of **July 1, 2009** you could win a monthly $1,000 cash prize for carpooling! Each eligible entry also qualifies participants for the annual **Grand Prize Drawing**, where you could win a new car and other fabulous prizes to encourage **Green** living!

REQUIREMENTS:

- Register your carpool at www.valleyrides.com
- Carpool at least twice a week with at least one person to work or school
- Participation verification is required to be eligible for the grand prize

For full program information,
please visit **www.valleyrides.com.**
(559) 441-RIDE



MEASURE C CARPOOL

VIBRANT ECONOMY

CLEAN AIR

LEVERAGING FUNDS

VIAJES COMPARTIDOS:
¡TODOS GANAMOS!

¡PROTEJA NUESTRO AIRE, AHORRE EN GASOLINA, GANE DINERO EN EFECTIVO!

A partir del **1° de julio del 2009**, usted podría ganar la rifa mensual de $1,000 por compartir el camino. Cada boleto elegible también lo inscribe como participante autorizado para el **Gran Premio de la Rifa Anual** donde usted podría ganar un auto nuevo que usa combustible alternativo, favorable al ambiente.

REQUISITOS:

- Inscriba su viaje compartido en www.valleyrides.com
- Comparta el camino por lo menos dos veces por semana y por lo menos con una persona ya sea al trabajo o a la escuela
- Se requiere verificar su participación para ser elegible para el premio mayor

Para obtener toda la información del programa, por favor visite **www.valleyrides.com**.
(559) 441-RIDE



SELF HELP COUNTIES COALITION

Protect Proposition 42

Keep Faith with California Voters

If the Governor and the Legislature "borrow" transportation dollars to plug the May 2009 revised budget, it will delay thousands of jobs and endanger critical infrastructure projects creating a domino effect that will keep California's economy stagnant for years to come. Delaying infrastructure projects is not a budget solution, it will stifle jobs and hurt our economic recovery.

- **Seventy-seven percent (77%) of California voters passed Prop. 1A in 2006**, sending an unequivocal mandate that they want the state sales tax on gas to fund *only* transportation and transit improvements.

- **Borrowing gas tax funds that must be repaid in three years is no way to fix a structural deficit.** Proposition. 1A requires funds to be repaid within three years with interest, borrowing gas tax funds only "papers over" the budget deficit, continuing the cycle of digging our state deeper in the hole, increasing borrowing costs to the state and delaying real solutions.

- **Domino Effect**: Lack of funding in FY 09/10 will push projects back to FY 10/11, creating an "overflow" of demand on the STIP, jeopardizing FY 10/11 projects as well.

- **Anti-Stimulus**: Federal economic recovery legislation requires that California certify "maintenance of effort" with regard to transportation funding levels. Borrowing or diverting state transportation funds could endanger $2.5 billion of federal funds. Don't put California's federal stimulus money at risk.

- **Cutting transportation funding will kill many high priority projects.** California has a significant backlog of transportation and transit improvement projects that rely upon multiple pots of money. Without the gas tax funds, many existing projects will be delayed or killed. The longer we wait on these projects, the more costly they become.

With Proposition 42 in 2002 and again with Proposition 1A in 2006, California voters have made it clear that they do not want the state raiding funds intended for transportation and transit improvements. We cannot keep violating their trust.

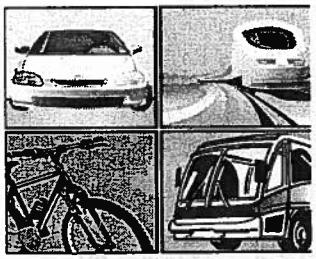
Do not Borrow, Suspend or Delay Funding Proposition 42

SELF HELP COUNTIES COALITION

1415 L Street, Suite 720 Sacramento, CA 95814

Phone (916) 494-3553 Email: selfhelpcounties@gmail.com

SELF HELP



COUNTIES COALITION

Alameda County
Transportation Improvement
Authority

Contra Costa County
Transportation Authority

Fresno County
Transportation Authority

Imperial County
Dept. of Public Works

L.A. METRO

Madera County
Transportation Authority

Marin County
Transportation Authority

Orange County
Transportation Authority

Riverside County
Transportation Commission

Sacramento County
Transportation Authority

Sonoma County
Transportation Authority

San Bernardino County
Associated Governments

San Diego County
Association of Governments

San Francisco County
Transportation Authority

San Joaquin County
Council of Governments

San Mateo County
Transportation Authority

Santa Barbara County
Associated Governments

Santa Clara Valley
Transportation Authority

Tulare County
Association of Governments

May 26, 2009

Members of the California Legislature:

On behalf of the Self-Help Counties Coalition, the organization of 19 county transportation agencies delivering super majority voter-approved transportation sales tax measures, we urge you to reject any budget proposals that would divert, delay or suspend Proposition 42 funds.

As you know, the State Transportation Improvement Program (STIP) is funded by Proposition 42. STIP projects are also dependant on federal funds, which if suspended or delayed by 'budget gimmicks' will devastate the already struggling California economy. With Proposition 42 in 2002 and again with Proposition 1A in 2006, California voters have made it clear that they do not want the state raiding funds intended for transportation and transit improvements. We cannot violate their trust. We urge you to resist the any efforts to borrow, suspend or otherwise delay full funding of Proposition 42. Any suspensions or delays to Proposition 42 could prove to ensure a stagnant California economy for the foreseeable future. Impairing full funding of Proposition 42 would be:

- **Fiscally irresponsible**: Proposition 1A allows the Legislature three years to repay transportation loans (**with interest**) to the general fund.
- **Create a Domino Effect**: Lack of funding in FY 09/10 will push projects back to FY 10/11, creating an "overflow" of demand on the STIP, jeopardizing FY 10/11 projects as well.
- **Anti-Stimulus**: Federal economic recovery legislation requires that California certify "maintenance of effort" with regard to transportation funding levels. Depleting state transportation funds could endanger $2.5 billion of federal funds, **don't put California's federal stimulus money at risk**.
- **Violation of trust**. Seventy-seven percent (77%) of voters passed Prop. 1A just two years ago, sending an unequivocal mandate that voters do not want the state raiding transportation funds. The Self-Help Counties Coalition is made up of agencies delivering promised projects to voters. We know how it is imperative that voters' trust not be violated.

We fully appreciate the enormous difficulty of addressing this difficult budget; however, raiding Proposition 42 funds would devastate California's economy, putting at risk hundreds of projects and thousands of jobs.

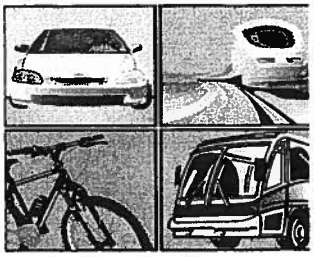
Please do not hesitate to contact me to discuss this important issue further.

Sincerely,

Keith N. Dunn
Executive Director
Self Help Counties Coalition
(916) 494-3553

May 26, 2009

SELF HELP COUNTIES COALITION



Alameda County Transportation Improvement Authority

Contra Costa County Transportation Authority

Fresno County Transportation Authority

Imperial County Dept. of Public Works

L.A. METRO

Madera County Transportation Authority

Marin County Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

Sacramento County Transportation Authority

Sonoma County Transportation Authority

San Bernardino County Associated Governments

San Diego County Association of Governments

San Francisco County Transportation Authority

San Joaquin County Council of Governments

San Mateo County Transportation Authority

Santa Barbara County Associated Governments

Santa Clara Valley Transportation Authority

Tulare County Association of Governments

The Honorable Arnold Schwarzenegger
Office of the Governor
State Capitol
Sacramento, CA 95814

CC: Michael Webb; Deputy Legislative Secretary

Dear Governor Schwarzenegger

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Please do not hesitate to contact me to discuss this important issue further.

Sincerely,

Keith N. Dunn
Executive Director
Self Help Counties Coalition
(916) 494-3553

AMENDED IN SENATE MAY 28, 2009

AMENDED IN SENATE APRIL 30, 2009

AMENDED IN SENATE APRIL 13, 2009

SENATE BILL No. 406

Introduced by Senator DeSaulnier

February 26, 2009

An act to amend Section 65040.6 of, and to add Section 65083 to, the Government Code, to amend Section 75125 of the Public Resources Code, and to add Section 9250.6 to the Vehicle Code, relating to land use.

LEGISLATIVE COUNSEL'S DIGEST

SB 406, as amended, DeSaulnier. Land use: environmental quality.

The Planning and Zoning Law establishes the Planning Advisory and Assistance Council in the Office of Planning and Research, and prescribes the membership and duties of the council. Existing law authorizes the Department of Motor Vehicles to collect a surcharge imposed on vehicle registration fees by ordinance or resolution of a local entity.

This bill would change the designated membership, as specified, of the Planning Advisory and Assistance Council and would require that the council work with the Strategic Growth Council, regional agencies, and cities and counties to facilitate the development and implementation of sustainable community strategies or regional blueprint projects, as specified. The bill would also require the council to report to the Legislature on specified regional performance measures and on the manner in which state agencies are implementing the 5-year infrastructure plan, as specified. The bill would authorize a municipal

planning organization, as defined, a council of governments, as defined, or a county transportation commission and a subregional council of governments jointly preparing a subregional sustainable communities strategy to adopt a resolution to impose a surcharge of $1 or $2 on motor vehicles registered to an owner with an address in the entity's or entities' jurisdiction. The surcharge would be required to apply to an original vehicle registration occurring on or after 6 months following the adoption of the resolution, as specified, and to a renewal of registration with an expiration date on or after that 6-month period. The surcharge would be collected by the Department of Motor Vehicles and, after deducting its administrative costs, would be transmitted to the entity or entities imposing the surcharge. *The bill would require the metropolitan planning organization, the council of governments, or the county transportation commission and the subregional council of governments jointly preparing a subregional sustainable communities strategy to contract with the department to pay for the initial setup and programming costs identified by the department, but would also require these costs to be reimbursed from surcharge revenues collected.* The bill would require that the surcharge revenue that exceeds $1 ~~be expended to develop and implement~~ *in specified jurisdictions to be used to provide grants to cities, counties, and cities and counties for planning and projects related to the implementation of* a regional blueprint plan, and would specify that 5% of all the surcharge revenue be transmitted to the council for performance of specified functions. The bill would provide that the council is to perform specified new functions only when the council has received sufficient revenue from this source.

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

The people of the State of California do enact as follows:

SECTION 1. (a) The Legislature finds and declares the following:

(1) Uncoordinated and unplanned growth together with a lack of common goals to effect the public's interest in the conservation and wise use of our lands pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life enjoyed by residents of this state.

(2) The enactment of Senate Bill 375 of the 2007–08 Regular Session (Chapter 728 of the Statutes of 2008) and the establishment

of requirements for regional transportation plans to address greenhouse gases can only be successfully implemented if regional and local governments have the tools they need to collaboratively plan for the type of growth that can achieve these goals, and if that collaborative planning is coordinated with the efforts of the Governor's Strategic Growth Council and other state agencies as required by the enactment of Senate Bill 732 of the 2007–08 Regular Session (Chapter 729 of the Statutes of 2008).

(3) Therefore, it is in the public interest that state residents, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive, sustainable land use planning.

(b) It is the intent of the Legislature to update the duties and composition of the Planning Advisory and Assistance Council to assist in the state's land use planning processes by providing funding to support the development and implementation for regional blueprints and related planning and to work with state agencies providing funding for resource protection and local infrastructure to facilitate coordination between state planning and funding decisions and regional blueprints.

SEC. 2. Section 65040.6 of the Government Code is amended to read:

65040.6. (a) The Planning Advisory and Assistance Council is hereby created within the office, the membership of which shall be as follows: three city representatives; three county representatives; seven representatives of regional planning organizations; one member of the State Air Resources Board; one member of the California Transportation Commission; one member of the State Energy Resource Conservation and Development Commission; one member appointed by the Speaker of Assembly; one member appointed by the Senate Committee on Rules; and one representative of Indian tribes and bands which have reservations or rancherias within California. The city and county representatives appointed pursuant to this subdivision shall be selected by the director from nominees submitted by the League of California Cities and by the California State Association of Counties. Representatives of regional planning organizations appointed pursuant to this subdivision shall be selected by the director from nominees submitted by the regional planning organizations set forth in paragraphs (1) to (5), inclusive, of

subdivision (b) and from nominees submitted by the California Association of Councils of Governments for the representatives of organizations set forth in paragraphs (6) and (7) of subdivision (b). The representative of Indian tribes and bands shall be a member of one tribe or band, and shall be selected by the director.

Appointment to the advisory council shall be for a term of two years, provided that the members of the first council shall classify themselves by lot so that one-half shall serve an initial term of one year and one-half shall serve an initial term of two years. Vacancies shall be filled in the same manner provided for the original appointment.

(b) Seven of the council's members shall be from the governing body of each of the following:

(1) The Southern California Association of Governments.

(2) The Metropolitan Transportation Commission or the Association of Bay Area Governments. The person appointed to the council pursuant to this paragraph shall be a member of the governing body for both the Metropolitan Transportation Commission and the Association of Bay Area Governments.

(3) The San Diego Association of Governments.

(4) The Sacramento Area Council of Governments.

(5) The San Joaquin Valley Regional Policy Council.

(6) A metropolitan planning organization or council of governments that is not identified in paragraphs (1) to (5), inclusive.

(7) A regional transportation planning agency, as defined in Section 65080, that is neither a metropolitan planning organization nor a council of governments.

(c) The council shall provide such advice as may be necessary to assist the office in discharging the requirements of Sections 65040 to 65040.4, inclusive. In particular, the council shall:

(1) Assist the office in the preparation of the state long-range goals and policies, in the manner specified in subdivision (a) of Section 65040.

(2) Evaluate the planning functions of the various state agencies involved in planning, in the manner specified in subdivision (c) of Section 65040.

(3) Make appropriate decisions and provide such advice and assistance as may be required by federal statute or regulation in connection with any federal program administered by the office.

(4) Work with the Strategic Growth Council, created pursuant to Section 75121 of the Public Resources Code, regional agencies, such as metropolitan planning organizations or councils of governments, and with cities and counties to facilitate the implementation of regional blueprint projects.

(5) Develop recommendations to the Strategic Growth Council, created pursuant to Section 75121 of the Public Resources Code, the Department of General Services, the State Allocation Board, the Department of Housing and Community Development, the California Transportation Commission, the California Housing and Finance Agency, and any other state agencies in order to facilitate coordination between regional blueprint plans and state growth and infrastructure funding plans.

(6) Receive reports, including, but not limited to, a copy of the five-year infrastructure plan described in Section 13102.

(7) Report to the Legislature, in consultation and coordination with the Strategic Growth Council, created pursuant to Section 75121 of the Public Resources Code, on the manner in which state agencies are implementing the requirements of Chapter 1016 of the Statutes of 2002.

(8) Report to the Legislature on regional performance measures, evaluating the progress of each region of the state in improving results for its residents in employment, environmental protection, education, housing, mobility, and other criteria as determined by the council. The council shall provide the Legislature with updates to the report periodically, as the council determines is required.

(d) The council shall meet on call of the director of the office, who shall convene at least two council meetings during each year.

(e) Council members shall serve without compensation, but they may be reimbursed for actual expenses incurred in connection with their duties.

(f) The council shall begin to perform the functions and other duties set forth in paragraphs (4) to (8), inclusive, of subdivision (c) when sufficient funding, as determined by the council, exists from the revenue transmitted to it by metropolitan planning organizations, councils of governments, or county transportation commissions and subregional councils of governments jointly preparing subregional sustainable communities strategies pursuant to subdivision (b) of Section 65083.

SEC. 3. Section 65083 is added to the Government Code, to read:

65083. (a) A metropolitan planning organization, as defined in Section 134 of Title 23 of the United States Code, a council of governments, as defined in Section 65582, or a county transportation commission and a subregional council of governments jointly preparing a subregional sustainable communities strategy pursuant to subparagraph (C) of paragraph (2) of subdivision (b) of Section 65080 may impose a surcharge of one dollar ($1) or two dollars ($2) pursuant to Section 9250.6 of the Vehicle Code, on a motor vehicle registered to an owner with an address in its jurisdiction. The surcharge may be imposed only if the metropolitan planning organization, the council of governments, or a county transportation commission and a subregional council of governments jointly preparing a subregional sustainable communities strategy adopts a resolution authorizing the surcharge. A resolution by the Metropolitan Transportation Commission or the Association of Bay Area Governments to impose the surcharge shall be jointly adopted by resolution of both of those entities, and the revenue from the surcharge shall be divided in accordance with an agreement between these two entities. A resolution by a county transportation commission or a subregional council of governments within the jurisdiction of the Southern California Association of Governments shall be jointly adopted by resolution of both of the entities, and the revenue from the surcharge shall be divided in accordance with an agreement between the two entities. The surcharge shall apply to an original vehicle registration occurring on or after six months following the adoption of the resolution by the metropolitan planning organization, council of governments, or a county transportation commission and a subregional council of governments jointly preparing a sustainable communities strategy and to a renewal of registration with an expiration date on or after that six-month period.

(b) All revenue received pursuant to this section shall be used by the metropolitan planning organization, the council of governments, or a county transportation commission and a subregional council of governments jointly preparing a subregional sustainable communities strategy solely to develop and implement a sustainable communities strategy or a regional blueprint plan to

identify land use strategies to reduce the use of motor vehicles in its jurisdiction and thereby reduce emissions into the environment from motor vehicles. If the surcharge exceeds one dollar ($1), all amounts above one dollar ($1) in a jurisdiction with a population greater than 300,000 shall be used to provide grants to cities, counties, and cities and counties for planning and projects related to the implementation of a regional blueprint plan. The metropolitan planning organization, the council of governments, or a county transportation commission and a subregional council of governments jointly preparing a subregional sustainable communities strategy shall transmit 5 percent of all surcharge revenue it receives pursuant to Section 9250.6 of the Vehicle Code to the Planning Advisory and Assistance Council within the Office of Planning and Research to perform the functions specified in subdivision (f) of Section 65040.6.

(c) For purposes of this section, a sustainable communities strategy and an alternative planning strategy shall both be considered to be a regional blueprint.

SEC. 4. Section 75125 of the Public Resources Code is amended to read:

75125. The council shall do all of the following:

(a) Identify and review activities and funding programs of member state agencies that may be coordinated to improve air and water quality, improve natural resource protection, increase the availability of affordable housing, improve transportation, meet the goals of the California Global Warming Solutions Act of 2006 (Division 25.5 (commencing with Section 38500) of the Health and Safety Code), encourage sustainable land use planning, and revitalize urban and community centers in a sustainable manner. At a minimum, the council shall review and comment on the five-year infrastructure plan developed pursuant to Article 2 (commencing with Section 13100) of Chapter 2 of Part 3 of Division 3 of the Government Code and the State Environmental Goals and Policy Report developed pursuant to Section 65041 of the Government Code.

(b) Recommend policies and investment strategies and priorities to the Governor, the Legislature, and to appropriate state agencies to encourage the development of sustainable communities, such as those communities that promote equity, strengthen the economy,

protect the environment, and promote public health and safety, and is consistent with subdivisions (a) and (c) of Section 75065.

(c) Provide, fund, and distribute data and information to local governments and regional agencies that will assist in developing and planning sustainable communities.

(d) Manage and award grants and loans to support the planning and development of sustainable communities, pursuant to Sections 75127, 75128, and 75129. To implement this subdivision, the council may do all of the following:

(1) Develop guidelines for awarding financial assistance, including criteria for eligibility and additional consideration.

(2) Develop criteria for determining the amount of financial assistance to be awarded. The council shall award a revolving loan to an applicant for a planning project, unless the council determines that the applicant lacks the fiscal capacity to carry out the project without a grant. The council may establish criteria that would allow the applicant to illustrate an ongoing commitment of financial resources to ensure the completion of the proposed plan or project.

(3) Provide for payments of interest on loans made pursuant to this article. The rate of interest shall not exceed the rate earned by the Pooled Money Investment Board.

(4) Provide for the time period for repaying a loan made pursuant to this article.

(5) Provide for the recovery of funds from an applicant that fails to complete the project for which financial assistance was awarded. The council shall direct the State Controller to recover funds by any available means.

(6) Provide technical assistance for application preparation.

(7) Designate a state agency or department to administer technical and financial assistance programs for the disbursing of grants and loans to support the planning and development of sustainable communities, pursuant to Sections 75127, 75128, and 75129.

(e) No later than July 1, 2010, and every year thereafter, provide a report to the Legislature that shall include, but is not limited to, all of the following:

(1) A list of applicants for financial assistance.

(2) Identification of which applications were approved.

(3) The amounts awarded for each approved application.

(4) The remaining balance of available funds.

(5) A report on the proposed or ongoing management of each funded project.

(6) Any additional minimum requirements and priorities for a project or plan proposed in a grant or loan application developed and adopted by the council pursuant to subdivision (c) of Section 75216.

(7) In making recommendations pursuant to subdivisions (a) and (b) and in providing data and information pursuant to subdivision (c), the council shall consult with and coordinate its recommendations with the Planning Advisory and Assistance Council created pursuant to Section 65040.6 of the Government Code.

SEC. 5. Section 9250.6 is added to the Vehicle Code, to read:

9250.6. (a) In addition to any other fees specified in this code, the Health and Safety Code, and the Revenue and Taxation Code, a surcharge of one dollar ($1) or two dollars ($2) may be imposed by a metropolitan planning organization, a council of governments, or a county transportation commission and a subregional council of governments jointly preparing a subregional sustainable communities strategy pursuant to subparagraph (C) of paragraph (2) of subdivision (b) of Section 65080, and shall be paid to the department as follows:

(1) Upon initial registration on or after the date the department begins collecting the fee for a motor vehicle not previously registered in this state that is registered to an owner with an address in the jurisdiction of the metropolitan planning organization, the council of governments, or the county transportation commission and the subregional council of governments jointly preparing a subregional sustainable communities strategy requesting imposition of the surcharge.

(2) Upon renewal of registration of a motor vehicle to an owner with an address in the jurisdiction of the metropolitan planning organization, the council of governments, or the county transportation commission and the subregional council of governments jointly preparing a subregional sustainable communities strategy requesting imposition of the surcharge for which the registration period expires after the date the department begins collecting the fee.

(b) Prior to the adoption of a surcharge pursuant to this section, the metropolitan planning organization, the council of governments,

or the county transportation commission and the subregional council of governments jointly preparing a subregional sustainable communities strategy shall approve the imposition of the surcharge through the adoption of a resolution, as specified in Section 65083 of the Government Code.

(c) The metropolitan planning organization, *the* council of governments, or the county transportation commission and the subregional council of governments jointly preparing a subregional sustainable communities strategy shall pay for the costs identified by the department to administer the surcharge. After deducting those costs, the department shall transmit the surcharge revenue quarterly to the metropolitan planning organization, the council of governments, or the county transportation commission and the subregional council of governments jointly preparing a subregional sustainable communities strategy.

(d) (1) The metropolitan planning organization, the council of governments, or the county transportation commission and the subregional council of governments jointly preparing a subregional sustainable communities strategy shall contract with the department to pay for the initial setup and programming costs identified by the department.

(2) These initial setup and programming costs shall be reimbursed to the metropolitan planning organization, the council of governments, or the county transportation commission and the subregional council of governments jointly preparing a subregional sustainable communities strategy from surcharge revenues collected.

O

CITY OF MENDOTA

"Cantaloupe Center Of The World"

June 2, 2009

President Barack Obama
The White House
1600 Pennsylvania Avenue NW
Washington, DC 20500

Via Facsimile: 202-456-2461

Dear President Obama:

On behalf of the City of Mendota, California we respectfully request your consideration to personally visit our proud city.

We would be honored to show you the federal prison, infrastructure improvements, new schools and library along with our renewable energy sector opportunities. We appreciate your request for activation funds for the federal prison in your fiscal year 2010 budget request of the Congress which will create 350 jobs.

However, like many communities in the Central Valley of California we continue to face severe economic challenges with high unemployment and poverty. Our main economic sector, the agricultural industry, is basically non-existent due to the severe reduction to water allocations to local farmers. Moreover, we are in serious trouble due to the impact by court rulings that have shut down irrigation water pumping which in turn closed down farming operations resulting in the elimination of much needed jobs in our community.

As you may be aware, the City is located within the 20th Congressional District. We have faced double-digit unemployment and have suffered from high poverty for years. *The Measure of America: American Human Development Report 2008-2009* which was modeled after the United Nations global Human Development Report, ranked the 20th Congressional District last—436th on its index. Today, we are experience a 40% plus unemployment rate, the highest in the State of California.

Recently, private businesses have received billions of dollars in emergency relief funds, however, cities like Mendota that provide agricultural products to the rest of the country are on the verge of extinction. It seems that in our hour of need and despite our resilience to persevere, we are facing what may be our last hope. It is our firm belief that seeing first-hand the challenges and opportunities facing the city will lead to a stronger partnership between the

643 Quince Street Mendota, California 93640
Telephone: (559) 655-3291 Fresno Line: (559) 266-6456 Fax: (559) 655-4064
TDD/TTY 866-735-2929 (English) TDD/TTY 866-833-4703 (Spanish)
www.ci.mendota.ca.us

government and our region. Mr. President, a personal visit from you will bring much needed attention to the need for water for farms which will lead to jobs for our community.

Thank you in advance for your serious consideration to visit Mendota, California.

Sincerely,

ROBERT SILVA
Mayor

Attachment

cc: The Honorable Jim Costa

BEFORE THE CITY COUNCIL
OF THE
CITY OF [CITY], COUNTY OF FRESNO

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF [CITY] IN THE MATTER OF DECLARING A LOCAL ECONOMIC DISASTER AS A RESULT OF REDUCTIONS TO WATER ALLOCATIONS TO THE LOCAL REGION, INCREASING DOUBLE-DIGIT UNEMPLOYMENT RATES, AND A LOSS OF QUALITY OF LIFE TO [CITY] RESIDENTS.

RESOLUTION NO. [ ]

WHEREAS, California is experiencing critically dry water conditions in the Sacramento and San Joaquin River basins and the statewide runoff forecast for 2008 is estimated to be 41 percent below average; and

WHEREAS, water storage in many of the reservoirs serving the Central Valley are far below normal, including the San Luis reservoir which is at 53 percent of capacity, Lake Shasta at 61 percent of capacity, and Lake Oroville at just 50 percent of capacity; and

WHEREAS, diversions from the Sacramento-San Joaquin River Delta for the State Water Project (SWP) and federal Central Valley Project (CVP) are being greatly restricted due to various factors including federal court actions to protect fish species, resulting in estimated SWP deliveries of only 35 percent, and CVP deliveries of only 40 percent, of local agencies' requested amounts for 2008; and

WHEREAS, the United States Bureau of Reclamation (USBR) recently announced an unexpected reduction in its water supply allocations to Central Valley Project (CVP) contractors within the San Luis Delta Mendota Water Agency Service Area from 45 percent to 40 percent; and

WHEREAS, this unanticipated reduction will result in crop loss, increased unemployment and other direct and indirect economic impacts to Central Valley counties; and

WHEREAS, San Joaquin Valley agriculture constitutes a $20 billion industry, and serves as an essential part of California's economy; and

WHEREAS, the lack of water is causing agricultural workers in the Central Valley to lose their jobs, resulting in a loss of livelihood, an inability to provide for their families, and increased negative social and economic impacts on the communities that depend on them; and

WHEREAS, as workers lose their jobs because of the lack of water, they often move their families away from the communities, resulting in further harm to local economies, lower enrollments in local schools and reduced funding for schools; and

WHEREAS, [CITY]'s unemployment rate is one of the highest in the State and Country; and

WHEREAS, *The Measure of America: American Human Development Report 2008-2009* reported that the 20th Congressional District ranked 436th of 436 districts nationwide in terms of health, education and income; and

WHEREAS, on June 4, 2008, Arnold Schwarzenegger, Governor of the State of California, issued an Executive Order proclaiming a statewide drought, and pledged to proclaim a state of emergency in any county where emergency conditions exist due to the drought, in an effort to protect the people and property of California, including the businesses, workers and communities that depend on water deliveries for their livelihood and survival; and

WHEREAS, on June 6, 2008, at a Special Meeting of Fresno County Board of Supervisors, resolution was passed declaring a local state of emergency due to the severe drought conditions, and requested that the Governor proclaim the County of Fresno to be a state of emergency, as well as request a Presidential Declaration; and

WHEREAS, the City of [CITY] supports the emergency drought declaration by Arnold Schwarzenegger, Governor of the State of California, and the County of Fresno to mitigate the negative economic and quality of life impacts.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of [CITY], State of California;

1. Hereby declares a local State of Emergency due to the severe decline of its local economy and increasing double-digit unemployment rate; and
2. Will work to collaborate with State and local agencies to find resources to assist and connect local residents and families with non-financial direct assistance so that the quality of life of residents of the City of [CITY] may be sustained.

_____
, Mayor

ATTEST:

I, _____, City Clerk of the City of [CITY], do hereby certify that the foregoing resolution was duly adopted and passed by the City Council at a regular meeting of said Council, held at the _____ on the ____ day of _____, 2009, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
, City Clerk

LEADING THE NEWS

PRINT

California Democrats say Obama is neglecting parts of the Golden State

By Mike Soraghan
Posted: 05/26/09 07:29 PM [ET]

Some California Democrats are upset with President Obama for skipping past the state's Central Valley, devastated by foreclosures and high unemployment, as he heads to a $3 million Hollywood fundraiser Wednesday night.

"He's not showing us any empathy," said Rep. Jim Costa (D-Calif.), who endorsed Obama over then-Sen. Hillary Rodham Clinton (D-N.Y.) in the Democratic primary last May. "He told us he would visit the heartland of California. He's coming again and he's not doing so."

Costa said he and other California Democrats have lobbied White House Chief of Staff Rahm Emanuel for a visit, to no avail. Central Valley Democrats also pressed for a visit when Obama visited in March.

While Midwestern states are better known for farming, California's giant economy also includes an agricultural powerhouse. Fresno County, for example, ranks first in the country for total value of agricultural products sold.

But that agricultural economy is in trouble. Unemployment in some Central Valley counties had hit 20 percent before dipping a bit in April. In some towns, unemployment is as high as 40 percent, even higher if you count illegal immigrants put out of work.

The valley has been hit hard by court rulings that shut down irrigation in large swaths of the valley, which shuts down farms. Additionally, the implosion of the California real estate market has battered rural communities. In Merced, for example, 8.4 percent of homes went into foreclosure last year, the highest rate in California and triple the state average.

Costa's criticism of Obama's itinerary is part of his sense that the economic devastation in rural California isn't getting the attention it deserves and that the administration lacks a focused rural agenda.

He notes that for the first time in decades, none of the nine top jobs in the Agriculture Department (secretary, deputy secretary and seven undersecretaries) has gone to a Californian.

And he sees the administration as having a Chicago and East Coast tilt, lacking a high-profile White House adviser on agriculture, a role now-Rep. Marion Berry (D-Ark.) fulfilled in the Clinton White House.

"I hope six months from now, there will be a clear rural agenda," Costa said. "I can't see one now."

Obama officials say they haven't neglected rural communities, pointing to $28 billion included in the stimulus to aid rural communities. In California, the stimulus is funding 40 U.S. Department of Agriculture projects to the tune of $200 million.

"The president is committed to addressing the needs of rural Americans, and will work with the various agencies, including Agriculture, Interior and Commerce, to achieve this goal," said White House spokesman Shin Inouye. "His commitment to rural America can be seen in the steps he has taken under the Recovery Act, and in the budget request he submitted to Congress."

Rep. Devin Nunes (R-Calif.), who represents a neighboring Central Valley district, says Obama won't visit because the valley is being devastated by environmental policies supported by Democrats. The water pumps that drive irrigation, he said, were shut down because of lawsuits by environmental groups.

"Even the Democrats know the Democrats are to blame," Nunes said.

The criticism from California comes as Obama and Democratic leaders in the House face a revolt among House Agriculture Committee Democrats on their cap-and-trade bill.

Democrats on the panel, worried about a number of provisions they say will wreak havoc on their communities, say they've agreed to band together against the final bill if their concerns aren't addressed. And Agriculture Committee Chairman Collin Peterson (D-Minn.) says he has another 15 to 20 "no" votes, largely from members who also represent rural areas.

Earlier this year, Obama clashed with some farm-state lawmakers over a proposal in the budget to save $10 billion over 10 years by cutting subsidy payments to large farms. Berry called it "an assault on production agriculture that was unnecessary and uncalled-for."

Berry said Obama appeared to back off after Emanuel walked him down to the Oval Office for a one-on-one meeting with Obama. The cut didn't get in the budget, but the administration continues to support it.

Yet Berry said he's not irritated with Obama's rural policies. He said he appreciates the funding that was included in the stimulus for rural areas, and the attention being given to rural healthcare in that debate. He also understands Obama has a plateful of pressing issues.

"He's been killing snakes with both hands since before he got out of the car," Berry said. "I'd like to see the president a little more focused on it. But I'm not real upset about it."

Close Window

Coalition Against Fiscally Reckless Diversion of Gas Tax Funds

California Alliance for Jobs
Transportation California
California State Council of Laborers
California Conference of Carpenters
Operating Engineers Local Union No. 3
Associated General Contractors (AGC)
California Transit Association
Self Help Counties Coalition
League of California Cities
California State Association of Counties
California Association of Councils of Governments
Regional Council of Rural Counties
AAA Northern California
Automobile Club of Southern California
California Teamsters Public Affairs Council
Teamsters Union Local 952
California Business Properties Association
Golden State Builders Exchanges
American Council of Engineering Companies
Engineering & Utilities Contractors Association
Professional Engineers in California Government
Engineering & General Contractors Association
Construction Industry Air Quality Coalition
Orange County Business Council
Silicon Valley Leadership Group
Los Angeles Area Chamber of Commerce
Bay Area Council
Contra Costa Council
Southern California Contractors Association
Sacramento Transportation Authority
Ventura County Contractors Association
Sonoma County Transportation Authority
Santa Clara Valley Transportation Authority
El Dorado County Transportation Commission
Solano Transportation Authority
Transportation Authority of Marin
San Mateo County Transit District
San Mateo County Transportation Authority
Caltrain
City/County Association of Governments of San Mateo County
Santa Barbara County Association of Governments
The 50 Mobility Partnership
Humboldt Builders' Exchange
Granite Construction
Teichert Construction
DeSilva Gates Construction
Alcorn Fence Company
Arrowhead Central Credit Union
Tavaglione Construction and Development, Inc.
Jezowski & Markel Contractors, Inc
Signature Properties
CH2M Hill

June 5, 2009

Assembly Member Noreen Evans
Vice Chair, Joint Budget Conference Committee
State Capitol, Room 6026
Sacramento, CA 95814

Re: Borrowing Gas Taxes to Close the Budget Gap is Fiscally Reckless

Dear Assembly Member Evans:

We urge you to reject any proposal to take and/or borrow gas tax funds to use for general fund purposes. Proposals on the table to take outright more than $900 million in gas taxes directly from local governments, as well as suspending Prop. 42 funding protections, will not help solve the State's budget crisis. Instead, such borrowing and raids will put thousands of construction workers out of work and onto state social services, will make future budgeting more difficult, and will kill the job creation and revenue generation that result from infrastructure investment.

- **California would lose out on the creation of tens of thousands of jobs and billions in economic activity at the worst possible time.** Every $1 billion invested in infrastructure generates $5 billion in economic activity and 18,000 jobs. Much of this economic activity is put immediately to work -- as contracts are awarded, contractors begin purchasing equipment and materials, hiring workers, paying payroll, and generating sales and income taxes to state and local governments. Borrowing gas tax funds – even temporarily – will result in thousands of job losses, billions in lost economic activity, millions in lost revenues for the state, and added pressure on state coffers to pay unemployment and other benefits for those who lost their jobs.

- **Infrastructure investment builds a stronger economy.** Because of the dire economic situation, construction contractors are more competitive than ever. Contractors are currently bidding at 20 to 40 percent under engineers' estimate on public works projects. California is getting the best value it has in many years on infrastructure investment and should be doing more, not less, to stimulate our economy through investing in public works.

- **Borrowing gas tax funds now will plunge the state deeper in debt later – requiring billions of dollars in repayment in just three years.** Any borrowing of gas tax funds must be repaid in three years when experts predict California will still be facing multi-billion dollar deficits.

- **Permanently diverting the local share of the gas tax has serious long-term consequences.** The local share of the gas tax is the lifeline for counties and cities struggling to maintain the vast local transportation system. Any permanent erosion of existing funding levels will jeopardize public works departments and their mission to respond to the mobility and safety needs of the public and strangle economic activity that requires the efficient movement of goods and people.

- **Raiding transportation funding goes against the will of voters.** Twice voters overwhelmingly supported measures to guarantee the state sales tax on gasoline goes to road improvements. Any proposals to borrow or repeal funding dedicated to transportation ignore the clear mandate set by voters. In 2006, 77% of voters approved Proposition 1A, preventing the state from using sales taxes on gasoline for non-transportation purposes.

- **Raiding gas tax funds disproportionately impacts the construction industry, its employees and contractors.** The construction industry is already facing 20% unemployment due to the global recession. Local governments across the state are already laying off public works staff. Raiding all of the state sales tax on gas would disproportionately impact an industry that is already reeling and could literally put many contractors and public works departments out of business.

Using gas tax funds for infrastructure improvements, as intended by the voters, is the fiscally responsible choice that will provide both short and long-term economic stimulus to expedite our economic recovery. We strongly urge you to continue to use gas tax funds for the purposes they were intended and reject any proposals to borrow, divert or outright raid these funds.

Respectfully,

Jim Earp, Executive Director
California Alliance for Jobs

Jose Mejia, Director
California State Council of Laborers

Tom Holsman, CEO
Associated General Contractors – California

Jim Santangelo, Chairman
California Teamsters Public Affairs Council

Patrick D. Kelly, Secretary-Treasurer
Teamsters Union Local 952

Rex Hime, President & CEO
California Business Properties Association

Keith Woods, President
Golden State Builders Exchanges

Paula LaBrie, Legislative Counsel
AAA Northern California

Tim Chang, Legislative Counsel
Automobile Club of Southern California

Mark Watts, Executive Director
Transportation California

Danny Curtin, Director
California Conference of Carpenters

Russ Burns, Business Manager
Operating Engineers Local Union No. 3

Joshua W. Shaw, Executive Director
California Transit Association

Keith Dunn, Executive Director
Self Help Counties Coalition

Chris McKenzie, Executive Director
League of California Cities

Paul McIntosh, Executive Director
California State Association of Counties

Patricia Megason, Executive Vice President
Regional Council of Rural Counties

Rusty Selix, Executive Director
California Association of Councils of Governments

Paul Meyer, Executive Director
American Council of Engineering Companies, California

Tara McGovern, Director of Government Relations
Engineering & Utilities Contractors Association

Mark Sheahan, President
Professional Engineers in California Government

Debbie Day, Executive Director
Engineering & General Contractors Association

Mike Lewis, Senior Vice President
Construction Industry Air Quality Coalition

Lucy Dunn, President & CEO
Orange County Business Council

Carl Guardino, President & CEO
Silicon Valley Leadership Group

Gary Toebben, President & CEO
Los Angeles Area Chamber of Commerce

Jim Wunderman, President & CEO
Bay Area Council

Linda Best, President & CEO
Contra Costa Council

Bill Davis, Executive Vice President
Southern California Contractors Association

Jim Ryan, Executive Vice President
Associated General Contractors – San Diego

Richard Napier, Executive Director
City/County Association of Governments of San Mateo County

Lupe Alvarez, Chairman
Santa Barbara County Association of Governments

Robert Weich, Executive Director
Ventura County Contractors Association

Brian A. Williams, Executive Director
Sacramento Transportation Authority

Suzanne Smith, Executive Director
Sonoma County Transportation Authority

Anthony Hernandez, Director of Government Affairs
CH2M Hill

Kathryn Mathews, Executive Director
El Dorado County Transportation Commission

Michael T. Burns, General Manager
Santa Clara Valley Transportation Authority

Tony Harris, Chief Transportation Consultant
The 50 Mobility Partnership

Jim Spering, Chair
Solano Transportation Authority

Dianne Steinhauser, Executive Director
Transportation Authority of Marin

Mike Scanlon, General Manager/CEO
San Mateo County Transit District
San Mateo County Transportation Authority
Caltrain

Harry Armstrong, Chair
Fresno County Transportation Authority

Larry Zarian, Former Chair
Los Angeles Metropolitan Transportation Authority

Charlene McCombs, Executive Director
Humboldt Builders' Exchange

Ken Kayser, President
Teichert Construction

William G. Dorey, President & CEO
Granite Construction

Richard B. Gates, President and General Partner
DeSilva Gates Construction

Greg Erickson, President & CEO
Alcorn Fence Company

Larry R. Sharp, President & CEO
Arrowhead Central Credit Union

Joe Tavaglione, President
Tavaglione Construction and Development, Inc.

Mike Barth, President
Jezowski & Markel Contractors, Inc.

Jim Ghielmetti, CEO
Signature Properties

Kevin Johnson
Mayor, City of Sacramento

Anthony (Tony) Spitaleri
Mayor, City of Sunnyvale

Andrew J. Takata
Town Manager, Town of Yucca Valley

Thurston Smith
Mayor, City of Hesperia

Joseph Hughes
City Manager, City of Highland

Rick Roelle
Mayor, Town of Apple Valley

Ronald O. Loveridge
Mayor, City of Riverside

Carol McKay
City Administrator, City of Dorris

Jan McClintock
City Manager, City of Colusa

Rick Bosetti
Mayor, City of Redding

Steve Williams
City Manager, City of Palmdale

Pete Aguilar
Councilmember, City of Redlands

Melanie Fesmire
Mayor, City of Indio

Connie Gonsalves
Mayor, City of Jackson

Andrew T. Souza
City Manager, City of Fresno

Peter Towne
Mayor, City of Willows

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City Manager, City of Fontana

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Mayor, City of Murrieta

Michael Sweeney
Mayor, City of Hayward

Kathleen J. DeRosa
Mayor, City of Cathedral City

Carol Martin
City Manager, City of Shasta Lake

Pete Carr
Administrator, City of Biggs

Peter Rogers
Mayor, City of Chino Hills

Kelly J. Chastain
Mayor, City of Colton

Melanie Fesmire
Mayor, City of Indio

Dennis Donohue
Mayor, City of Salinas

Ralph Rubio
Mayor, City of Seaside

Curt McBride
Mayor, City of Portola

Steve Nolan
Mayor, City of Corona

Scott Nassif
President, Desert Mountain Division, League of California Cities

Marlin H. "Skip" Davies
Mayor, City of Woodland

Gina Garbolino
Mayor, City of Roseville

Mike Parness
City Manager, City of Napa

Maggie Houlihan
Mayor, City of Encinitas

Richard A. Stewart
Mayor, City of Moreno Valley

Crystal Crawford
Mayor, City of Del Mar

Cynthia Mathews
Mayor, City of Santa Cruz

Maryann Edwards
Mayor, City of Temecula

Ken Nordhoff
City Manager, City of San Rafael

Linda Vernon
Mayor, City of Tehachapi

Mark Wallace
Mayor, City of Dinuba

David D. Gustavson, PE
Director of Public Works & Transportation,
City of Beverly Hills

David H Ready,
City Manager, Palm Springs

Gregory C. Devereaux
City Manager, City of Ontario

Don Adolph
Mayor, City of La Quinta

Gary Bric
Mayor, City of Burbank

DEPARTMENT OF TRANSPORTATION
1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 281-1241
FAX (559) 445-6173
TTY (559) 488-4066

Flex your power!
Be energy efficient!

May 28, 2009

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

Subject: Update of State Route 99 Business Plan and New Financial Program

Dear Mr. Boren:

I am pleased to announce that the draft update of the State Route 99 Business Plan is available for review and comment. It has been developed through a Technical Advisory Committee composed of Caltrans and San Joaquin Valley Metropolitan Planning Organization (MPO) representatives. I would like to make an introductory presentation to your committees and the Fresno COG Board during the month of June.

The original SR 99 Business Plan was completed and endorsed by each San Joaquin Valley MPO in December 2005. It has provided appropriate guidance for managing and improving the 275 mile corridor toward our primary objective of a minimum 6 lane freeway throughout the corridor.

The update of the Business Plan addresses two primary objectives. First, it updates all Business Plan data and project information to current status. Second, a new volume, Financial Program, has been developed to help advance remaining unfunded Business Plan projects. You can go to www.dot.ca.gov/dist6/planning to access copies.

If you need any additional information, I can be reached at (559) 281-1241.

Sincerely,

ALAN McCUEN
San Joaquin Valley Coordinator
California Department of Transportation
District 6

MOBILITY • ACCESS • CONNECTIONS
california transportation plan 2035

Fact Sheet

What? The California Transportation Plan (CTP) is a statewide, long-range transportation plan for meeting our future mobility needs. The CTP defines goals, policies, and strategies to achieve our collective **vision for California's future transportation system**. This plan, with a minimum 20-year planning horizon, is prepared in response to federal and State requirements and is updated every five years. The current California Transportation Plan, the CTP 2030, is now being updated for a 2035 planning horizon.

Why? The purpose of the CTP is to provide a **common policy framework** that will guide transportation investments and decisions by all levels of government and the private sector. This policy plan (which by statute does not include projects) provides strategic direction to the regional transportation plans prepared by California's 44 regional transportation planning agencies (RTPAs), who have responsibility for the planning, prioritizing and funding of transportation projects within their regions. The CTP is supported by the California Transportation Investment System Tool that maps short and long-range projects planned by the State and the regional transportation planning agencies.

When? The California Transportation Plan 2025 was approved in 2006 and updated by an Addendum in October of 2007 to comply with new federal planning requirements governing development of the plan. The 2035 update was initiated with a Futures Symposium in early September 2008 to explore emerging trends and challenges, and will conclude with plan approval by the Secretary of the California Business, Transportation and Housing Agency in September of 2010.

How? The California Transportation Plan 2035 will be developed in collaboration with transportation partners and stakeholders across the State and through ongoing public engagement as outlined in the State's CTP Public Participation Plan. The vision of the CTP 2030 is one of a fully integrated, multimodal, **sustainable transportation system** that supports the three outcomes (3Es) that define quality of life – prosperous economy, quality environment, and social equity.

Beginning with the vision and policy framework of the 2030 plan (see reverse), this update will focus on updating that framework to meet new trends and challenges, such as climate change. In addition, the CTP 2035 will build on the foundation laid in the 2007 Addendum for SAFETEA-LU* compliance to better integrate transportation planning with environmental and natural resource planning.

Contact: Pam Korte, Project Manager, at (916) 653-2593 or Pam.Korte@dot.ca.gov. For more information see our web portal at http://www.californiatransportationplan2035.org/.

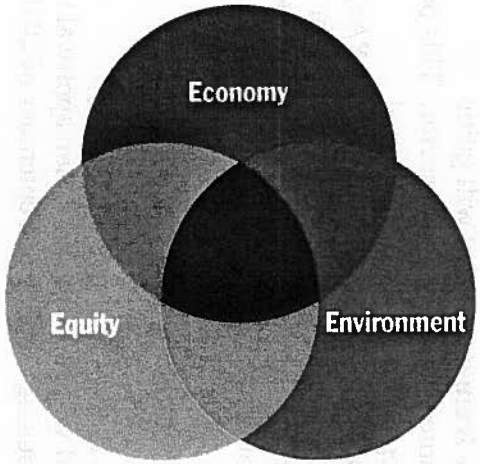
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** Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users is the federal legislation authorizing transportation funding through 2009.*

CALIFORNIA TRANSPORTATION PLAN 2030

THE VISION

Sustainability



THE GOALS

- Improve Mobility & Accessibility
- Preserve the Transportation System
- Support the Economy
- Enhance Public Safety & Security
- Reflect Community Values
- Enhance the Environment

THE POLICIES

- Increase System Capacity
- Preserve & Maintain System
- Enhance Goods Movement
- Improve System & System User Safety
- Expand Collaboration in Planning & Decision-Making
- Conserve Natural Resources
- Support Research to Advance Mobility & Accessibility
- Provide Viable Transportation Choices
- Manage & Operate an Efficient Intermodal System
- Provide Additional & Flexible Funding
- Provide for System Security
- Manage Growth
- Commit to Clean & Efficient Energy System

California Department of Transportation, http://www.dot.ca.gov/hq/tpp/, April 2006

Timeline: California Transportation Plan 2035 (CTP 2035)

CALIFORNIA TRANSPORTATION PLAN 2025

CALIFORNIA TRANSPORTATION PLAN 2030

CTP Web Portal in-place (July 2008)-- Continuous web input throughout CTP 2035 Update**

MOBILITY • ACCESS • CONNECTIONS
california transportation plan 2035

PPP in-place June 30, 2008



CA Transp. Futures Symposium
Frame trends & issues
Sept 2-3, 2008

Develop Scope for CTP 2035
Sep-Oct 2008

PAC 1
Validate & input scope
Oct 22, 2008

- **Share Scope w/ public; post on web portal Nov 30, 2008**
- **Develop Expanded outline**
- **FG/Workshop Strategies**
- **Concept for Brochure**

Nov 08-Jan 09

PAC 2
Validate and input above

Jan 15-30, 2009

- **Draft & Format Brochure**
- **Consultation**
- **Focus Groups***
- **First Draft CTP**

Jan-Jul 2009

PAC 3
Validate & input First Draft
Aug 2009

Six Workshops
- **LA***
- **Fresno***
- **Redding***
- **Sacramento***
- **Oakland**
- **San Diego**

Sep-Oct 09

Complete Second Draft
Sep-Feb 2010

PAC 4
Validate "what we heard"
Feb 2010

45-day Comments
Feb-Mar 2010

Prepare Final Draft
Mar-Jun 2010

PAC 4A
Final PAC comments
June 2010

Final Draft BTH
Aug 2010

Final Draft CT
Jun-Aug 2010

Approved by BTH

Sep 2010

Legend

- Web Portal
- UCDavis: Symposium & PAC Meetings
- MIG Support: Outreach
- Caltans Products/Outcomes

Policy Advisory Committee (PAC)

Public Participation Plan (PPP)

**http://www.californiatransportationplan2035.org/

November 6, 2008

California Transportation Plan 2035 Draft Strategies

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CALIFORNIA TRANSPORTATION PLAN 2035
DRAFT STRATEGIES

The following is a compilation of strategies, arrayed by the existing CTP policy framework of goals and policies, taken from:

1) California Transportation Plan 2025
2) Strategies gathered during recent CTP forums and related efforts for consideration by the CTP 2035 Policy Advisory Committee (PAC)
3) New strategies proposed by PAC members

Legend:

- ~~Strikeouts~~ – PAC suggested deletions.
- *Italics (blue text)*: Revisions, comments, and new strategies. Where more than one PAC member has suggested alternate wording, all versions are displayed for consideration (e.g., see #17).

Goal 1. Improve Mobility and Accessibility

1) Policy: Manage and operate an efficient intermodal transportation system

1. Improve the operating efficiency, system management, and connectivity of the State's transportation system by using advanced transportation applications.
   a. Integrate standardized services and technologies statewide so that: transportation services are seamless; consumer devices (such as collision avoidance, navigation and mayday systems) function regardless of location; and market size reaches levels needed for low-cost mass production.
   b. Provide State leadership by promoting and negotiating cross-jurisdictional coordination to bring about improved efficiencies and connectivity, including those at ports-of-entry, for the movement of people, goods, services, and information.
   c. Embed the necessary hardware for advanced technologies during new road construction or reconstruction.
   d. Continue upgrading ~~traffic~~ transportation management centers and traffic management devices, as innovations are proven effective.
2. Continue to support and expand freeway service patrols to rapidly respond to incidents and restore traffic flow.
3. Maximize transportation investments through a coordinated approach to capacity and operational improvements, such as providing express bus service on High Occupancy Vehicle (HOV) lanes.
   a. Coordinate with regional transit providers to maximize the use of HOV lanes and park and ride facilities.
4. Enhance connectivity between transportation modes.
   a. Integrate and interconnect transit service among transit providers and with other modes; and collaborate with private transportation providers to improve and coordinate service.
   b. Deploy cross-jurisdictional advanced transit-transportation systems to improve safety, provide traveler information, and coordinate transit service schedule and fare purchases.
   c. Collaborate with private sector and transportation providers to develop and implement a statewide electronic payment system for such things as transit fares, toll collection, parking fees, and bicycle lockers.

Goal 1 Improve Mobility and Accessibility, Policy 1: Manage and Operate an Efficient Intermodal System (con't)

d. Enhance system connectivity and convenience between motorized and non-motorized transportation modes.
e. Include infrastructure to support non-motorized modes during the planning and design phases of project development.

5. Support systems for comprehensive multimodal planning and system performance analysis that incorporate all transportation modes.
   a. Accelerate deployment of data collection technologies and communications.
   b. Improve analytical methods for assessing performance data.
6. Enable travelers to better manage their individual trips.
   a. Continue development of a statewide traveler information website that effectively integrates local, regional, and interregional public services with private for-profit services.
   b. Continue deployment of statewide "511" traveler information telephone service that effectively integrates existing and planned telephone-based systems.
   - *Comment - need to be ADA compliant*
7. *Provide safe, convenient, and continuous routes for pedestrians and bicyclists of all types that interface with and complement a multimodal transportation system.*
8. *Consider people mobility rather than vehicle throughput in transportation planning and decision-making.*
9. *Enhance mobility within and between metropolitan areas by managing demand (including shifting trips to transit, bicycle and pedestrian modes) before expanding physical capacity of roadways.*
10. *Use a comprehensive, multimodal and innovative funding approach (see Mobility Pyramid) that invests in multiple strategies to yield the highest results.*
11. *Measure results by monitoring and evaluating transportation system performance.*
12. *Integrate and coordinate all travel modes through corridor system management planning to increase transportation options and improve travel times.*
13. *Focus on cost-effective strategies, such as intelligent transportation systems, that employ proven methods and technology to improve performance.*
14. *Identify multimodal funding that invests in multiple strategies (see Mobility Pyramid) to yield the highest results and cost-effective strategies, such as intelligent transportation systems, that employ proven methods and technology to improve performance.*
15. *Implement travel demand management: pricing measures, parking policies, travel demand management programs, mileage based insurance, traffic calming, complete streets policies, and telework.*
16. *Implement programs to reduce vehicle trips while preserving personal mobility, such as employee transit incentives, telework programs, car sharing, parking policies, public education programs and other strategies that enhance and complement land use and transit strategies.*

2) Policy: Increase system ~~capacity of all~~ *efficiency and the integration of multi-modal* transportation ~~modes~~

17. Expand repair, and upgrade existing ~~and develop additional~~ roadways to increase access for walking, bicycling and public transit use.

Goal 1 Improve Mobility and Accessibility, Policy 2: Increase system capacity of all transportation modes (con't)

- *Expand existing and develop additional roadways, only when other transportation demand management strategies are infeasible.*
- *Improve the efficiency of the transportation system by expanding existing and developing additional roadways.*

a. Add lanes and roads where feasible and determined to be the best alternative among the suite of other transportation alternatives.
b. Redesign and modernize interchanges to reduce or eliminate bottlenecks or restraints to smooth traffic flow, and to reflect current traffic-flow patterns.
c. Increase the capacity on major arterial streets through improved design, grade separation, signal timing, and other innovative solutions.
d. Complete the HOV network and supporting facilities.

18. Expand and improve transit services.
    a. Expand dedicated guideway, bus rapid transit service and facilities, smart shuttles and shared car programs where proven effective.
    b. Improve multimodal ground access to airports, including intercity bus service connecting small urban and rural communities to passenger air service.
    c. *Facilitate the expansion and improvement of inter- and intra-regional transit connectivity.*
    d. *Establish new dedicated funding sources for Public Transportation Account.*
19. Provide State leadership, in cooperation with local, regional and federal agencies and Native American Tribal Governments, to develop an efficient cargo and passenger aviation system and mitigate their impacts.
20. Continue incremental improvements to the State's intercity rail system and passenger rail services, while providing for connectivity to a future high-speed rail network, and local transit networks.
    - *Note: Need system to be user-friendly to older adults and adults with disabilities.*
21. Incorporate safe pedestrian and bicycle facilities in roadway capacity improvement and rehabilitation projects.
    - *Note: Design must be user-friendly to older adults and adults with disabilities.*
    - *Note: Governor's Office of Planning and Research (OPR) is developing "Complete Street" guidance in their General Plan Guidelines (AB 1358)*
22. Use technology to make vehicles "smarter."
    a. Allow more vehicles to safely share the road through advanced vehicle control and guidance systems.
    b. Improve bus design and fare systems in order to more quickly move people in and out of vehicles for increased efficiency.
23. *Create more opportunities for bicycling and walking to both improve public health and reduce our carbon footprint*

3) <u>Policy: Provide viable transportation choices</u>

24. Support the California High-Speed Rail Authority's activities in planning for a comprehensive high-speed rail system that is integrated with the existing conventional intercity rail system.
    - *Consider vehicle miles traveled (VMT) impact on rural communities adjacent to rail line.*
25. Provide greater access to information, products and services without the need for physical travel.

Goal 1 Improve Mobility and Accessibility, Policy 3: Provide Viable Transportation Choices (con't)

a. Increase use of telecommuting, video conferencing, web casts, e-commerce, and e-government services.
   - *Note: Governor's California Broadband Task Force Report*

26. Expand on-call, alternative door-to-door paratransit services, to improve mobility for persons with disabilities and elder Californians.
27. Facilitate use of advanced transportation systems to flexible transit service operators, such as vehicle location, dispatch and scheduling software, safety and security systems.
    a. Share best practices and guidance with other transportation entities.
    b. Gain insight and guidance from other entities regarding solutions to common problems.
28. Support the goals and further the efforts initiated by the California Blueprint for Bicycling and Walking.
    a. Integrate bicycling into mainstream transportation models and modeling, including cost benefit analysis of bicycle facilities, and other factors including injury reduction, reduced asthma and other disease rates.
    b. Remove barriers to walking and bicycling,
    c. Educate California's youth and people of all ages on the cost of driving and benefits of health and air quality benefits of making trips by bicycle or foot and use of public transit.
    d. Provide linkage and access to public transit, trails, and
    e. Provide incentives to walk, bike, or use public transit.
29. Promote use of technology to increase accessibility and reduce need for physical travel.
    a. Provide information in a manner useful to older adults and adults with disabilities.
30. Integrate the needs of those traveling by active modes into transportation projects using a "complete streets" approach.
31. Enable cities and counties to plan for Neighborhood Electric Vehicles (NEVs) as an alternative transportation mode on local arterials.
32. Support implementation of high-speed rail system.
33. Provide people the freedom to choose how they get around by designing streets that are safe and inviting for pedestrians, cyclists, and transit users.

4) <u>Policy: Support research to advance safe and environmentally responsible mobility and accessibility</u>

34. Test geospatial, digital, and other advanced imaging systems to evaluate environmental and social and health impact data related to infrastructure projects and to minimize project costs.
    - *Use geospatial, digital, and other advanced imaging systems to evaluate environmental and social data related to infrastructure projects and to minimize project costs.*
35. Develop new materials to extend the life and performance of the transportation system.
36. Research methods and technologies to better operate, manage, and maintain the transportation system, and to improve system safety and security.
    - *Comment - This is too broad and general elements are covered more specifically in others.*
37. Research successful models *(specify)* in other states and countries and determine their value if implemented in California.
38. Explore alternatives, opportunities, and challenges for new ideas and solutions.

Goal 1 Improve Mobility and Accessibility, Policy 4: Support Research to advance safe and environmentally responsible mobility and accessibility (con't)

- *Comment - Be more specific e.g., transit services, transportation in general, highway safety, managing the transportation/highway system, etc.?*

39. Collaborate with federal and State agencies, universities, and other states to explore alternative fuels and fuel infrastructure.
40. Expand the existing research and knowledge about older adult traffic safety.
    - *Promote demonstration and pilot testing of various strategies such as annual testing, provisional or restricted driver's licenses.*
41. Pursue research and public education to ensure that drivers are not distracted by and know how to use in-vehicle technologies.
42. ~~Continue to enhance the~~ Implement better understanding of road ecology, a field of study that seeks to explain the relationship between roads and the natural environment.
    - *Comment – This needs further explanation.*
    - *Comment - Need to look at stormwater drainage from roadways and its treatment and reuse/recycling.*
    - *Comment - Move to Goal 6 – Enhance the Environment?*
43. ~~Continue to place a high priority on preserving~~Preserve the existing transportation system ~~and protecting the public's multi-billion dollar investment~~.
    - *Comment - Need to address sustainability of components of system*

Goal 2. Preserve the Transportation System

5) <u>Policy: Preserve and maintain the transportation system</u>

44. Use technology, innovative techniques, and new materials to enhance the life of the transportation system, provide safer work sites, enhance productivity, and reduce traveler inconvenience.
    a. Provide real-time construction and maintenance information, including anticipated delays, to enable travelers to plan their trips and avoid work zones.
    b. Support research and development of improved construction and maintenance techniques and materials.
    c. Work with transit providers to provide free transit during construction on related routes.
45. Increase private sector participation and coordinate transportation maintenance and rehabilitation projects with other transportation agencies, and with public utility projects, to minimize costs and traveler disruption.
    - *Leverage public-private partnerships developed for transportation for water and resource planning.*
46. Establish and enforce standards for proper vehicle maintenance to increase safety and reduce emissions.
47. Increase the use of diagnostic systems that detect problems and monitor routine maintenance on public transit and privately owned vehicles.
48. Support training programs that provide the necessary skill sets to operate and maintain technologically advanced transportation systems.
49. *Rebuild and maintain transportation infrastructure in a good state of repair.*

Goal 2 Preserve the Transportation System, Policy 5: Preserve and maintain the transportation system (con't)

50. Develop a climate adaptation decision matrix to identify options for protecting transportation infrastructure investments that also support a greening technology.

51. Inventory transportation infrastructure that is vulnerable to sea level rise and develop mitigation strategies.

Goal 3. Support the Economy

6) Policy: Enhance goods movement mobility, reliability, and system efficiency

52. Give goods movement needs and impacts full consideration in the development of a multimodal transportation system, in partnership with other governmental entities, community organizations, shippers and carriers, and other interested parties.
    a. Mitigate impacts to air quality, natural resources, and public health.
    - *Comment - Reliance on expensive movement by trucks for high-density commodities should be discouraged where more efficient movement (especially by rail) is feasible. Trains are 2 to 4 times more fuel efficient compared to trucks and contribute less to emissions that damage health and spur the asthma epidemic. It is especially critical to actively engage food/agriculture sector, which accounts for the largest share of*

53. Establish a statewide coalition to promote the full consideration of goods movement projects in federal, State, and regional transportation planning and programming.
    - *Establish goods movement, as a national economic priority.*
    - *Comment - Need to incorporate health impact (e.g, asthma/injury rates), climate change impact, and sustainability. Additionally, need to engage sectors such as food/agriculture, construction, manufacturing, etc to improve overall sustainability of production, distribution and consumption practices*

54. Focus statewide system investments on corridors and gateways that handle the highest volumes of freight traffic and/or have the most significant transportation problems.

55. Promote flexibility to fund solutions to transportation problems that have significant public benefits, regardless of facility type, mode or ownership.
    - *Comment – Needs further explanation.*
    - *Comment - Yes, but consider guaranteed minimums for modes, so there is stable funding source to implement projects.*

56. Provide State leadership by promoting and negotiating cross-jurisdictional coordination to bring about improved efficiencies and connectivity, including at ports-of-entry for the movement of people, goods, services, and information.

57. Research, develop, demonstrate, and deploy cost-effective technologies and operational strategies to expedite goods movement, improve safety, and to reduce congestion, *and environmental impacts.*

58. Gather, develop, and refine data, tools, and techniques needed for assessing goods movement, system performance, and for evaluating project alternatives.
    - *Leverage analytical methods and tools for integrated resource planning.*

59. ~~Ensure that~~*Identify* environmental, community, and land use impacts of goods movement activities ~~are identified~~ early in the planning and project development process and *include* resources ~~are included~~ to help mitigate these impacts.

Goal 3: Support the Economy, Policy 6: Enhance goods movement, reliability, and system efficiency (con't)

- *Identify, avoid, minimize, and mitigate unavoidable environmental, community, and land use impacts of goods movement activities early in the planning and project development process.*

60. *Assess economic benefits of implementing elements of Goods Movement Action Plan that support future State and federal funding for goods movement in a global economy.*
61. *Provide for increased program capacity to support the safe and efficient movement of goods in corridors that are crucial to national security and economic vitality.*

7) <u>Policy: Provide additional and more flexible transportation financing</u>

62. Study the reliability and viability of ~~future~~ *alternative* transportation financing stream *scenarios*.
    a. Evaluate *existing and* past transportation financing initiatives.
    b. Learn from other states' and countries' efforts to move toward a user-based fee structure.
    c. Evaluate the impact on transportation revenues of shifting to alternative fuels.
    d. *Consider financial incentive/disincentives that are aligned with the full cost of transportation choices.*
63. Develop statewide framework for developing long-range financing forecasts required for the regional transportation plans.
64. Increase private sector investment in transportation.
    a. Implement a process to monitor and incorporate private sector mobility services and investments within transportation planning and programming.
    b. Facilitate making private instruments, such as the Location Efficient Mortgage Program, more widely available.
    c. Seek opportunities with State funds to leverage and complement other public and private investments in goods movement facilities to the maximum extent possible.
65. Support the following *California?* Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users reauthorization strategies:
    a. Ensure that California receives an increased share of highway funding based on its contributions to the Highway Trust Fund and preeminent role in the national economy.
    b. Increase funding levels by raising annual obligation limits and spending down the unobligated balances in the Highway Trust Fund.
    c. Remove barriers to funding projects and programs that improve efficient operation of the existing transportation system.'
    d. Advocate for stable and adequate operating and capital funding for Amtrak.
    e. Promote a stronger commitment of resources to public/private partnerships.
    f. Advocate for flexibility to use federal funds to address highway safety and congestion problems caused by goods movement-related congestion.
    g. Provide for increased program capacity to support the safe and efficient movement of goods in corridors that are crucial to national economic security and vitality, and provide for the mitigation of their congestion and environmental effects.
    h. Support California's Native American Tribal Governments in their effort to obtain an equitable return from Native American transportation programs.

Goal 3: Support the Economy, Policy 7: Provide additional and more flexible transportation financing (con't)

i. Work to incorporate climate change and energy efficiency measures in the criteria for federal transportation funding.
- *Comment - Need to reflect principles developed for stimulus financing, including health and environment impact considerations.*

66. Increase flexibility in jet fuel tax, airport, and passenger facility charge revenues for use on projects, such as cargo and ground access and security needs.
67. *Develop multiple-objective investing criteria addressing 3Es (economy, equity, environment).*
- *Comment - Need more specifics; clarify*

68. *Ensure the financial integrity of the Highway and Transit Trust Funds.*
69. *Educate the public on transportation's major role as an economic stimulus that supports a prosperous economy.*
70. *Identify mobility improvements that support a vibrant economy, and give priority to low income, disadvantaged communities and support sustainable businesses.*
71. *Ensure the financial integrity of the Highway and Transit Trust Funds while pursuing innovative financing to ensure continued transportation investments.*
72. *Evaluate the impact on transportation revenues of shifting to alternative fuels.*
73. *Identify and educate the public on the benefits of pursuing innovative financing measures to ensure stable funding source for transportation investments.*
74. *Determine public support for public-private partnerships (P3) initiatives that support a stable funding source for transportation investments.*
75. *Determine public support for congestion pricing and other user fee initiatives that support a stable funding source for transportation investments, such as mileage-based user fees.*
76. *Determine public support for innovative financing strategies tied to greening including a green user fee on the price of gas at the pump.*
77. *Conduct studies on states' and countries' efforts to move toward a user-based fee structure.*
78. *Ensure economic development efforts include investments in low-income communities to share equally in the benefits of economic growth and prosperity as the more affluent communities.*
79. *Identify measures to accelerate transportation bond programs in order to stimulate the economy.*

Goal 4. Enhance Public Safety and Security

8) <u>Policy: Improve system and user safety</u>

80. Increase education and outreach programs that address safe transportation behavior, including drivers training, awareness of pedestrian and bicyclists, safe biking practices, and truck driver training.
    a. Continue to work with Office of Traffic Safety to promote safety through education and outreach.
    b. Continue to promote Operation Lifesaver, a rail safety program to encourage safe behavior both vehicle and pedestrian at railroad grade crossings.
    c. Continue to improve at-grade railroad crossing safety devices, or close unprotected crossings, as appropriate.
    d. Include safe pedestrian and bicycle facilities in the design of new or upgraded roadways.

Goal 4: Enhance Public Safety and Security, Policy 8: Improve system and user safety (con't)

e. Reduce the response time to motor vehicle, bicycle, and pedestrian incidents, and the rate of fatalities, injuries, and property damage on the transportation system.

f. Promote bicycling and walking and reducing injuries through programs such as Safe Routes to School, bicycle education/helmet distribution, and assuring child passenger safety laws comply with national/federal standards.

81. Continue to deploy and promote the use of advanced systems that enhance transportation safety.
    a. Deploy infrastructure-based detection and warning safety systems, as appropriate, such as fog, dust, ice, and curve speed-warning systems.
    b. Provide incentives to vehicle manufacturers to deploy vehicle-based safety systems, for instance, mayday, vision enhancement, and collision avoidance systems.
    c. Expand the use of in-vehicle and passenger-facility transit safety systems, such as surveillance and monitoring devices, and vehicle location and distress notification systems.
82. Increase patrols to enforce speed restrictions, minimize aggressive driver behavior and driving under the influence of alcohol or other drugs, and provide greater security at airports, transit facilities, and on public transit vehicles.
    - *Comment - Need to address street/highway design (complete streets), reduced speed limits.*
83. Improve transportation system safety for older Californians.
    a. Promote mature driver education programs specifically matched to participant's functional needs.
    b. Institutionalize effective and equitable driver assessment and licensing practices within the California Department of Motor Vehicles, such as the 3-Tier Assessment System currently being evaluated.
    c. Facilitate risk identification and reduction practices.
    d. Establish roadway infrastructure and land use practices that promote safety.
    e. Promote safer motor vehicle design, including using crash test "dummies" designed to more closely simulate the reactions and physical limitations of older drivers and equipping vehicles with crash avoidance systems, night vision windshields, and easily read displays.
    f. Promote safer transit vehicle design, including at-grade boarding.
    - *Comment - Seniors prefer to substitute walking/transit use for auto trips as their driving abilities decline; however their neighborhoods/sidewalks are not conducive. Need to add strategies that address street/community design and transit oriented housing.*
84. *Improve safety for travelers of all ages and abilities.*
85. *Reduce likelihood and severity of transportation-related injuries, to bicyclists and pedestrians by reducing vehicle speeds in certain settings (similar to what is done in school zones).*

9) <u>Policy: Provide for system security</u>

86. Work closely with federal agencies, including TSA, Customs, and the Coast Guard to ensure the security of California's borders, seaports, and airports, while minimizing the impedance of people and goods, and balancing personal privacy and security needs.

Goal 4: Enhance Public Safety and Security, Policy 9: Provide for system security (con't)

87. Work with State and federal agencies to ensure that emergency response services are rapidly deployed in the event of an emergency.
88. Develop a transportation system security plan, including risk assessment, monitoring methods, pre- and post-incident preparedness, response and recovery, crisis management and evacuation plans, and viable transportation alternatives.
    a. Coordinate with FTA Technical Assistance Teams.
    b. Analyze best practices identified by FTA and those of countries that have experienced and responded to security threats.
    c. Evaluate design of transportation facilities for security risks.
    d. Develop security guidelines for all modes and facilities, including goods movement facilities.
    e. Coordinate with emergency response agencies, such as law enforcement, medical services, and media.
    f. Train personnel in emergency procedures and develop testing programs. Continue to invest in advanced technologies, such as explosive, biohazard, and chemical trace detection, surveillance, and cargo tracking systems to help increase transportation system security.

Goal 5. Reflect Community Values

10) Policy: ~~*Expand opportunities for*~~ *Initiate* early and ongoing collaboration in transportation planning and decision-making

89. Develop and implement ongoing public information and involvement programs, including research regarding the public's expectations and preferences.
    - *In accordance with SAFETEA-LU, ensure that the public has access and adequate time to review and comment on land use and transportation planning documents.*
    - *Comment - Need to continue to focus on including low income and disadvantaged communities.*
90. Consult and coordinate with local, regional, *non-governmental organizations*, ~~and~~ Native American Tribal Governments, *and the public* during development of their general plans and other long-term planning efforts.
    - *Comment - Leverage this networking for water and other resource planning and management.*
91. Involve businesses, communities, community-based organizations, and institutions early in the transportation planning and decision-making process.
    a. Develop a collaborative approach to resolve transportation issues and to develop performance criteria and indicators.
    b. Develop, implement, and advertise web-based and other easily accessed public participation systems, consisting of informational and educational materials, online surveys and focus groups, and online voting, to enhance decision-making.
    c. Design and implement public participation strategies to include those traditionally underrepresented in the public planning and decision-making process.
    d. Develop techniques to effectively convey information to the public
92. Assess and provide the full benefits and costs (direct, indirect, societal, environmental, governmental, and personal) of transportation by mode.

Goal 5: Reflect Community Values, Policy 10: Expand opportunities for early collaboration in transportation planning and decisionmaking (con't)

a. Evaluate and provide cumulative environmental costs, including mitigation costs, such as habitat conservation programs, and land use impacts on a programmatic basis.
b. Analyze and provide life cycle, social, health, and environmental costs for reasonable alternatives, including modal alternatives.

93. *Develop set of integrated planning principles for California.*
    - *Comment - Incorporate Strategic Growth Council State Planning Principles (coming soon)*
    - *Comment - Need to include principles responsive to older adults and adults with disabilities, and involving the local Area Agencies on Aging.*
94. *Coordinate State infrastructure planning.*
95. *Institute statewide collaborative interagency planning.*
    - *Comment - Strategic Growth Council multi-agency initiatives (coming soon)*
96. *Integrate State level and regional plans and identify shared goals and policies beyond traditional silos (e.g., California Water Plan, Climate Action Plan, Wildlife Action Plan, etc.)*
    - *Support integration of other state goals and strategies and coordinate state planning in a collaborative way.*
    - *Comment – Address how this will be done and initiate some of this cross-collaboration in the 2035 plan.*
97. *Improve transportation decision-making by considering lifecycle cost of assets.*
98. *Establish mechanisms for the ongoing participation of stakeholders from the aging and disability communities in transportation and land use decision-making and planning.*
99. *Consider environmental justice issues when making transportation planning decisions.*
100. *Balance community values and transportation needs to create solutions that are sensitive to their context.*

11) <u>Policy: Manage Growth</u>

101. Provide incentives to promote sustainable land use decisions that integrate land use, housing, and transportation through General Plans, regional transportation plans, and interregional cooperation.
    a. Increase densities and *mix of land-uses to support transit service, walking, and bicycling* ~~designs strategically to facilitate effective transit service, including encouraging transit oriented development within major transit corridors and providing the ability to conveniently walk to destinations~~.
    b. Promote street and urban design to encourage walking, ~~and~~ bicycling, *and transit ridership*.
    c. Provide information, technical assistance, and best practices on transit-oriented development.
    d. Facilitate the sale of State-owned "excess" or underutilized land near major transit stations for transit-oriented development.
    e. Encourage localities to foster "smart growth" development in areas where transportation infrastructure can readily support it.
    f. Encourage efficient land use through clean up and re-use of contaminated lands (brownfields).

Goal 5: Reflect Community Values, Policy 11, Manage Growth (con't)

Goal 5: Reflect Community Values, Policy 10: Manage growth (con't)

g. Encourage lending institutions to offer Location Efficient Mortgages Program to promote housing near transit.
h. Promote the revision of zoning ordinances to provide for mixed-use development.
i. Encourage natural resource open space designation to distinguish natural resource open space with anticipated human influenced or park space.

- *Comment - Need to include AB 32* (Greenhouse Gas Reduction), *SB 375* (Sustainable Communities Strategies – connecting greenhouse gas reduction and land use planning), *SB 732 (Strategic Growth Council), and other growth and climate change management plans and strategies.*
- *Comment - Revise to reflect goals of State Wildlife Action Plan and other overarching conservation goals.*

102. Incorporate community values and support context sensitive solutions for all transportation facilities and infrastructure.
    - *Comment - Define "community values"? (e.g., What local public opinion wants?)*
103. Investigate reforms to the local fiscal/land use relationship to provide incentives for communities to make better long-term land use decisions.
    a. ~~Strengthen link between~~ *Provide incentives to minimize new transportation infrastructure and implement compact growth* land use decisions ~~and transportation planning~~.
    b. Explore innovative options, such as exchanging State-share property tax for local-share sales tax.
    c. Explore ways to make shared-tax base agreements more attractive to localities.
104. Provide incentives for collaborative, integrated regional and sub-regional planning initiatives linked to sustainable development ~~criteria and State General Plan guidelines~~.
    a. Encourage revenue and facility sharing, promote collaborative approaches to assessing housing and employment needs, and reduce fiscal competition between cities and counties.
    b. Ensure cities and counties general plans and zoning ordinances support regional blue print plans.
    c. Provide incentives for land use projects, transit alternatives and transportation projects included in regional blue print plans that support the State's environmental priorities.
    - *Comment - Find ways to integrate/combine the Regional Blueprints with Integrated Regional Water Management and other regional resource planning/management.*
105. Ensure compatibility between airports and surrounding land use.
    a. Promote awareness and adherence to the Department's California Airport Land Use Compatibility Handbook.
    - *Ensure compatibility between neighboring land uses by considering compatibility early in the transportation planning and land use decision-making process.*
        a. *For example, promote compatibility between airports and surrounding land uses by adhering to the Department's "Airport Land Use Compatibility Handbook" and evaluate and minimize air pollution impacts of new projects and proposed land uses by following CARB's "Air Quality and Land Use Handbook."*
    b. Promote awareness and adherence to the Department's California Airport Land Use Compatibility Handbook.

Goal 5: Reflect Community Values, Policy 11: Manage growth (con't)

106. *Reward better planning through taxes, funding and streamlining*
    a. *Tax breaks for employers who support transportation demand management strategies (e.g., carpooling, flextime, bike fleets)*
    b. *Tax structures that reward employers that locate near transit or housing; developers that build housing near employment centers*
    c. *Streamlined regulatory review for projects that prioritize smart land use*
    d. *Prioritize projects consistent with Regional Blueprint Plans/SCS/APS*
    - *Comment - There is a need to provide incentives to social and health service providers and developers of supportive and retirement housing to locate near transit.*
    - *Comment - Consider "provide incentives" rather than "reward."*
107. *Streamlined environmental review of location-efficient development with impact fees and mitigations sensitive to smart mobility benefits.*
    - *Comment - Define terms (e.g., location-efficient, impact fees, smart mobility benefits)*
108. *Adoption of smart land development regulations including zoning and subdivision codes, urban design and street design standards, and airport land use compatibility plans.*
109. *Provide incentives for the most efficient use of land while being sensitive to regional differences*
    - *Comment - Describe types of incentives and who will benefit.*
110. *Encourage the role of the State as a data, information, and education provider for more efficient, consistent, and seamless local planning.*
111. *Create Statewide centralized information and data sets.*
    - *Provide a centralized location for MPOs to submit GIS data layers used in regional planning so that cross-regional planning can occur more easily.*
    - *Identify data standards for all regional transportation plans to use across the state to facilitate data-sharing and collaboration between regions.*
    - *Comment - Role of Strategic Growth Council is to "provide, fund, and distribute data to local governments and regional agencies to meet SGC goals."*
112. *Revise Regional Transportation Plan Guidelines and procedures consistent with AB 32 and SB 375.*
113. *Integration of context sensitive solutions and complete streets policies through adoption of related transect based (subdivision of community plans into zones ranging from rural to urbanized settings) standards.*
114. *Update City and County general plan guidelines consistent with AB 32, SB 375, and AB 1358 (Complete Streets.)*
    - *Comment - Governor's Office of Planning Research Climate Change Addendum to general plan guidelines*
115. *Develop models that integrate land use, transportation and environmental issues.*
    - *Comment - Continue to expand regional efforts, i.e., Regional Blueprint, and implement SB 375.*
116. *Funding criteria that reward agencies making land use decisions that promote compact development with pedestrian- and transit-friendly urban design features.*

Goal 5: Reflect Community Values, Policy 11: Manage growth (con't)

- *Comment - Develop funding criteria that reward agencies for making transportation and land use decisions with demonstrated avoidance of environmental resource impacts during the decision-making process. Specifically, these funding rewards would apply to agencies that can clearly describe how land-use and transportation networks were planned 1) to avoid specific land-based sensitive resources (wetlands, species habitat, vernal pools, wildlife connectivity, etc.) and 2) to improve air quality.*

117. *"Smart Mobility" performance measures (defined as part of the Smart Mobility Framework; see brochure) consistently applied in transportation decision making and programming activities.*
118. *Identify sustainability indicators to enhance current transportation system performance measures.*
    - *Comment - Consider adding a public health definition of sustainable community--A community's overall health depends on multiple factors, including the environment they live in. A healthier living environment reduces health risks and promotes better lifestyle choices. It creates a sustainable community. Key determinants of a healthy living environment are:*

    Access to recreation and open space
    Access to healthy foods
    Access to medical services
    Access to public transit and safe active transportation
    Access to quality affordable housing
    Access to economic opportunities
    Completeness of neighborhoods
    Safe neighborhoods and public spaces
    Environmental quality
    Green and sustainable development and practices
119. *Support long-range community visions for sustainable and efficient land use development.*
120. *Promote housing development in association with transit.*
121. *Provide incentives to encourage local jurisdictions to grow their communities in ways that support mobility options (walking, bicycling, and transit) and reduce the need to drive.*
122. *Provide incentives to local governments for well-designed land-use planning and infrastructure projects that lead to shorten commutes and encourage walking, bicycling, and the use of public transit.*
123. *Take advantage of opportunities for discussion and consensus on efficient land use and transportation planning supported by the State's Regional Blueprint Planning program and directed by recent legislation.*
124. *Participate in the Strategic Growth Council—the Governor's effort for State agencies to coordinate activities in the planning and development of sustainable communities.*
125. *Encourage interaction with local jurisdictions through a context sensitive solutions process.*
126. *Identify sustainability indicators (such as access to public transit, safe active transportation, recreation, economic opportunities, and medical services) to enhance current transportation system performance measures.*

Goal 6. Enhance the Environment

12) Policy: Conserve natural resources

127. ~~Develop or amend transportation planning tools to include land use impacts, demand management, efficient use of energy, and modal alternative analysis.~~ *Recommend as sub-strategy "c" to new strategy as follows:*
   - *Link Transportation Planning Decisions with Resources and Environmental Planning to enhance and preserve the environment.*
     a. *Consider critical environmental issues and mitigation measures prior to making transportation decisions.*
     b. *Incorporate mitigation measures into transportation plans and projects early in the process.*
     c. *Develop and amend transportation planning tools to include land use and natural resource impacts, demand management, efficient use of energy and modal alternative analysis.*
   - *Comment - Include water, water quality, and stormwater factors.*

128. ~~Promote partnerships to address conservation and environmental issues early in the project planning phase.~~
   - *Develop and share planning and natural resource data to ensure informed transportation decisions that protect and conserve California's natural resources.*
   a. *Develop data that is easily accessed, shared and used by planning and natural resource staff.*
   b. *Promote regional planning that includes state and federal natural resource priorities and policies in regional plans.*
   c. *Develop accurate and complete scenarios using planning and natural resource data that reflects state and federal priorities.*
   d. *Make planning and natural resource data and information easily accessible to local, state, federal, tribal and other public entities.*
   e. *Develop data that is consistent throughout the State and can be used for statewide assessments.*

129. ~~*Continue to*~~ Avoid and minimize *natural resource and ecological system* impacts to the greatest extent possible.

130. ~~Continue building~~ *Develop* conservation banking partnerships to protect ecosystems and preserve large contiguous and viable tracts of habitat to offset adverse impacts, and determine the most valuable land for banking.
   a. Preserve wildlife corridors and implement other strategies to reduce the conflict between development and the natural environment.
   b. Promote a greater understanding of the relationship between the natural environment and transportation.
   c. Develop better tools to model cumulative impacts to the environment, *agricultural lands, open space* and wildlife.

131. ~~Minimize impermeable surfaces and install facilities to capture stormwater runoff.~~
   - *Design projects that minimize impacts to the environment, wildlife, agricultural and open space lands.*
     a. *Minimize impermeable surfaces and install facilities to capture stormwater runoff.*
     b. *Include design elements that facilitate the movement of wildlife, water quality, water conservation, etc.*

Goal 6: Enhance the Environment, Policy 12: Conserve natural resources (con't)

- *Comment - Need to capture, treat, convey, and reuse/recycle stormwater.*
- *Incorporate low impact development and green infrastructure techniques to design facilities for most effective and environmentally beneficial storm water runoff management.*

132. ~~Recycle and provide incentives to~~ *Increase the use of recycled materials and* promote *zero waste policy on all projects* ~~the use of recycled materials~~.
    a. *Partner with private sector to increase use of recycled materials.*
    b. *Develop best practices and implement zero waste programs.*
133. *Encourage processes or practices that integrate conservation and infrastructure planning at* ~~large~~ *regional scales (such as Regional Blueprint Planning, watershed planning, integrated planning models, and Natural Community Conservation Plans) in a way that institutionalizes* ~~landscape scale impacts addressed through off-site mitigation and partnering in planning~~*: 1) consideration of environmental impacts and mitigation at the landscape scale, and 2) partnering in planning.*
134. *Promote* ~~for~~ *conservation and infrastructure at a scale large enough to* ~~address~~ *identify the cumulative effects on regional resources such as water, air, and habitat connectivity, as well as quality of life and use the information gained through early planning to avoid, minimize, and mitigate unavoidable impacts.*
135. *Identification of high-valued resources for protection through early collaborative interagency planning.*
    - *Engage in early, collaborative interagency planning to identify high-value resources that should be protected and avoided. If certain high-value resources cannot be avoided, this early engagement should focus on ways to then minimize and mitigate impacts.*
136. *Explore creative programs, such as Transnet in San Diego, to promote advanced mitigation and habitat protection.*
137. *Educate public and stakeholders on multiple benefits of sustainable infrastructure planning that includes our "green" infrastructure.*
138. *Cooperatively develop new policies and legislation that promote earlier, large-scale mitigation.*
139. *Develop a system to provide real-cost valuation of environmental resources (in terms of ecosystem services) and public health in order to determine the actual benefit-cost of these resources for transportation decision-making.*
    - *Comment - Revise to say " Integrate principles that provide real-cost…"*
140. *Pool mitigation funding for multiple projects to encourage integrated, large-scale mitigation.*

- *Streamline permitting.*
    - *Comment - Depends for what… highway expansion or transit/rail projects.*
    - *Define*

141. *Avoid, to the maximum extent feasible, fragmenting or impairing intact ecological systems, and mitigate for damage to ecological systems.*
142. *Revise RTP guidelines to incorporate inter-regional ecological issues such as wildlife movement and the delivery of ecosystem services.*
143. *Support the development of policies that maintain the ability of natural systems to adapt to climate change when impacted by transportation facilities.*

Goal 6: Enhance the Environment, Policy 12: Conserve natural resources (con't)

144. *Support the development of a statewide map and online resource depicting important natural resource areas (including high conservation priority species, communities and ecological systems) with planned and programmed transportation facilities as an early tool for transportation planners and engineers.*
145. *Provide incentives for transportation facilities to be retrofitted to restore natural systems and improve ecological connectivity*
146. *Establish a multi-agency consultation process as required by SAFETEA-LU that minimizes impacts to natural resources and ecological systems.*
    a. Conduct early, frequent and on-going consultations with state, federal, tribal and other resource entities responsible for natural resources, environmental protection, conservation, and historic and cultural preservation.
    b. Compare transportation plans, maps and data with those of federal state, tribal, and resource agencies responsible for conservation, environmental, cultural and resources systems.
147. *c. Include context sensitive solutions by using inclusive approaches that integrate environmental and community values into transportation decision-making.*
    d. Discuss, identify and incorporate mitigation measures to address adverse impacts in the following priority order: enhance, avoid, minimize, rectify, reduce and compensate.
148. *G6, P12 - Develop and share planning and natural resource data to ensure informed transportation decisions that protect and conserve California's natural resources.*
149. *a. Develop data that is easily accessed, shared and used by planning and natural resource staff.*
    b. Promote regional planning that includes state and federal natural resource priorities and policies in regional plans.
    c. Develop accurate and complete scenarios using planning and natural resource data that reflects state and federal priorities.
    d. Make planning and natural resource data and information easily accessible to local, state, federal, tribal and other public entities.
    e. Develop data that is consistent throughout the State and can be used for statewide assessments.
150. *Identify and promote opportunities to retrofit or adapt facility designs to further enhance, minimize, reduce the impact to the environment in the following ways:*
    - *Reduce fragmentation for fish and wildlife species*
    - *Reduce wildlife and vehicle collisions*
    - *Reduce effects to water quality and other adjacent habitats*
    - *Reduce the spread of invasive species*
    - *Reduce the effects of climate change on facilities and natural ecosystems.*
    - *Minimize impermeable surfaces and install facilities to capture stormwater runoff.*
151. *Provide incentives to contractors that incorporate recycling and innovative ways to reduce impacts to the environment or waste associated with construction activities.*
152. *Provide for a better connection between the environmental evaluation, planning, and funding of transportation planning and project delivery of transportation improvements.*

Goal 6: Enhance the Environment, Policy 12: Conserve natural resources (con't)

153. *Support and evaluate the following Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users reauthorization requirements under Section 6001.*
    - *Identify guidance and tools to meet requirements to consult, coordinate plans, and evaluate environmental resources in the planning process and development of Regional Transportation Plans.*
    - *Identify adequate strategies for the evaluation and integration of other datasets into Regional Transportation Plans.*
    - *Promote the identification of funding for resource agency participation in Blueprint planning grants or internal agency budgets.*
    - *Support State Planning and Research projects the help integrate natural resource planning into Transportation and Land Use planning.*
    - *Provide support for developing the necessary data to fully evaluate natural resources in models and Regional Transportation Plan development.*
154. *Support advanced mitigation strategies by partnering with regulatory agencies and other infrastructure agencies.*
155. *Develop a statewide climate change action plan that is supported by and includes all applicable state and local agencies (including RTPAs)*
156. *Encourage partnerships to develop adaptation strategies that address sea level rise.*
157. *Integrate planning principles that provide real-cost valuation of environmental resources (in terms of ecosystem services) in order to determine the actual benefit-cost of these resources for transportation decision-making.*
158. *Educate public and stakeholders on economic benefits of sustainable infrastructure planning that includes consideration of "green" (natural) infrastructure.*

13) <u>Policy: Commit to a clean and energy efficient system</u>

159. Expand market share of cleaner vehicles and supporting fuel infrastructure.
    a. Expand use of clean fuel transit vehicles.
    b. Encourage public entities to continue investing in alternative fuel vehicles to increase market share and encourage increased production.
160. Enhance education, planning tools, and performance standards on energy efficiency, air quality, and climate implications of transportation decision-making.
    a. Analyze the cost-effectiveness of transportation options that improve energy efficiency and reduce emissions of GHGs and criteria air pollutants.
    b. Develop tools that improve data collection, analysis, and modeling capabilities for State and local development planning and projects.
161. Solicit institutional support for clean and energy efficient transportation.
    a. Seek legislative, regulatory, and policy support to advance clean and efficient transportation, including low-emission vehicles and the necessary fueling infrastructure.
    b. Establish stable and secure funding sources with innovative and effective financing mechanisms for transportation energy programs.
    c. Reduce the costs of product development, testing, and market introduction of advanced transportation and communication technologies.

Goal 6: Enhance the Environment, Policy 13: Commit to a clean and efficient energy system (con't)

d. Mainstream energy efficiency and conservation measures into State, regional, and local transportation planning, programming and project development.

162. Implement measures to lower emissions of GHGs and air pollutants ~~in~~ *from* transportation ~~options~~.
    a. Provide incentives for mass transit use, transportation demand and supply management, and "smart growth" land use policies.
    - *Comment - Incentives such as CEQA relief under SB 375.*
    b. Encourage local governments to incorporate considerations of transportation air emissions and energy efficiency into general plans.
    - *Comment - Incentives such as Proposition 84 funding under SB 732.*
    c. Fund programs to support the purchase and use of low-emission vehicles, including the "greening" of State and local government fleets.
    d. Reduce emissions from the transport of freight and reduce costs through implementation of efficiency measures.
    e. Change some of the fixed costs that travelers face to variable costs, as a means of encouraging decisions that result in cleaner and more energy efficient transportation. For example, base auto insurance and vehicle license fees on miles driven rather than a flat annual rate.
    f. Participate in the Western Governors' Global Warming Initiative to reduce GHGs through strategies that foster economic development.
    g. Comment - Assist MPOs by ??? (define how) as they develop sustainable communities strategies.

163. Continue collaborating with the California Energy Commission, California Air Resources Board, and State and Consumer Services Agency to research and develop strategies to reduce demand for petroleum fuels and emissions of GHGs, and to increase transportation energy efficiency.
    a. Research and develop clean transportation alternative fuels and initiate a plan for deploying appropriate alternative fuel infrastructure.
    b. Collaborate on a marketing program to provide information on transportation energy efficiency and alternative fuel vehicles, including the location of fueling facilities.
    c. Collaborate on a marketing program and provide information on the costs of driving and benefits of walking, bicycling and transit.

164. Reduce greenhouse gas emissions contributed by transportation.

165. Reduce/prevent climate change-related impacts/injuries to human health, including designing facilities and surfaces to minimize heat absorption and off-gassing to help make cities safer during heat waves).

166. Educate the public on green technology innovations that can lead to the creation of healthier environments to work, live, and learn.

167. Support the development of a California cap-and-trade program.

168. Collaborate with government and private sector parties in the development of an integrated hydrogen solution that links facilities and vehicle assets into support for the State's Hydrogen Highway and Climate Change efforts.

169. Promote the development and improvement of alternative and renewable low-carbon fuels.

Rural Issues (Separate section of CTP 2025 pgs. 66 – 69 with specific strategies)

170. Ensure rural areas have adequate funds to provide for the operation, maintenance, and rehabilitation of the rural and interregional transportation system.
    a. Provide for roadway safety improvements and efficiencies.
    b. Provide flexible funding for fund matching opportunities with other programs.
    c. Consider interregional traffic, including goods movement and tourism, and weather impacts when allocating resources to rural entities.
    d. Ensure critical transportation facilities, such as general aviation airports, are adequately funded to provide lifeline services.
    - *Ensure critical transit route services are adequately funded.*
171. Upgrade communication, including emergency response entities in the early planning stages, to enable deployment of advanced transportation systems to improve safety, incident response, and traveler information.
172. Advocate coordinated public transportation services with social service agencies to optimize resources and services.
    a. Consult with Native American Tribal Governments to coordinate improved public transportation access to and through tribal lands.
    b. Initiate effort with full participation of federal, State, regional, and local governments to explore funding options and opportunities and to address potential barriers.
    c. Identify best practices including advanced public transportation technologies to improve and coordinate services.
    - *Comment: Add explicit mention of coordination with local Area Agencies on Aging.*
173. Consider the "main street" characteristics of transportation corridors and incorporate community values and context sensitive solutions.
    - *Explore alternatives to moving goods especially through rural areas to mitigate impacts on infrastructure and air quality.*
    - *Comment - Define main street.*
    - *Comment – Clarify: does this mean not moving goods through rural areas? Moving goods by rail instead of truck?*
174. Protect rural airports from incompatible land use encroachment.

Note: "Opportunity areas" identified in the 2030 Addendum to the California Transportation Plan 2025 for SAFETEA-LU compliance addressed in strategies #93, 94, 109, 110 and 134.

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676								
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50-050LY10500	
					Project	State Total	Project	State Total OA (by project)
CA307	1	California	Construct safe access to streets for bicyclists and pedestrians including crosswalks, sidewalks and traffic calming measures, Covina	$400,000	$80,000		$74,921	
CA308	2	California	Develop and implement ITS master plan in Anaheim	$800,000	$160,000		$149,843	
CA309	4	California	Builds a pedestrian bridge from Hiller Street to the Bay Trail, Belmont	$1,960,000	$392,000		$367,115	
CA310	15	California	Reconstruct and deep-lift asphalt on various roads throughout the district in Santa Barbara County	$4,000,000	$800,000		$749,214	
CA311	28	California	Huntington Beach, Remove off-ramp on I–405 at Beach Blvd. Construct fourth lane on I–405 North, at the Beach Blvd. Interchange	$400,000	$80,000		$74,921	
CA312	35	California	Replace structurally unsafe Winters Bridge for vehicles, bicycles and pedestrians between Yolo and Solano Counties	$1,600,000	$320,000		$299,686	
CA313	43	California	Roadway surface improvements, street lighting, and storm drain improvements to South Center Street from Baughman Road to State Route 78/86, Westmorland	$640,000	$128,000		$119,874	
CA314	46	California	Douglas St. Improvements, El Segundo	$3,200,000	$640,000		$599,371	
CA315	51	California	Route 1 San Pedro Creek Bridge replacement in Pacifica	$2,500,000	$500,000		$468,259	
CA316	84	California	Adams Street Rehabilitation Project, Glendale	$310,400	$62,080		$58,139	
CA317	90	California	San Diego River Multiuse Bicycle and Pedestrian Path	$400,000	$80,000		$74,921	
CA318	122	California	Willow and Herndon Traffic Flow Improvements, City of Clovis, California	$240,000	$48,000		$44,953	
CA319	124	California	Will add landscaping enhancements along the Ronald Reagan Freeway Route 118 for aesthetic purposes	$2,320,000	$464,000		$434,544	
CA320	134	California	Improvement of Intersection at Balboa Blvd. and San Fernando Rd	$400,000	$80,000		$74,921	
CA321	143	California	State Route 86S and Ave. 66 highway safety grade separation	$3,600,000	$720,000		$674,292	
CA322	167	California	Construct pedestrian, bicycle and ADA accessible boardwalks at the Pismo Beach Promenade in San Luis Obispo County	$240,000	$48,000		$44,953	
CA323	180	California	Implement streetscape improvements on segments of Laurel Canyon Blvd. and Victory Blvd. in North Hollywood	$960,000	$192,000		$179,811	
CA324	184	California	Reconstruct segments of Hollister Avenue between San Antonio Road and State Route 154 in Santa Barbara County	$2,000,000	$400,000		$374,607	
CA325	191	California	Construct a 2.8 mile bikeway along Lambert Road from Mills Ave., to Valley Home Ave., in the City of Whittier, CA	$2,000,000	$400,000		$374,607	
CA326	216	California	Construction of Cross Valley Connector between I–5 and SR 14	$4,000,000	$800,000		$749,214	
CA327	219	California	Soundwall construction on the 210 Freeway, Pasadena	$1,440,000	$288,000		$269,717	
CA328	234	California	Widen SR 89 at existing mousehole two lane RR underpass	$2,827,744	$565,549		$529,646	
CA329	246	California	Operations and management improvements, including ITS technologies, on U.S. Highway 101 in Santa Barbara County	$800,000	$160,000		$149,843	
CA330	253	California	Quincy-Oroville Highway Rehabilitation in Plumas County	$800,000	$160,000		$149,843	
CA331	254	California	Construct Coyote Creek Trail Project from Story Road to Montague Expressway in San Jose	$2,000,000	$400,000		$374,607	
CA332	260	California	Escondido, CA Construction of Bear Valley Parkway, East Valley Parkway	$1,600,000	$320,000		$299,686	
CA333	266	California	Reconstruct I–710 southern terminus off ramps, Long Beach	$2,400,000	$480,000		$449,528	
CA334	278	California	Widening the highway and reconstructing off ramps on Hwy 101 between Steele Lane and Windsor, CA to reduce traffic and promote carpools	$5,600,000	$1,120,000		$1,048,899	
CA335	284	California	Implement Southwest San Fernando Valley Road and Safety Improvements	$1,840,000	$368,000		$344,638	
CA336	287	California	Rehabilitation, repair, and/or reconstruction of deficient 2-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide, Fresno County	$2,800,000	$560,000		$524,450	

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676								
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50-050LY10500	
					Project	State Total	Project	State Total OA (by project)
CA337	297	California	Study of Thomas Bridge to meet future cargo and passenger traffic needs of the ports of Long Beach and Los Angeles	$1,600,000	$320,000		$299,686	
CA338	300	California	Mount Vernon Avenue grade separation and bridge expansion in Colton	$1,600,000	$320,000		$299,686	
CA339	308	California	Streetscape improvements at East 14th St-Mission Blvd. in Alameda County	$600,000	$120,000		$112,382	
CA340	317	California	Construct one additional all purpose lane in each direction on I-405 and provide additional capital improvements from SR 73 through the LA County line	$2,568,000	$513,600		$480,995	
CA341	319	California	Improve traffic safety, including streetlights, from Queen to Barclay to Los Angeles River to Riverside in Elysian Valley, Los Angeles	$1,120,000	$224,000		$209,780	
CA342	326	California	Construct a raised landscaped median on Alondra Blvd. between Clark Ave. and Woodruff Ave. in Bellflower	$320,000	$64,000		$59,937	
CA343	337	California	Construct interchange on U.S. 50 at Empire Ranch Road in Folsom	$1,440,000	$288,000		$269,717	
CA344	340	California	Santa Anita Avenue Corridor Improvement project, Arcadia, California	$2,400,000	$480,000		$449,528	
CA345	346	California	~~Road widening, construct bike path, lighting, and safety improvements on road leading to Hansen Dam Recreation Area, Los Angeles~~ Hansen Dam Recreation Area access improvements including hillside stabilization and parking lot rehabilitation along Osborne Street between Glenoaks Boulevard and Dronfield Avenue [ref P.L. 110-244, Sec 105(a)(234)]	$5,200,000	$1,040,000		$973,978	
CA346	357	California	Construct new left turn lane at State Route 19 and Telstar in El Monte	$560,000	$112,000		$104,890	
CA347	359	California	Reconstruct I-880 and Coleman Avenue Interchange and implement other I-880 Corridor operational improvements in Santa Clara County	$8,000,000	$1,600,000		$1,498,427	
CA348	379	California	Construct Class I bike and pedestrian path from San Luis Obispo to Avila Beach	$320,000	$64,000		$59,937	
CA349	388	California	Construction of a traffic signal at the intersection of independence Avenue and Sherman Way	$100,000	$20,000		$18,730	
CA350	391	California	I-10 and Indian Ave. Interchange, Palm Springs, CA	$2,200,000	$440,000		$412,068	
CA351	392	California	Complete the Bay Trail along the western edge of the American Canyon Wetlands Edge Bay Trail	$800,000	$160,000		$149,843	
CA352	420	California	Folsom Blvd. Transportation Enhancements, City of Rancho Cordova	$5,600,000	$1,120,000		$1,048,899	
CA353	427	California	Implement streetscape project on Central Avenue from 103rd Street to Watts/103rd Street Station, Watts	$3,200,000	$640,000		$599,371	
CA354	429	California	Seismic retrofit of the Golden Gate Bridge	$8,800,000	$1,760,000		$1,648,270	
CA355	430	California	Upgrade and extend Commerce Avenue, City of Concord	$1,600,000	$320,000		$299,686	
CA356	450	California	Conduct project design and environmental analysis of Heritage Bridge on Heritage Road linking Chula Vista to Otay Mesa	$2,800,000	$560,000		$524,450	
CA357	465	California	I-5 Santa Clarita-Los Angeles Gateway improvement Project	$1,600,000	$320,000		$299,686	
CA358	471	California	San Gabriel Blvd. Rehabilitation Project—Mission Rd. to Broadway, San Gabriel	$240,000	$48,000		$44,953	
CA359	479	California	Widen Firestone Blvd. between Ryerson Blvd. and Stewart and Gray Road in Downey	$1,600,000	$320,000		$299,686	
CA360	480	California	Construct Air Cargo Access Road to Oakland International Airport	$720,000	$144,000		$134,858	
CA361	485	California	Widen Lakewood Blvd. between Telegraph Rd. and Fifth St. in Downey	$1,600,000	$320,000		$299,686	
CA362	489	California	Pasadena Ave/Monterey Rd. Partial Grade Separation—Preliminary Engineering—Feasibility, South Pasadena	$240,000	$48,000		$44,953	
CA363	498	California	Mariposa County, CA Improve 16 roads, bridge and one bike path	$2,800,000	$560,000		$524,450	

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676								
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50-050LY10500	
					Project	State Total	Project	State Total OA (by project)
CA364	509	California	Scenic preservation and run-off mitigation in the Santa Monica Mountains National Recreation Area near PCH and U.S. 101	$1,200,000	$240,000		$224,764	
CA365	511	California	Mission Boulevard/State Route 71 Interchange—Corridor Improvements	$3,360,000	$672,000		$629,340	
CA366	517	California	Carlsbad, CA Construction of Poinsettia Lane	$1,600,000	$320,000		$299,686	
CA367	518	California	Construct pedestrian enhancements on Broadway in Los Angeles	$2,000,000	$400,000		$374,607	
CA368	525	California	Construct Route 101 Auxiliary Lanes 3rd Ave. in the City of San Mateo to Millbrae Ave. in Millbrae	$3,000,000	$600,000		$561,910	
CA369	526	California	Undertake Cordelia Hill Sky Valley transportation enhancement project, including upgrade of pedestrian and bicycle corridors, Solano County	$2,400,000	$480,000		$449,528	
CA370	550	California	Rehabilitate street surface of Cedros Avenue between Burbank Blvd. and Magnolia Blvd	$34,400	$6,880		$6,443	
CA371	563	California	Improvement of intersection at Aviation Blvd. and Rosecrans Ave. to reduce congestion, City of Hawthorne	$2,000,000	$400,000		$374,607	
CA372	570	California	I–5 HOV Improvements from Route 134 to Route 170	$400,000	$80,000		$74,921	
CA373	572	California	Shoal Creek Pedestrian Bridge (San Diego)	$1,200,000	$240,000		$224,764	
CA374	574	California	Construct I–605 Interchange Capacity Improvements in Irwindale	$1,600,000	$320,000		$299,686	
CA375	580	California	Tuolumne, Stanislaus and Merced Counties Upgrade existing county highway, J59	$2,000,000	$400,000		$374,607	
CA376	587	California	Diamond Bar On-Off Ramp at Lemon Ave. on SR 60	$9,600,000	$1,920,000		$1,798,113	
CA377	592	California	Reconstruct interchange for south-bound traffic entering I–80 from Central Avenue, City of Richmond	$3,120,000	$624,000		$584,387	
CA378	594	California	Reduce Orange County Congestion Program	$200,000	$40,000		$37,461	
CA379	595	California	~~Street Closure at Chevy Chase Drive, Glendale~~ Transportation improvement project near Chevy Chase Drive, Glendale [ref P.L. 110-244, Sec 105(a)(14)]	$640,000	$128,000		$119,874	
CA380	618	California	Grade Separation at 32nd Street between I–15 and Harbor Drive, San Diego	$800,000	$160,000		$149,843	
CA381	624	California	Begin construction of road from U.S. 395 west towards SR 14	$800,000	$160,000		$149,843	
CA382	688	California	Widen Wilmington Ave. from 223rd street including ramp modifications, Carson	$4,000,000	$800,000		$749,214	
CA383	701	California	Develop and implement traffic calming measures for traffic exiting the I–710 into Long Beach	$1,600,000	$320,000		$299,686	
CA384	702	California	San Diego, CA Construction of the I–5 and SR 56 Connectors	$6,400,000	$1,280,000		$1,198,742	
CA385	706	California	Bay Road improvements between University Avenue to Fordham, and from Clarke Avenue to Cooley Landing. Northern access improvements between University and Illinois Avenues, East Palo Alto	$4,800,000	$960,000		$899,056	
CA386	709	California	Construct bicycle and pedestrian bridge between Oyster Bay Regional Park in San Leandro and Metropolitan Golf Course in Oakland	$600,000	$120,000		$112,382	
CA387	712	California	The Alameda Corridor SR 47 Port Access Expressway design funding	$8,000,000	$1,600,000		$1,498,427	
CA388	716	California	~~Conduct a Project Study Report for new Highway 99 interchange between SR 165 and Bradbury Road, serving Turlock/Hilmar region~~ Conduct a project study report for new Highway 99 Interchange between SR 165 and Bradbury Road, and safety improvements/realignment of SR 165, serving Turlock/Hilmar region [ref P.L. 110-244, Sec 105(a)(158)]	$400,000	$80,000		$74,921	
CA389	719	California	State Route 1 improvements between Soquel and Morrissey Blvd. including merge lanes and the La Fonda overpass, Santa Cruz	$2,936,000	$587,200		$549,923	
CA390	726	California	~~Grade Separation at Vanowen and Cliveborne, Burbank~~ Grade Separation at Vanowen and Clybourn, Burbank [ref P.L. 110-244, Sec 105(a)(147)]	$800,000	$160,000		$149,843	
CA391	732	California	Riverside Drive Improvements, Los Angeles	$320,000	$64,000		$59,937	

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676								
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50-050LY10500	
					Project	State Total	Project	State Total OA (by project)
CA392	733	California	Upgrade CA SR 4 East from the vicinity of Loveridge Road to G Street, Contra Costa County	$16,000,000	$3,200,000		$2,996,855	
CA393	740	California	Design and environmental analysis for State Route 11 connecting State Route 905 to the new East Otay Mesa Port of Entry, San Diego	$800,000	$160,000		$149,843	
CA394	806	California	Replace I-880 overpass at Davis St. in San Leandro	$600,000	$120,000		$112,382	
CA395	823	California	Construct Inland Empire Transportation Management Center in Fontana to better regulate traffic and dispatch personnel to incidents	$1,200,000	$240,000		$224,764	
CA396	855	California	Implement Riverside Avenue Railroad Bridge improvements, south of Interstate 10 in Rialto	$400,000	$80,000		$74,921	
CA397	866	California	Planning, design, engineering, and construction of Naval Air Station, North Island access tunnel on SR 75-282 corridor, San Diego.	$4,000,000	$800,000		$749,214	
CA398	867	California	Construct road from Mace Blvd. in Yolo County to federally supported Pacific Flyway wildlife area	$800,000	$160,000		$149,843	
CA399	881	California	~~North Atlantic Pedestrian Bridge, Monterey Park.~~ Pedestrian safety improvements near North Atlantic Boulevard, Monterey Park [ref P.L. 110-244, Sec 105(a)(21)]	$480,000	$96,000		$89,906	
CA400	882	California	Reconstruct Eastern Ave. from Muller St. to Watcher St. in Bell Gardens.	$800,000	$160,000		$149,843	
CA401	884	California	Design Traffic Flow Improvements Azusa and Amar, City of West Covina.	$1,000,000	$200,000		$187,303	
CA402	891	California	Rosemead Boulevard/Highway 19 Renovation Project, Pico Rivera.	$80,000	$16,000		$14,984	
CA403	896	California	Colima Road at Fullerton Road Intersection Improvements	$800,000	$160,000		$149,843	
CA404	917	California	Widening Avenue 416 in Dinuba California.	$1,200,000	$240,000		$224,764	
CA405	926	California	Construct highway connecting State Route 78/ 86 and State Route 111, Brawley.	$7,600,000	$1,520,000		$1,423,506	
CA406	937	California	Rehabilitate street surfaces in Sherman Oaks	$99,200	$19,840		$18,581	
CA407	938	California	Repair and realignment of Brahma Drive and Winnetka Ave.	$240,000	$48,000		$44,953	
CA408	943	California	U.S. 101 Operational Improvements, San Jose	$4,000,000	$800,000		$749,214	
CA409	950	California	Widen Interstate 8 overpass at Dogwood Road, Imperial County	$1,698,000	$339,600		$318,041	
CA410	951	California	Improve bridge 58-7 on SR 115 that crosses the Alamo River in Holtville and also project design and environmental analysis of a new bridge over the same river.	$800,000	$160,000		$149,843	
CA411	954	California	Construct a new interchange where I-15 meets Cajalco Road in Corona, CA	$8,000,000	$1,600,000		$1,498,427	
CA412	961	California	Construction of CA 101 Auxiliary Lanes, Marsh Rd. to Santa Clara County Line	$1,800,000	$360,000		$337,146	
CA413	971	California	Realign First St. between Mission Rd. and Clarence St. in Los Angeles	$1,000,000	$200,000		$187,303	
CA414	984	California	Construct overpass on Central Ave. at the railroad crossing in Newark	$600,000	$120,000		$112,382	
CA415	1023	California	Implement Van Nuys Road and Safety Improvements.	$400,000	$80,000		$74,921	
CA416	1039	California	~~Widen State Route 98, including storm drain developments, from Kloke Road to State Route 111, Calexico~~ Widen State Route 98, Including storm drain developments, from D. Navarro Avenue to State Route 111 [ref P.L. 110-244, Sec 105(a)(27)]	$2,400,000	$480,000		$449,528	
CA417	1040	California	Widen State Route 98 from Route 111 to State Route 7, Calexico.	$4,000,000	$800,000		$749,214	
CA418	1043	California	Widen State Route 46 between Airport Road and the Shandon Rest Stop in San Luis Obispo County	$33,461,000	$6,692,200		$6,267,360	
CA419	1051	California	Widen State Route 262, replace two railroad overpass structures, and rebuild on and off ramps between SR 262 and Kato Rd. in Fremont	$3,200,000	$640,000		$599,371	
CA420	1081	California	Widen SR 12 to four lanes through Jamieson Canyon (between I-80 and SR 29) for safety concerns and economic growth.	$6,400,000	$1,280,000		$1,198,742	

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676								
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50-050LY10500	
					Project	State Total	Project	State Total OA (by project)
CA421	1085	California	Widen South Main St.-Soda Bay Rd. between CR 400A (mile marker 0.0-mile marker 0.7) and CR 502 (mile marker 0.0 and 0.9).	$3,200,000	$640,000		$599,371	
CA422	1092	California	Widen Santa Maria River Bridge on U.S. Highway 101 between Santa Barbara County and San Luis Obispo County	$2,720,000	$544,000		$509,465	
CA423	1093	California	Widen San Fernando Road North, including streetscape projects, Sylmar	$848,000	$169,600		$158,833	
CA424	1134	California	Improvements to State Route 67/State Route 52 interchange.	$4,000,000	$800,000		$749,214	
CA425	1138	California	Construct Valley Boulevard Drainage Improvements, El Monte.	$600,000	$120,000		$112,382	
CA426	1142	California	Implement intelligent management and logistics measures to improve freight movement, Gateway Cities	$2,400,000	$480,000		$449,528	
CA427	1148	California	Los Angeles Regional Diesel Emissions Reduction Program For Engine Retrofit, Gateway Cities	$400,000	$80,000		$74,921	
CA428	1176	California	Study and construct highway alternatives between Orange and Riverside Counties, directed by the Riverside Orange Corridor Authority working with local government agencies, local transp. authorities, and guided by the current MIS	$3,200,000	$640,000		$599,371	
CA429	1177	California	Fresno County, CA Widen Friant Road to four lanes with class II bicycle lanes.	$1,200,000	$240,000		$224,764	
CA430	1181	California	Improvement of intersection at Burbank Blvd. and Woodley Ave.	$128,000	$25,600		$23,975	
CA431	1214	California	Golden Gate National Parks Conservancy--Plan and Implement Trails and Bikeways Plan for the Golden Gate National Recreation Area and Presidio	$5,000,000	$1,000,000		$936,517	
CA432	1218	California	Upgrade and reconstruct I- 580/Vasco Road Interchange, City of Livermore.	$2,000,000	$400,000		$374,607	
CA433	1228	California	Improve the Rosecrans Ave. and Alondra Blvd. bridges over the San Gabriel River in Bellflower.	$40,000	$8,000		$7,492	
CA434	1230	California	Modesto, Riverbank and Oakdale, CA Improve SR 219 to 4-lanes	$1,600,000	$320,000		$299,686	
CA435	1237	California	I-15/Base Line Road Interchange Project, Rancho Cucamonga, California	$4,000,000	$800,000		$749,214	
CA436	1239	California	Complete Monterey Bay Sanctuary Scenic Trail between Monterey and Santa Cruz counties.	$5,800,000	$1,160,000		$1,086,360	
CA437	1257	California	Central Galt and State Route 99 Interchange and Access Improvements.	$2,400,000	$480,000		$449,528	
CA438	1261	California	Establish new grade separation at Sunset Ave. in Banning	$1,600,000	$320,000		$299,686	
CA439	1274	California	Upgrade Bellflower Intersections at Alondra Blvd. and at Rosecrans Ave. in Bellflower	$280,000	$56,000		$52,445	
CA440	1285	California	Rehabilitate pavement on Azusa Avenue and San Gabriel Avenue in Azusa.	$400,000	$80,000		$74,921	
CA441	1286	California	South Bay Cities COG Coastal Corridor Transportation Initiative, Phase 3, El Segundo.	$1,600,000	$320,000		$299,686	
CA442	1296	California	Long Beach Intelligent Transportation System: Integrate functioning traffic management center that includes the port, transit, airport as well as the city's police and fire departments, Long Beach.	$2,400,000	$480,000		$449,528	
CA443	1297	California	Almaden Expressway Improvements between Branham Lane and Blossom Road, San Jose	$2,800,000	$560,000		$524,450	
CA444	1307	California	Construct sound barriers at the I-805/SR 54 Interchange, National City	$680,000	$136,000		$127,366	
CA445	1316	California	Widen and Improve County Line Road in Calimesa.	$1,600,000	$320,000		$299,686	
CA446	1321	California	Compton Arterial Reconstruction and Improvement Program, Compton.	$3,200,000	$640,000		$599,371	
CA447	1335	California	Construct new interchange and related road improvements on U.S. 101 near Airport Blvd., Salinas.	$1,936,000	$387,200		$362,619	
CA448	1342	California	Construction of new freeway between I-15 and U.S. 395, including new interchange at I-15.	$4,000,000	$800,000		$749,214	
CA449	1355	California	Coyote Creek Trail Project-- Story Road to Montague Expressway	$2,000,000	$400,000		$374,607	

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676								
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50-050LY10500	
					Project	State Total	Project	State Total OA (by project)
CA450	1367	California	Modify I-880 and Stevens Creek Boulevard Interchange to ease traffic congestion in San Jose	$9,600,000	$1,920,000		$1,798,113	
CA451	1369	California	Palm Drive and Interstate 10 interchange project	$2,200,000	$440,000		$412,068	
CA452	1371	California	Construct I-580 interchange improvements in Castro Valley	$960,000	$192,000		$179,811	
CA453	1387	California	Reconstruct interchange at I-10 and Riverside Avenue to improve traffic in Rialto	$1,600,000	$320,000		$299,686	
CA454	1388	California	Reconstruct Bloomfield Ave. with medians from Carson St. to north city limits in Hawaiian Gardens.	$320,000	$64,000		$59,937	
CA455	1390	California	Reconstruct Paramount Blvd. with medians and improve drainage from Artesia Blvd. to Candlewood St. in Long Beach	$480,000	$96,000		$89,906	
CA456	1401	California	Reconstruct Long Beach Blvd. with medians and improve drainage from Palm Ave. to Tweedy Blvd. in Lynwood.	$2,400,000	$480,000		$449,528	
CA457	1402	California	Expand carsharing pilot program to serve low-and moderate-income neighborhoods in the City and County of San Francisco.	$1,600,000	$320,000		$299,686	
CA458	1407	California	Construct Traffic flow improvements Vincent and Lakes Drive, West Covina	$600,000	$120,000		$112,382	
CA459	1408	California	Construction of a Lincoln Bypass on SR 65 in Placer County, CA	$2,400,000	$480,000		$449,528	
CA460	1414	California	Rio Vista Bridge Realignment Study and Street Sign Safety Program	$560,000	$112,000		$104,890	
CA461	1421	California	Development and construction of improvements to State Route 79 in the San Jacinto Valley	$2,400,000	$480,000		$449,528	
CA462	1436	California	Alameda Corridor-East Construction Authority, San Gabriel Valley	$240,000	$48,000		$44,953	
CA463	1440	California	Reconfigure San Fernando Road from Fletcher Drive to I-5 Fwy, Los Angeles.	$5,160,000	$1,032,000		$966,486	
CA464	1481	California	Construct truck lane on Keystone Road from State Route 111 to Austin Road, Imperial County.	$2,000,000	$400,000		$374,607	
CA465	1509	California	Construction of new roadway lighting on major transportation corridors in the Southwest San Fernando Valley.	$800,000	$160,000		$149,843	
CA466	1511	California	Freeway 180 Improvements Fresno	$7,600,000	$1,520,000		$1,423,506	
CA467	1531	California	Construction of a smart crosswalk system at the intersection of Arminta St. and Mason Ave.	$40,000	$8,000		$7,492	
CA468	1557	California	Improve I-8 off ramp at Ocotillo to the Imperial Valley College Desert Museum/Regional Traveler Visitor Center, Imperial County	$800,000	$160,000		$149,843	
CA469	1558	California	Install new grade separation at Ranchero Road in Hesperia	$4,000,000	$800,000		$749,214	
CA470	1564	California	Add turn lane and adaptive traffic control system at intersection of San Tomas Expressway and Hamilton Avenue in Campbell	$1,280,000	$256,000		$239,748	
CA471	1565	California	Interchange improvements at Rice Avenue and U.S. Highway 101 in the City of Oxnard	$2,640,000	$528,000		$494,481	
CA472	1579	California	~~San Gabriel Blvd. Intersection Improvements at Broadway and at Las Tunas, San Gabriel~~ San Gabriel Blvd. rehabilitation project, Mission Road to Broadway, San Gabriel [ref P.L. 110-244, Sec 105(a)(148)]	$160,000	$32,000		$29,969	
CA473	1590	California	Interstate 15 and State Route 79 South Freeway Interchange and Ramp Improvement Project.	$1,600,000	$320,000		$299,686	
CA474	1601	California	Transportation enhancements to Children's Museum of Los Angeles.	$960,000	$192,000		$179,811	
CA475	1608	California	Project design, environmental assessment, and roadway construction of Lonestar Road from Alta Road to Enrico Fermi Drive San Diego County	$400,000	$80,000		$74,921	
CA476	1609	California	Project Study Reports for I- 105 and I-405 Interchanges at Los Angeles International Airport.	$320,000	$64,000		$59,937	
CA477	1610	California	Reconstruct Whittier Blvd. and improve parkway drainage from Philadelphia Ave. to Five Points in Whittier	$1,360,000	$272,000		$254,733	
CA478	1633	California	Conduct project report study on Old River School Rd--Firestone Blvd. intersection re- configuration.	$400,000	$80,000		$74,921	

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676

Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50-050LY10500	
					Project	State Total	Project	State Total OA (by project)
CA479	1639	California	~~Recurface and construct truck lane at CA Hwy 94 and I-8 Interchange, Boulevard.~~ Operational and highway safety improvements on Hwy 94 between the 20 mile marker post in Jamul and Hwy 188 in Tecate [ref P.L. 110-244, Sec 105(a)(135)]	$2,400,000	$480,000		$449,528	
CA480	1653	California	Engineering, right-of-way and construction of HOV lanes on I-580 in the Livermore Valley, California	$9,600,000	$1,920,000		$1,798,113	
CA481	1655	California	Landscape south side of the 91 Fwy at Bellflower Blvd. in Bellflower.	$200,000	$40,000		$37,461	
CA482	1662	California	City of Redondo Beach Esplanade Improvement Project.	$800,000	$160,000		$149,843	
CA483	1665	California	Conduct Study of SR 130 Realignment Project, San Joaquin County and Santa Clara County, CA	$1,600,000	$320,000		$299,686	
CA484	1666	California	Passons Grade Separation in the City of Pico Rivera.	$2,960,000	$592,000		$554,418	
CA485	1680	California	Implement Grove Avenue Corridor I-10 interchange improvements in Ontario.	$2,400,000	$480,000		$449,528	
CA486	1696	California	Reconstruction of The Strand in the City of Manhattan Beach to improve beach access and accommodate increased pedestrian traffic	$1,600,000	$320,000		$299,686	
CA487	1697	California	Construction of new roadway lighting on major transportation corridors in the Northeast San Fernando Valley.	$400,000	$80,000		$74,921	
CA488	1700	California	Rehabilitation of Tulare County Farm to Market road system	$3,200,000	$640,000		$599,371	
CA489	1703	California	Implement Northeast San Fernando Valley Road and Safety Improvements.	$160,000	$32,000		$29,969	
CA490	1722	California	State Route 88--Pine Grove Corridor Improvement Project.	$400,000	$80,000		$74,921	
CA491	1740	California	Construct earthen berm along Esperanza Road from Yorba Linda Blvd. to the west city limits to mitigate noise	$1,600,000	$320,000		$299,686	
CA492	1744	California	Construct I-80 Gilman Street interchange improvements in Berkeley	$1,200,000	$240,000		$224,764	
CA493	1759	California	Highways 152-156 Intersection improvements, CA	$800,000	$160,000		$149,843	
CA494	1767	California	Construct Hwy 101 bicycle- pedestrian project in Marin and Sonoma Counties from north of Atherton Ave. to south of Petaluma River bridge	$400,000	$80,000		$74,921	
CA495	1770	California	Extension of a regional Class I bikeway from the West City limits to the East City limits along leased railroad right-of- way.	$320,000	$64,000		$59,937	
CA496	1775	California	Construct full-access interchange at SR 120-- McKinley Avenue, with the necessary SR 120 auxillary lanes, Manteca, CA	$3,200,000	$640,000		$599,371	
CA497	1776	California	Install emergency vehicle preemption equipment along major arterials in the I- 880 corridor, Alameda County	$400,000	$80,000		$74,921	
CA498	1778	California	Conduct Study and Construct I-205 Chrisman Road Interchange Project, Tracy, CA.	$800,000	$160,000		$149,843	
CA499	1780	California	Construction of Campus Parkway from State Route 99 to Yosemite Ave., Merced County.	$400,000	$80,000		$74,921	
CA500	1793	California	Reconfigure intersection at Highways 152 and 156 in Santa Clara County	$11,120,000	$2,224,000		$2,082,814	
CA501	1812	California	Upgrade and reconstruct the I-80/I-680/SR 12 Interchange, Solano County	$17,480,000	$3,496,000		$3,274,064	
CA502	1816	California	Improvement of intersection at Burbank Blvd. and Hayvenhurst Ave.	$320,000	$64,000		$59,937	
CA503	1821	California	Construct an Interchange on Highway 70 at Georgia Pacific Road in Oroville	$2,028,000	$405,600		$379,851	
CA504	1830	California	City of Madera, CA Improve SR 99--SR 145 Interchange.	$2,400,000	$480,000		$449,528	
CA505	1841	California	Ramona Avenue Grade Separation, Montclair, California	$1,600,000	$320,000		$299,685	
CA506	1867	California	Construction of a smart crosswalk system at the intersection of Topanga Canyon Blvd. and Gault St.	$40,000	$8,000		$7,492	
CA507	1883	California	~~Planning for Orange Line Mag Lev from downtown Los Angeles to central Orange County~~ Planning for the Orangeline High Speed MAGLEV from Los Angeles County to Orange County [ref P.L. 110-244, Sec 105(a)(358)]	$280,000	$56,000		$52,445	

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676								
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50-050LY10500	
					Project	State Total	Project	State Total OA (by project)
CA508	1903	California	Randolph St. improvements between Wilmington Ave. and Fishburn Ave. in Huntington Park.	$960,000	$192,000		$179,811	
CA509	1904	California	~~Reconstruct Azusa Ave. and San Gabriel Ave. for 2-way traffic in Azusa~~ Study and construct access to intermodal facility in Azusa [ref P.L. 110-244, Sec 105(a)(382)]	$2,000,000	$400,000		$374,607	
CA510	1915	California	Construct and improve medians and drainage on Imperial Highway from west border to east border of city in La Mirada.	$1,360,000	$272,000		$254,733	
CA511	1920	California	Reconstruct and widen Del Amo Blvd. to four lanes between Normandie Ave. and New Hampshire Ave., Los Angeles County	$2,400,000	$480,000		$449,528	
CA512	1930	California	Conduct study and construct CA State Route 239 from State Route 4 in Brentwood area to I-205 in Tracy area	$4,000,000	$800,000		$749,214	
CA513	1933	California	~~Construct two right hand turn for Byzantine Latino Quarter transit plazas at Normandie and Pico, and Hoover and Pico, Los Angeles.~~ Enhance Byzantine Latino Quarter transit plazas at Normandie and Pico, and Hoover and Pico, Los Angeles, by improving streetscapes, including expanding concrete and paving [ref P.L. 110-244, Sec 105(a)(38)]	$400,000	$80,000		$74,921	
CA514	1942	California	El Camino Real Grand Blvd. initiative in San Mateo County	$3,000,000	$600,000		$561,910	
CA515	1943	California	Construct Guadalupe River Trail from I-880 to Highway 237 in Santa Clara County	$6,400,000	$1,280,000		$1,198,742	
CA516	1955	California	Improvements to U.S. 101 ramps between Winnetka Ave. and Van Nuys Blvd	$320,000	$64,000		$59,937	
CA517	1957	California	Pine Avenue extension from Route 71 to Euclid Avenue in the City of Chino, California	$6,800,000	$1,360,000		$1,273,663	
CA518	1988	California	The Foothill South Project, construct 16 miles of a six-lane limited access highway system	$8,000,000	$1,600,000		$1,498,427	
CA519	1990	California	State Route 99 improvements at Sheldon Road.	$3,200,000	$640,000		$599,371	
CA520	2017	California	Construct the Silicon Valley Transportation Incident Management Center in San Jose.	$6,400,000	$1,280,000		$1,198,742	
CA521	2018	California	Design and Construction Camino Tassajara Crown Canyon to East Town Project, Danville, CA.	$800,000	$160,000		$149,843	
CA522	2024	California	Realignment of La Brea Avenue to reduce congestion, City of Inglewood.	$2,640,000	$528,000		$494,481	
CA523	2045	California	Project to evaluate air quality and congestion mitigation benefits of a Hybrid Utility Vehicle in Santa Barbara County	$80,000	$16,000		$14,984	
CA524	2051	California	Improve interstates and roads part of the Inland Empire Goods Movement Gateway project in and around the former Norton Air Force Base	$20,000,000	$4,000,000		$3,746,069	
CA525	2055	California	Construction of an interchange at Lammers Road and I-205, Tracy, CA.	$800,000	$160,000		$149,843	
CA526	2067	California	Complete the engineering design and acquire the right-of-way needed for the Arch-Sperry project in San Joaquin County	$4,000,000	$800,000		$749,214	
CA527	2080	California	Reduce congestion and boost economies through safer access to the coast by realigning Hwy 299 between Trinity and Shasta Counties	$5,600,000	$1,120,000		$1,048,899	
CA528	2084	California	Construct Alviso Bay Trail from Gold Street in historic Alviso to San Tomas Aquino Creek in San Jose	$800,000	$160,000		$149,843	
CA529	2089	California	Vasco Road Safety Improvements, Contra Costa Transportation Authority and the County of Alameda Public Works, California	$800,000	$160,000		$149,843	
CA530	2116	California	Route 198 Expansion, from SR 99 to SR 43	$2,400,000	$480,000		$449,528	
CA531	2128	California	Construct grade separation on State College Blvd. at the Burlington Northern Santa Fe railroad, Fullerton.	$12,800,000	$2,560,000		$2,397,484	
CA532	2131	California	Construct operational and safety improvements to I- 880 N at 29th Ave. in Oakland.	$2,000,000	$400,000		$374,607	
CA533	2147	California	Construction of new roadway lighting on major transportation corridors in the Northwest San Fernando Valley.	$800,000	$160,000		$149,843	

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676								
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50-050LY10500	
					Project	State Total	Project	State Total OA (by project)
CA534	2149	California	Replace SR 22 interchanges, construct HOV lanes, and lengthen bridges in Garden Grove.	$5,200,000	$1,040,000		$973,978	
CA535	2153	California	Design and construct new Interchange at Potrero Blvd. and State Route 60 in Beaumont.	$1,600,000	$320,000		$299,686	
CA536	2157	California	Crenshaw Blvd. Rehabilitation, 182nd St. 190th St.; and Crenshaw Blvd. at 182nd St. Fwy on- off Ramp Capacity Enhancement, City of Torrance	$640,000	$128,000		$119,874	
CA537	2158	California	Construct Interchange at Intersection of SR 44 and Stillwater Road.	$4,000,000	$800,000		$749,214	
CA538	2162	California	Construct truck lane on Baughman Road from State Route 78/86 to Forrester Road, Westmorland.	$440,000	$88,000		$82,414	
CA539	2172	California	Oregon-Page Mill expressway Improvements between U.S. 101 and SR 82, Palo Alto	$3,200,000	$640,000		$599,371	
CA540	2174	California	Park Boulevard-Harbor Drive Rail Grade Separation, San Diego.	$800,000	$160,000		$149,843	
CA541	2176	California	Construct road surface improvements, and improve road safety from Brawley Water plant to Hwy 86 to 9th Street to 18th Street, Brawley.	$1,120,000	$224,000		$209,780	
CA542	2178	California	Alameda Corridor East Gateway to America Trade Corridor Project, Highway- Railgrade separation along 35 mile corridor from Alameda Corridor (Hobart Junction) to Los Angeles/ San Bernardino County Line	$12,400,000	$2,480,000		$2,322,563	
CA543	2192	California	Construction of traffic and pedestrian safety improvements in Yucca Valley	$1,600,000	$320,000		$299,686	
CA544	2193	California	~~710 Freeway Study to Evaluate Technical Feasibility and Impacts of a Tunnel Alternative to Close 710 Freeway Gap.~~ 710 Freeway Study to comprehensively evaluate the technical feasibility of a tunnel alternative to close the 710 Freeway gap, considering all practicable routes, in addition to any potential route previously considered, and with no funds to be used for preliminary engineering or environmental review except to the extent necessary to determine feasibility [ref P.L. 110-244, Sec 105(a)(232)]	$2,400,000	$480,000		$449,528	
CA545	2194	California	Greenleaf right-of-way Community Enhancement Project-design and construct bikeways, pedestrian walkways and upgrade signalization, Compton.	$3,200,000	$640,000		$599,371	
CA546	2198	California	Avalon Boulevard/I-405 Interchange modification project, Carson.	$4,800,000	$960,000		$899,056	
CA547	2209	California	Construct I-80 HOV lanes and interchange in Vallejo	$800,000	$160,000		$149,843	
CA548	2227	California	4 lane widening/safety improvements on State Route 25 from Hollister to Gilroy	$2,928,000	$585,600		$548,424	
CA549	2233	California	Interstate 15 and Winchester Road Interchange Project.	$1,600,000	$320,000		$299,686	
CA550	2245	California	U.S. 101 Corridor Improvements--Route 280 to the Capitol-Yerba Buena Interchange.	$4,000,000	$800,000		$749,214	
CA551	2246	California	Rancho Vista Blvd. Widening Project.	$2,800,000	$560,000		$524,450	
CA552	2254	California	Monte Vista Avenue Grade Separation, Montclair, California	$1,600,000	$320,000		$299,686	
CA553	2278	California	Construct safe routes to school in Cherryland and Ashland.	$800,000	$160,000		$149,843	
CA554	2279	California	Install Central Ave. Historic Corridor comprehensive streetscape improvements thus improving traffic, ped safety, and economic development, Los Angeles	$1,656,000	$331,200		$310,174	
CA555	2288	California	Reconstruct Paramount Blvd. with medians and improve drainage from north border to south border of city in Lakewood	$1,080,000	$216,000		$202,288	
CA556	2293	California	Widen and make ITS improvements on Paramount Blvd. between Telegraph Rd. and Gardendale St. in Downey	$800,000	$160,000		$149,843	
CA557	2296	California	Widen California State Route 132 from California State Route 99 west to Dakota Avenue.	$14,400,000	$2,880,000		$2,697,169	
CA558	2299	California	Widen Haskell Avenue between Chase St. and Roscoe Blvd.	$160,000	$32,000		$29,969	
CA559	2333	California	Construct and repair lining in four tunnels on Kanan, Kanan Dume, and Malibu Canyon Roads between U.S. 1 and U.S. 101	$2,400,000	$480,000		$449,528	

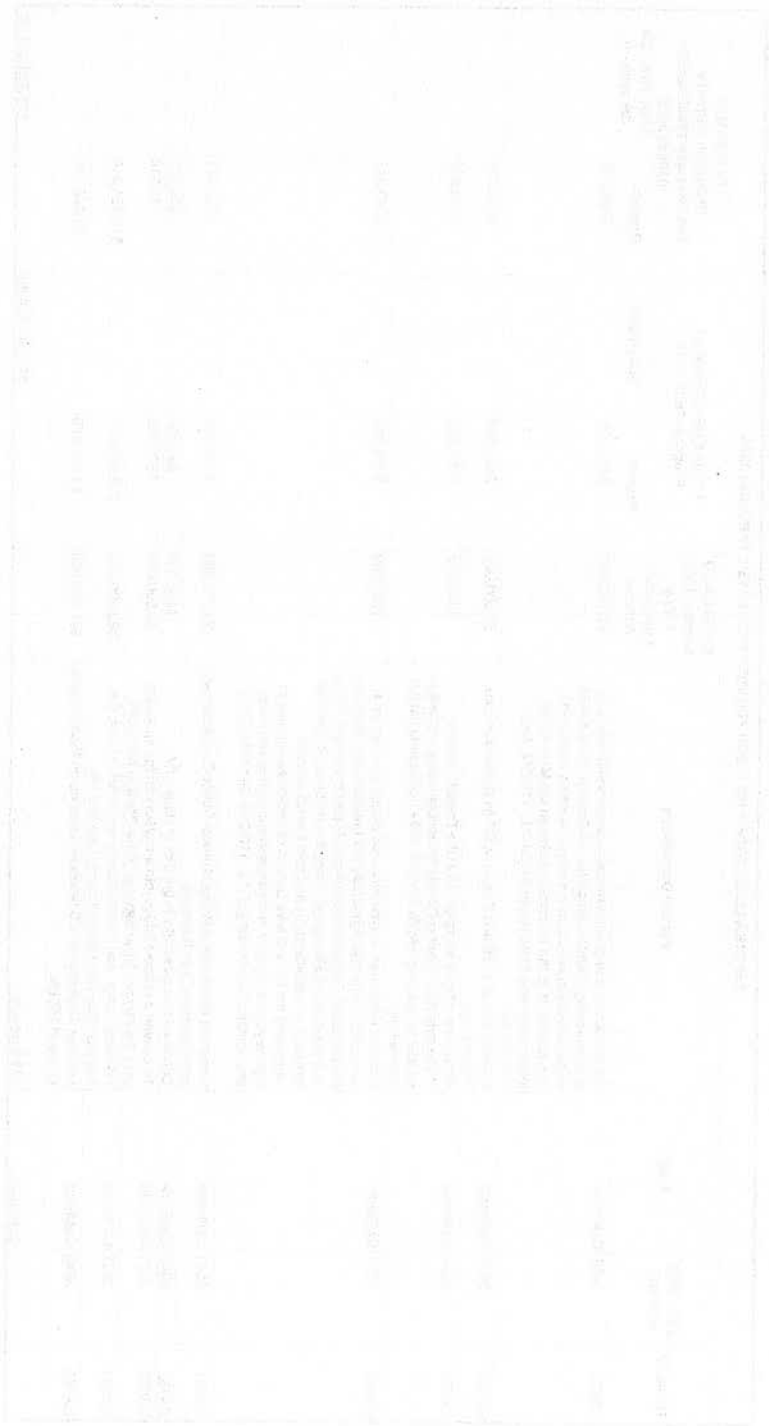
SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676								
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50-050LY10500	
					Project	State Total	Project	State Total OA (by project)
CA560	2340	California	Construct truck ramp linking Interstate 5 to the National City Marine Cargo Terminal, National City	$2,400,000	$480,000		$449,528	
CA561	2345	California	Upgrade first responders signal pre-emption hardware, Culver City.	$25,600	$5,120		$4,795	
CA562	2352	California	~~Improve I-8 off-ramp to the Desert Farming Institute, Imperial County.~~ Streetscaping and transportation enhancements on 7th Street in Calexico, traffic signalization on Highway 78, construction of the Renewable Energy and Transportation Learning Center, improve and enlarge parking lot, and create bus stop, Brawley [ref P.L. 110-244, Sec 105(a)(144)]	$800,000	$160,000		$149,843	
CA563	2369	California	Construct fourth bore of Caldecott Tunnel on SR 24, California	$1,600,000	$320,000		$299,686	
CA564	2378	California	Make traffic and safety improvements to Atlantic Blvd. in Maywood	$400,000	$80,000		$74,921	
CA565	2389	California	Las Tunas Drive Pedestrian Enhancement, San Gabriel	$120,000	$24,000		$22,476	
CA566	2399	California	Improve access to I-80 at Eureka Road Interchange.	$1,600,000	$320,000		$299,686	
CA567	2402	California	Interstate 15, California Oaks Road Interchange Project.	$1,600,000	$320,000		$299,686	
CA568	2405	California	Acquire lands for mitigation adjacent to U.S. 101 as part of Southern Santa Clara County Wildlife Corridor Protection and Scenic Enhancement Project.	$400,000	$80,000		$74,921	
CA569	2427	California	U.S. 395 Realignment and Widening Project	$400,000	$80,000		$74,921	
CA570	2433	California	Implement San Francisco Street Improvements Program.	$6,400,000	$1,280,000		$1,198,742	
CA571	2444	California	Widen Highway 101 in Marin and Sonoma Counties from Hwy 37 in Novato to Old Redwood Highway in Petaluma	$12,000,000	$2,400,000		$2,247,641	
CA572	2448	California	Widen I-238 between I-580 and I-880 in Alameda County	$800,000	$160,000		$149,843	
CA573	2476	California	Enhance pedestrian environment and increase safety along Olympic Blvd. between Vermont and Western Avenues, Los Angeles.	$1,600,000	$320,000		$299,686	
CA574	2479	California	Construct landscape medians along Skyline Drive from Sears Avenue to 58th Street, San Diego.	$800,000	$160,000		$149,843	
CA575	2484	California	Reconstruct Interstate 880- Route 92 Interchange in Hayward.	$1,400,000	$280,000		$262,225	
CA576	2489	California	Upgrade essential road arterials, connectors, bridges and other road infrastructure improvements in the Town of Desert Hot Springs, CA.	$1,600,000	$320,000		$299,686	
CA577	2499	California	Improvements to Ben Maddox Way Bridge	$1,600,000	$320,000		$299,686	
CA578	2514	California	Widen Atlantic Bl bridge over the Los Angeles River in Vernon.	$800,000	$160,000		$149,843	
CA579	2515	California	Widen Bundy Drive between Wilshire and Santa Monica Boulevards in the City of Los Angeles.	$3,400,000	$680,000		$636,832	
CA580	2517	California	Widen Maine Avenue in Baldwin Park	$300,000	$60,000		$56,191	
CA581	2538	California	Construct traffic intersection island improvements on North side of Olympic Blvd. where Irolo St. and Normandie Ave. split in Koreatown, Los Angeles.	$200,000	$40,000		$37,461	
CA582	2542	California	Replace twin 2 lane bridge with single 4 lane bridge on SR 138 over Big Rock Wash	$400,000	$80,000		$74,921	
CA583	2543	California	State Route 86S and Ave. 50 highway safety grade separation	$800,000	$160,000		$149,843	
CA584	2577	California	Widen I-5 to 10 Lanes and Improve Corridor Arterials, SR 91 to I-710.	$4,160,000	$832,000		$779,182	
CA585	2591	California	Install traffic signal on Balboa Blvd. at Knollwood Shopping Center.	$96,000	$19,200		$17,981	
CA586	2606	California	Replace South Access to the Golden Gate Bridge--Doyle Drive.	$8,000,000	$1,600,000		$1,498,427	
CA587	2617	California	Gale Avenue widening between Fullerton Road and Nogales Street, and Nogales Street widening at Gale Avenue.	$80,000	$16,000		$14,984	
CA588	2618	California	Grade Separation at Cesar Chavez Parkway and Harbor Drive, San Diego	$400,000	$80,000		$74,921	
CA589	2626	California	Construct Cabot-Camino Capistrano Bridge Project and related roadway improvements in Cities of Mission Viejo and Laguna Niguel, California	$670,952	$134,190		$125,672	

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676								
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					Project	State Total	Project	State Total OA (by project)
CA590	2631	California	Widen Peyton Drive from Grand Ave. to Chino Hills Pky., construct Eucalyptus Ave. from Peyton Drive to Galloping Hills, improve English Channel.	$5,628,888	$1,125,778		$1,054,310	
CA591	2634	California	Construction of a traffic signal at the intersection of Hamlin St. and Corbin Ave.	$100,000	$20,000		$18,730	
CA592	2639	California	Port of Hueneme Intermodal Access Improvement Project, including grade separation at Rice Avenue and State Route 34; widen Hueneme Road	$3,760,000	$752,000		$704,261	
CA593	2640	California	Reconstruct and deep-lift asphalt on various roads throughout the district in Ventura County	$4,800,000	$960,000		$899,056	
CA594	2644	California	Forest Highway 171 Upper Skyway Improvement	$5,800,000	$1,160,000		$1,086,360	
CA595	2651	California	Construct crosswalk bump- outs and related streetscape improvements on Temple St. between Hoover St. and Glendale Blvd., Los Angeles	$400,000	$80,000		$74,921	
CA596	2655	California	Construct truck lane from Britannia Blvd. to the Otay Mesa Port of Entry, San Diego County	$1,200,000	$240,000		$224,764	
CA597	2663	California	~~Purchase of Rosemead Blvd. ROW, Temple City~~ Rosemead Boulevard safety enhancement and beautification, Temple City [ref P.L. 110-244, Sec 105(a)(47)]	$800,000	$160,000		$149,843	
CA598	2684	California	Hwy 199 Narrow Enhancement to reduce active slides that cause significant road closures on primary connecting route from U.S. 101 to I-5	$1,800,000	$360,000		$337,146	
CA599	2690	California	~~San Gabriel Blvd. and Mission Road Intersection Improvements, San Gabriel.~~ San Gabriel Blvd. rehabilitation project, Mission Road to Broadway, San Gabriel [ref P.L. 110-244, Sec 105(a)(149)]	$160,000	$32,000		$29,969	
CA600	2699	California	Construct the Los Angeles River bicycle and pedestrian path in the San Fernando Valley.	$460,000	$92,000		$86,160	
CA601	2701	California	Construct Route 101 bicycle/ pedestrian overpass at Millbrae Ave. for the San Francisco Bay Trail.	$1,000,000	$200,000		$187,303	
CA602	2713	California	Conduct necessary planning and engineering and implement comprehensive Corridor Management Plan for Arroyo Seco Historic Parkway, Los Angeles	$1,120,000	$224,000		$209,780	
CA603	2719	California	State Route 76 Road Widening, Melrose Drive to Interstate 15.	$4,000,000	$800,000		$749,214	
CA604	2735	California	SR 52 East Improvements (San Diego).	$6,000,000	$1,200,000		$1,123,821	
CA605	2749	California	Construct bypass along Hwy 101 around Willits, CA to reduce congestion, improve air quality and enhance economic lifeline of No. Coast.	$5,600,000	$1,120,000		$1,048,899	
CA606	2750	California	Engineering support to I-5 Joint Powers Authority to widen I-5 freeway and improve corridor arterials from I-710 to Orange County line.	$120,000	$24,000		$22,476	
CA607	2758	California	Hazel Avenue Improvements, U.S. Highway 50 to Madison Avenue	$2,400,000	$480,000		$449,528	
CA608	2788	California	Design and construct access improvements in North Central Business District, Sacramento	$6,400,000	$1,280,000		$1,198,742	
CA609	2805	California	Establish I-15 Interchange at Nisqualli and Mojave River crossing in San Bernardino County.	$1,200,000	$240,000		$224,764	
CA610	2811	California	~~San Gabriel Blvd. Rehabilitation Project- Broadway to Las Tunas, San Gabriel.~~ San Gabriel Blvd. rehabilitation project, Mission Road to Broadway, San Gabriel [ref P.L. 110-244, Sec 105(a)(150)]	$160,000	$32,000		$29,969	
CA611	2812	California	Signal upgrades on Avenida de las Flores, Melinda Road, Avenida de las Banderas, and Alma Aldea, Rancho Santa Margarita, California	$100,160	$20,032		$18,760	
CA612	2813	California	Construct State Route 905 to connect the Otay Mesa Port of Entry to Interstate 805, San Diego.	$12,000,000	$2,400,000		$2,247,641	
CA613	2819	California	Rosecrans Avenue and Bridge Arterial Reconstruction Project, Compton	$3,200,000	$640,000		$599,371	
CA614	2821	California	Conduct study and construct Daggett Road, Port of Stockton, CA, Access Project.	$7,200,000	$1,440,000		$1,348,585	

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					Project	State Total	Project	State Total OA (by project)
CA615	2826	California	Construct grade separation on ~~State Street and Cajon Boulevard~~ Palm Avenue along BNSF tracks in San Bernardino [ref P.L. 110-244, Sec 105(a)(51)]	$1,600,000	$320,000		$299,686	
CA616	2828	California	Implement streetscape improvements along Wilbur Avenue to enhance traffic and pedestrian safety.	$80,000	$16,000		$14,984	
CA617	2835	California	Provide landscape enhancement of an existing open culvert on Atherton Street, Long Beach	$1,200,000	$240,000		$224,764	
CA618	2843	California	Crenshaw Blvd. Rehabilitation, Maricopa St. to Sepulveda Blvd., City of Torrance	$800,000	$160,000		$149,843	
CA619	2849	California	Improve pedestrian and biking trails within East Bay Regional Park District, Contra Costa County	$800,000	$160,000		$149,843	
CA620	2856	California	Realign SR 4 within the City of Oakley	$1,600,000	$320,000		$299,686	
CA621	2861	California	Construct off ramp at Interstate 8/Imperial Avenue Interchange, El Centro	$2,400,000	$480,000		$449,528	
CA622	2882	California	Construct Bristol Street multimodal corridor in Santa Ana.	$2,800,000	$560,000		$524,450	
CA623	2883	California	Construct pedestrian sidewalk enhancements in Bellflower	$400,000	$80,000		$74,921	
CA624	2885	California	I-110/SR 47/Harbor Blvd. Interchange Improvements, San Pedro.	$4,000,000	$800,000		$749,214	
CA625	2906	California	Improvement of intersection at Inglewood Ave. and Marine Ave. to reduce congestion, City of Lawndale	$2,600,000	$520,000		$486,989	
CA626	2932	California	Construct 213th Street pedestrian bridge to provide safe passage for pedestrians and wheelchairs, Carson.	$800,000	$160,000		$149,843	
CA627	2934	California	Construction of Lenwood Road Grade Separation in Barstow, CA.	$1,200,000	$240,000		$224,764	
CA628	2965	California	Modifies 9 traffic signals between Willow Road and Middlefield Road and Hamilton Avenue, Menlo Park	$240,000	$48,000		$44,953	
CA629	2978	California	Develop conceptual master plan to improve the efficiency of transportation facilities, Covina	$172,000	$34,400		$32,216	
CA630	3000	California	Diamond Bar, CA Grand Avenue Rehabilitation.	$1,280,000	$256,000		$239,748	
CA631	3018	California	Valley Boulevard Capacity Improvement between 710 Freeway and Marguerita Avenue, Alhambra	$1,600,000	$320,000		$299,686	
CA632	3022	California	Valley View/Stage Grade Separation Project, La Mirada and Santa Fe Springs, California.	$720,000	$144,000		$134,858	
CA633	3062	California	Conducts environmental review of proposed improvements related to the connection of Dumbarton Bridge to Highway 101.	$400,000	$80,000		$74,921	
CA634	3066	California	Construct parking facility and improve access to Imperial Valley Expo	$302,000	$60,400		$56,566	
CA635	3067	California	Develop bicycle paths and pedestrian access to Third Avenue, Chula Vista.	$240,000	$48,000		$44,953	
CA636	3069	California	Widen and Reconfigure Sepulveda and Culver Boulevards, Culver City.	$2,192,000	$438,400		$410,569	
CA637	3074	California	Olsen Road widening and roadway improvements in Simi Valley, California.	$1,680,000	$336,000		$314,670	
CA638	3085	California	Widen and reconstruct Washington Blvd. from westerly city boundary at Vernon to I-5 Fwy at Telegraph Rd. in Commerce.	$2,400,000	$480,000		$449,528	
CA639	3086	California	San Diego, CA Interstate 5, Sorrento Valley Road and Genesee Avenue Interchange Project.	$1,600,000	$320,000		$299,686	
CA640	3092	California	Develop bicycle paths and public park space adjacent to the New River, Calexico	$4,000,000	$800,000		$749,214	
CA641	3098	California	Construct Cypress Avenue over-pass to separate Interstate 10 and Union Pacific Railroad tracks in Fontana.	$2,400,000	$480,000		$449,528	
CA642	3099	California	Modify and reconfigure Kanan Road interchange along U.S. 101 in Agoura Hills.	$4,000,000	$800,000		$749,214	
CA643	3120	California	Completion of Interstate 5 and Interstate 8 Connectors, San Diego.	$4,800,000	$960,000		$899,056	
CA644	3126	California	Reconstruct Rosecrans Ave. and construct bus pads from Garfield Ave. to Century Blvd. in Paramount	$320,000	$64,000		$59,937	
CA645	3132	California	Improvements/Widening of SR 99 from Goshen to Kingsburg in Tulare County, California	$6,560,000	$1,312,000		$1,228,711	
CA646	3133	California	Design and implement Harbor Boulevard ITS in Garden Grove.	$800,000	$160,000		$149,843	

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676								
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50-050LY10500	
					Project	State Total	Project	State Total OA (by project)
CA647	3139	California	Improve Access Road to Beale Air Force Base (Smartville Road).	$3,000,000	$600,000		$561,910	
CA648	3140	California	Interstate 215, Los Alamos Road Interchange Project	$1,600,000	$320,000		$299,686	
CA649	3145	California	Citywide traffic signal upgrades requiring the installation of hardware and software at 9 major intersections, Palo Alto	$400,000	$80,000		$74,921	
CA650	3157	California	Rehabilitate street surface of Addison St. between Kester Ave. and Lemona Ave	$37,600	$7,520		$7,043	
CA651	3167	California	Construct grade separations at Washington Ave. and UPRR crossing east and Washington Ave. and La Cadena Drive in Colton	$400,000	$80,000		$74,921	
CA652	3175	California	SR 91 I-605 Needs Assessment Study, Whittier, CA	$12,800	$2,560		$2,397	
CA653	3184	California	Construct parking facility and improve museum pedestrian access from trolley station, San Diego	$800,000	$160,000		$149,843	
CA654	3201	California	Construction of a traffic signal at the intersection of Oso Ave. and Vanowen St	$100,000	$20,000		$18,730	
CA655	3203	California	Widen and realign Cherry Avenue from 19th Street to one block south of Pacific Coast Highway, Signal Hill	$3,200,000	$640,000		$599,371	
CA656	3206	California	Interstate 5 and State Route 78 Interchange Improvements	$4,000,000	$800,000		$749,214	
CA657	3209	California	Highway 74 and Interstate 215 Interchange Project.	$800,000	$160,000		$149,843	
CA658	3220	California	Upgrade Jepson Parkway at North and South Gates of Travis Air Force Base and widen Vanden Road segment, Solano County.	$3,200,000	$640,000		$599,371	
CA659	3229	California	Construction and enhancements of trails in the Santa Monica Mountains National Recreation Area	$800,000	$160,000		$149,843	
CA660	3239	California	Reconstruct Atlantic Ave. and improve drainage from Ardmore St. to Imperial Hwy in South Gate.	$2,600,000	$520,000		$486,989	
CA661	3244	California	Implement SFgo Van Ness Corridor Improvements.	$5,600,000	$1,120,000		$1,048,899	
CA662	3269	California	Implement Northwest San Fernando Valley Road and Safety Improvements.	$2,444,800	$488,960		$457,919	
CA663	3280	California	Construct Western Placerville Interchanges on State Route 50.	$2,400,000	$480,000		$449,528	
CA664	3284	California	Improve West Adams Blvd. Streetscape in West Adams Historic District, Los Angeles.	$200,000	$40,000		$37,461	
CA665	3285	California	Improve access from I-8 and construct parking lot for the Imperial Sand Dunes Recreation Area Visitor's Center, Imperial Valley.	$800,000	$160,000		$149,843	
CA666	3308	California	Walnut Grove at Broadway Intersection Capacity Enhancements, San Gabriel.	$200,000	$40,000		$37,461	
CA667	3321	California	Improvement of Main Street-- Shenandoah Road/SR 49 Intersection, Plymouth	$800,000	$160,000		$149,843	
CA668	3336	California	Restoration of Victoria Avenue in the City of Riverside, CA.	$400,000	$80,000		$74,921	
CA669	3339	California	Study and construct highway alternatives between Orange and Riverside Counties, directed by the Riverside Orange Corridor Authority working with local government agencies, local transp. authorities, and guided by the current MIS	$12,600,000	$2,520,000		$2,360,023	
CA670	3360	California	Pedestrian Beach Trail in San Clemente, CA	$800,000	$160,000		$149,843	
CA671	3387	California	Hazel Avenue ITS Improvements, Folsom Blvd. to Placer County	$400,000	$80,000		$74,921	
CA672	3422	California	Auburn Boulevard Improvements, City of Citrus Heights	$400,000	$80,000		$74,921	
CA673	3439	California	Expand Diesel Emission Reduction Program of Gateway Cities COG	$2,480,000	$496,000		$464,513	
CA674	3441	California	Sacramento County, California--Watt Avenue Multimodal Mobility Improvements, Kiefer Boulevard to Fair Oaks Boulevard.	$3,200,000	$640,000		$599,371	
CA675	3480	California	Construct traffic circle in San Ysidro at the intersection of Via de San Ysidro and West San Ysidro Boulevard, San Diego	$240,000	$48,000		$44,953	
CA676	3481	California	Construct and resurface unimproved roads in the Children's Village Ranch and improve access from Children's Village Ranch to Lake Morena Drive, San Diego County	$800,000	$160,000		$149,843	

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676								
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50-050LY10500	
					Project	State Total	Project	State Total OA (by project)
CA677	3482	California	~~Project design and environmental assessment of widening and improving the interchange at "H" Street and I-5, Chula Vista, Chula Vista~~ Conduct a study to examine multi-modal improvements to the I-5 corridor between the Main Street interchange and State Route 54 [ref P.L. 110-244, Sec 105(a)(145)]	$2,160,000	$432,000		$404,575	
CA678	3493	California	Construction at I-580 and California SR 84 (Isabel Avenue) interchange.	$2,000,000	$400,000		$374,607	
CA679	3534	California	Acquisition of land along CA 86 at the Desert Cahuilla Prehistoric Site, Imperial County for environmental mitigation related to reducing wildlife mortality while maintaining habitat connectivity	$800,000	$160,000		$149,843	
CA680	3537	California	Conduct preliminary engineering and design analysis for a dedicated intermodal right-ofway link between San Diego and the proposed Regional International Airport in Imperial Valley and the study of alternatives along the North South Corridor, including a feasibility study and cost benefit analysis evaluating the comparative options of dedicated highway or highway lanes, Maglev and conventional high speed rail or any combination thereof [ref P.L. 110-244, Sec 105(a)(61)]	$800,000	$160,000		$149,843	
CA681	3541	California	Construct Illinois Street Bridge/Amador Street Connection and Improvements, San Francisco.	$3,200,000	$640,000		$599,371	
CA682	3548	California	Construct new sidewalks in the City of Heber, CA.	$400,000	$80,000		$74,921	
CA683	3631	California	To convert a railroad bridge into a highway bridge spanning over the Feather River between Yuba City and Marysville.	$4,000,000	$800,000		$749,214	
CA684	3637	California	Planning design and construction to widen SR in Kern, CA between San Luis Obispo County Line and I-5.	$92,000,000	$18,400,000		$17,231,916	
CA685	3649	California	Increase Capacity on I-80 between Sacramento/Placer County Line and SR 65.	$21,600,000	$4,320,000		$4,045,754	
		California	379 Projects			202,700,308.80		189,832,331.00



2035 California Transportation Plan Update

The next update of the California Transportation Plan (CTP), the CTP 2035, is underway. Beginning with the current vision established in the CTP 2025, the CTP 2035 will be updated to meet new trends and challenges such as climate change. In addition, the CTP 2035 will build on the foundation laid in the 2007 Addendum for SAFETEA-LU compliance, among other requirements, to better integrate transportation planning with environmental and natural resource planning. This policy plan, which by statute does not include projects, provides strategic direction to the regional transportation plans prepared by California's 44 regional transportation planning agencies (RTPAs) who have responsibility for the planning, prioritizing and funding of transportation projects within their regions.

The CTP is a statewide, long-range transportation plan defining the goals, policies, and strategies in achieving our collective vision to meet California's future mobility needs. The purpose of the CTP is to provide a common policy framework that will guide transportation investments and decisions by all the levels of government and the private sector. The plan will also be developed in collaboration with transportation partners and stakeholders across the State and through ongoing public engagement.

As part of a continuing, cooperative, and comprehensive statewide planning process, the CTP is developed in consultation with the State's regional transportation planning agencies, is influenced by the regional planning process and provides guidance for developing future RTPs. The CTP is prepared in response to both State and federal law requiring that the statewide transportation plan be developed in consultation with the State's MPOs and RTPAs. The region's RTP should be consistent with and implement the vision and goals of the CTP.

The goal of the CTP 2035 consultation process is to ensure that the CTP incorporates the comments of the MPOs/RTPAs and reflects the long range planning direction set in the regional transportation plans (RTPs) from across the State. To achieve this goal, the process is two-fold: 1) review each region's RTP and 2) obtain feedback from the MPOs/RTPAs on the development and content of the CTP.

Draft strategies identifying the goals and related policies being considered for the 2035 CTP include the 79 strategies from the existing 2025 plan, as well as new strategies that have been proposed to date in various forums and meetings. The CTP Policy Advisory Committee has reviewed these draft strategies, for use in the regional consultation sessions, which reflect their recommended revisions and additional new strategies from the CTP 2025. Some of the suggested strategies are similar and others overlap. A table of contents is included with the strategies to ease navigating to those strategies of most interest to the region.

In reviewing these strategies, the regional agencies should consider the following:

1. Are these the right strategies to address the challenges ahead? Are they consistent with their own RTP?
2. What's missing? Are there ideas, concepts, or ways to approach the challenges that we haven't addressed?
3. Are there any areas of concern or "red flags" in the strategies being proposed?

In addition to the draft strategies, a brochure and fact sheet are available to provide additional information regarding the update. The brochure describes the challenges facing the State, major topics to be addressed in the plan, new strategies being considered and key public involvement opportunities. The 2035 update will conclude with plan approval by the Secretary of the California Business, Transportation and Housing Agency in September of 2010. For more information, you can also visit the CTP web portal at http://www.californiatransportationplan2035.org/.

Enclosures: 2035 California Transportation Plan brochure
California Transportation Plan 2035 Fact Sheet
California Transportation Plan 2035 Draft Strategies

Why get involved?

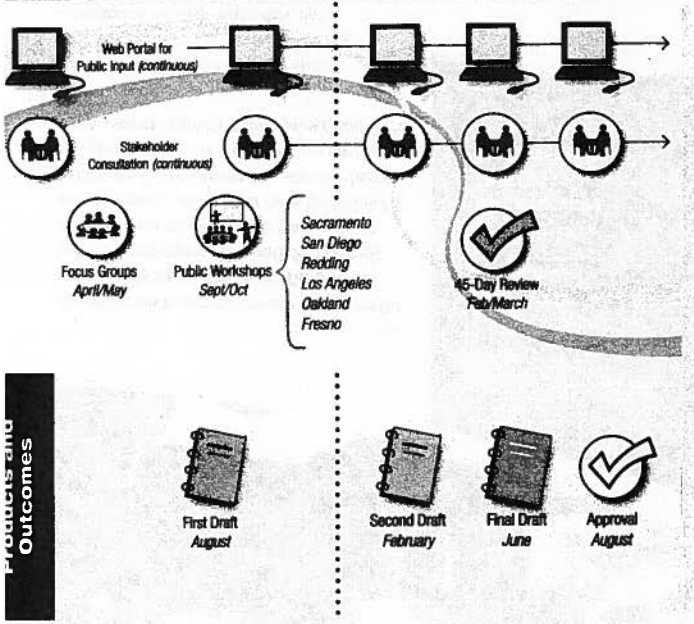
Be part of the solution and help formulate a vision for addressing current and future transportation challenges.

- Learn about and discuss statewide transportation issues
- Identify concerns and where to invest transportation dollars
- Influence long-range transportation planning vision, policies, strategies, and priorities
- Help create a future sustainable transportation system that enhances our quality of life

Get involved in the CTP 2035 update. Give us your thoughts on the policy framework and priority areas. Sign up on our Web portal to receive notification and automatic e-mail updates, check on workshop opportunities, take survey polls, and leave comments.

www.californiatransportationplan2035.org

CTP 2035 Timeline



Products and Outcomes

Need more info?

For information and comments please visit the CTP 2035 Web portal at www.californiatransportationplan2035.org

Public workshops will be held in September and October 2009

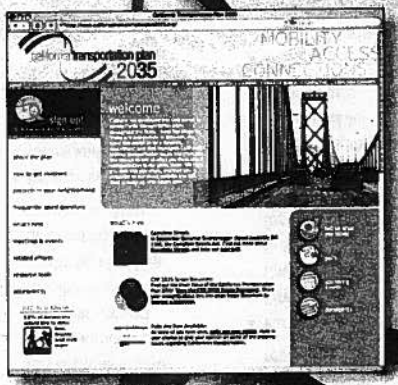
Title VI Requirements

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disc. To obtain a copy in one of these alternative formats, please write to the Title VI and Environmental Justice Project Manager, at Division of Transportation Planning, the California Department of Transportation, P.O. Box 942874, MS-32, Sacramento, CA 94274-0001, or call (916) 651-6889 (Voice) or 711 (TTY).

Our Partners

An open planning process included input from the following partners:

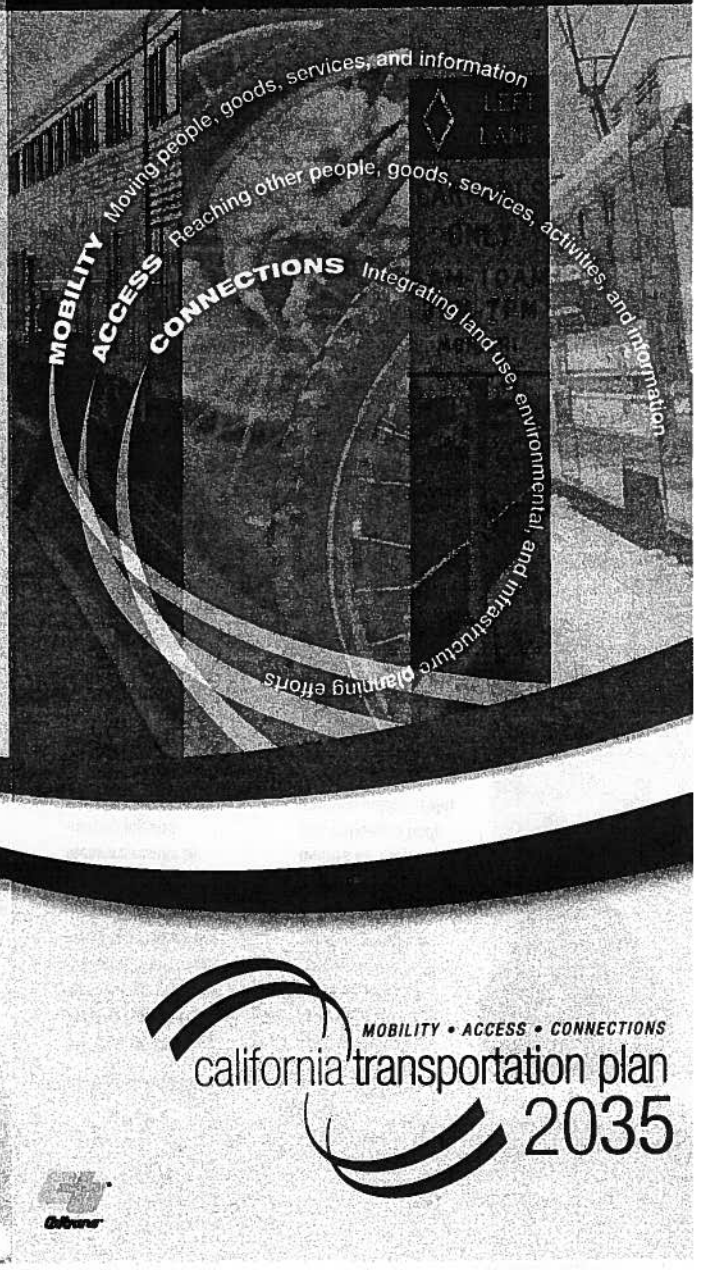
- California Association of Councils of Governments
- California Business, Transportation and Housing Agency
- California Department of Aging
- California Department of Conservation
- California Department of Fish and Game
- California Department of Housing and Community Development
- California Department of Public Health
- California Department of Transportation
- California Department of Water Resources
- California Environmental Protection Agency
- California Natural Resources Agency
- California Transportation Commission
- Federal Highway Administration
- Governor's Office of Planning and Research
- Local Government Commission
- Metropolitan Planning Organizations
- Regional Transportation Planning Agencies
- Rural Counties Task Force
- Sacramento Metropolitan Air Quality Management District
- The Nature Conservancy
- Tribal Government Representation
- University of California at Davis
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service





Caltrans Improves Mobility Across California
Arnold Schwarzenegger, *Governor*
Dale E. Bonner, *Secretary, Business, Transportation and Housing Agency*
Will Kempton, *Director, Caltrans*

MOVING INTO THE FUTURE...



MOBILITY • ACCESS • CONNECTIONS

california transportation plan 2035

california transportation plan 2035



California's Transportation Challenges

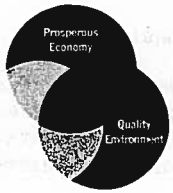
- 52 million people by 2035
- Aging population
- Goods movement in a global economy
- Climate change
- Aging infrastructure
- Stable funding
- Preserving natural resources
- Low-density development
- Energy supply

The CTP 2035 is a plan for all Californians that addresses transportation as a focal point for sustainability and quality of life. The plan will provide a long-range framework for statewide transportation needs: defining goals, policies, and strategies to achieve our collective vision for California's future. Crosscutting and collaborative, this plan will also link the Three Es: a prosperous *Economy*, a quality *Environment*, and social *Equity*.

An efficient transportation system stimulates the economy by supporting job creation, business expansion, and economic development.

The Vision

The Three Es of Sustainability



A balanced transportation system provides for the safety and mobility of all users including pedestrians, bicyclists, transit riders, and motorists. The plan will clearly recognize that active transportation modes contribute directly to public health and to the health of our environment.

A green transportation system enhances and preserves our natural resources while reducing transportation's impact on our climate.



Addressing Climate Change

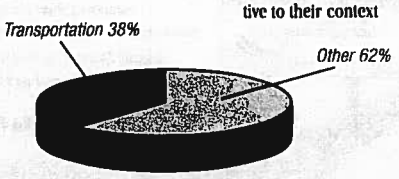
Reduce greenhouse gas emissions contributed by transportation

Recognize the connections between transportation and land use

Encourage partnerships to develop adaptation strategies that address sea level rise

Growing Greener

- Support long-range community visions for sustainable and efficient land use development
- Promote housing development in association with transit
- Provide incentives to encourage local jurisdictions to grow their communities in ways that support mobility options (walking, bicycling, and transit) and reduce the need to drive
- Balance community values and transportation needs to create solutions that are sensitive to their context



Transportation is responsible for up to 38% of greenhouse gas emissions

Building Partnerships

- Take advantage of opportunities for discussion and consensus on efficient land use and transportation planning supported by the State's Regional Blueprint Planning program and directed by recent legislation
- Participate in the Strategic Growth Council—the Governor's effort for State agencies to coordinate activities in the planning and development of sustainable communities
- Encourage interaction with local jurisdictions through a context sensitive solutions process

Investing Strategically

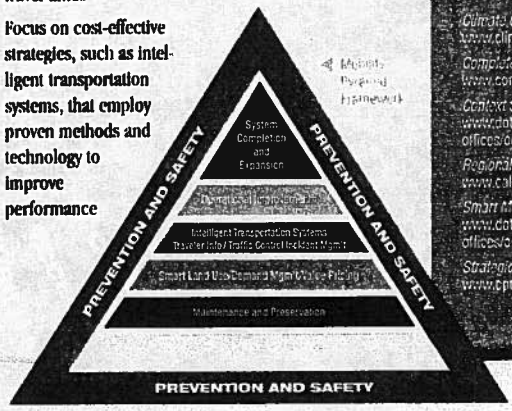
- Use a comprehensive, multimodal, and innovative funding approach (see Mobility Pyramid inset) that invests in multiple strategies to yield the highest results
- Measure results by monitoring and evaluating transportation system performance
- Integrate and coordinate all travel modes through corridor system management planning to increase transportation options and improve travel times
- Focus on cost-effective strategies, such as intelligent transportation systems, that employ proven methods and technology to improve performance

Providing Mobility Choices

Integrate the needs of those traveling by active modes into transportation projects using a "complete streets" approach

Create more opportunities for bicycling and walking to both improve public health and reduce our carbon footprint

Improve safety for travelers of all ages and abilities



Indicators of Success

Current efforts that can help measure the success of the CTP

- The California Regional Blueprint Progress Report
  An effort to measure regional progress in improving communities through integrated planning
- A Smart Mobility Framework
  An effort to assess how well transportation plans, programs, and projects meet the principles of smart mobility through:
  - Location Efficiency
  - Reliability
  - Health and Safety
  - Stewardship

Links to Resources

Climate Change
www.climatechange.ca.gov/

Complete Streets
www.completestreets.org/

Context Sensitive Solutions
www.dot.ca.gov/hq/tpp/offices/ocp/css.html

Regional Blueprint Planning
www.calblueprint.dot.ca.gov/

Smart Mobility Framework
www.dot.ca.gov/hq/tpp/offices/ocp/smf.html

Strategic Growth Council
www.sgc.ca.gov/

Council of Fresno County Governments

Legislation Summary
June 2009

Bill# Author	Topic	2YR/Dead	1st Desk	1st Policy	1st Fiscal	1st Floor	2nd Desk	2nd Policy	2nd Fiscal	2nd Floor	Conf./Conc.	Enrolled	Vetoed	Chaptered	Page #
AB 153 Ma	High-Speed Rail Authority.			2nd Policy											
AB 266 Carter	Transportation needs assessment.			2nd Policy											
AB 304 Price	Child Care and Development Services Act: alternative payment programs.			2 Year											
AB 315 De Leon	Child care and development services: alternative payment programs.			1st Floor											
AB 596 Evans	Community planning grants.			2 Year											
AB 726 Nielsen	Transportation capital improvement projects.			2nd Policy											
AB 733 Galgiani	High-Speed Rail Authority.			2nd Policy											
AB 932 Torlakson	Child care and development services: facilities.			2 Year											

AB 1135 Skinner	Vehicles: registration renewal.	2 Year [redacted]
AB 1195 Brownley	Child care and development programs: advisory committee.	2 Year [redacted]
AB 1375 Galgiani	High-speed rail.	2 Year [redacted]
ACA 9 Huffman	Local government bonds: special taxes: voter approval.	1st Policy [redacted]
ACA 15 Arambula	Local government transportation projects: special taxes: voter approval.	1st Floor [redacted]
SB 12 Simitian	Sacramento-San Joaquin River Delta, Clean Drinking Water, Water Supply Security, and Environmental Improvement Act of 2009.	1st Floor [redacted]
SB 165 Lowenthal	Vehicles.	2nd Desk [redacted]
SB 205 Hancock	Traffic congestion: motor vehicle registration fees.	2nd Desk [redacted]
SB 295 Dutton	California Global Warming Solutions Act of 2006.	1st Policy [redacted]
SB 406 DeSaulnier	Land use: environmental quality.	2nd Desk [redacted]

SB 409 Ducheny	Department of Railroads.	1st Policy [redacted]	
SB 425 Simitian	Personal and corporate income taxes: deductions: parking: credits: ridesharing expenses.	1st Policy [redacted]	
SB 560 Ashburn	Regional transportation plans: sustainable communities strategy.	1st Desk [redacted]	
SB 575 Steinberg	Local planning: housing element.	1st Floor [redacted]	
SB 632 Lowenthal	Ports: congestion relief: air pollution mitigation.	2nd Desk [redacted]	
SB 716 Wolk	Local transportation funds.	2nd Desk [redacted]	
SCA 2 Wyland	Revised biennial session.	1st Policy [redacted]	
SCA 3 Wyland	Transportation Investment Fund.	1st Policy [redacted]	
Total Position Forms: 26			

Council of Fresno County Governments

Legislation Summary
6/3/2009

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
AB 153 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 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.	05/21/2009-Referred to Coms. on T. & H. and JUD.		

AB 266 Carter	**Transportation needs assessment.** Existing law creates the California Transportation Commission, with various duties and responsibilities relative to the programming and allocation of funds for transportation capital projects. Existing law requires the commission to submit, by December 15 of each year, an annual report to the Legislature summarizing the commission's prior-year decisions in allocating transportation capital funds and identifying timely and relevant transportation issues facing the state. This bill would require the commission, on an every-5-year basis, to develop an assessment of the unfunded costs of programmed state projects and federally earmarked projects in the state, as well as an assessment of available funding for transportation purposes and unmet transportation needs on a statewide basis. The bill would require the Department of Transportation to assist in conducting the assessment. The bill would require the commission to submit the first assessment report to the Legislature by March 1, 2011.	06/02/2009-In Senate. Read first time. To Com. on RLS. for assignment.		
AB 304 Price	**Child Care and Development Services Act: alternative payment programs.** The Child Care and Development Services Act, administered by the State Department of Education, provides that children up to 13 years of age are eligible, with certain requirements, for child care and development services. The act requires the department to contract with local contracting agencies to provide for alternative payment programs , and authorizes alternative payments to be made for services provided in licensed centers and family day care homes for care provided in the child's home, and for other types of care that conform to applicable law. The act prohibits payments made by alternative payment programs from exceeding the applicable market rate ceiling, but allows alternative payment programs to expend more than the standard reimbursement rate for a particular child, provided that the aggregate payments for services purchased by the agency during the contract year do not exceed the assigned reimbursable amount as established by the contract for the year. This bill would delete that authority to expend more than the standard reimbursement rate for a particular child. The bill, in addition, would require an alternative payment program to establish a program of electronic banking for payments	06/02/2009-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 05/28/2009)		

	made to licensed and license-exempt family day care homes, and to implement that program no later than one year after the bill takes effect.			
AB 315 De Leon	**Child care and development services: alternative payment programs.** The Child Care and Development Services Act, administered by the State Department of Education, requires the Superintendent of Public Instruction to administer child care and development programs that offer a full range of services for eligible children from infancy to 13 years of age. The act authorizes funds appropriated for purposes of the act to be used for alternative payment programs to allow for maximum parental choice. This bill would require the department to consider developing guidelines for alternative payment programs on specified matters, including timeliness of payment to child care providers.	06/02/2009-Read second time. To third reading. 06/03/09 48 ASM ASSEMBLY THIRD READING FILE		
AB 596 Evans	**Community planning grants.** Existing law establishes the Strategic Growth Council that is required to take actions with regard to coordinating programs of member state agencies to improve air and water quality, improve natural resource protection, increase the availability of affordable housing, improve transportation, meet the goals of the California Global Warming Solutions Act of 2006, encourage sustainable land use planning, and revitalize urban and community centers in a sustainable manner. This bill would establish the Community Planning Grant and Loan Fund and would authorize the council to expend the revenues in the fund, upon appropriation by the Legislature, to carry out the Community Planning Grant and Loan Program which this bill would establish. The bill would require the council to expend these funds to provide competitive grants and loans to support community planning by providing grants and loans for projects to improve sustainability and livability of California's communities by reducing communities' contributions to global warming. This bill contains other related provisions.	06/02/2009-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 05/28/2009)		

AB 726 Nielsen	**Transportation capital improvement projects.** Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program process. Existing law provides for 75% of funds available for transportation capital improvement projects to be made available for regional projects, and 25% for interregional projects. Existing law describes the types of projects that may be funded with the regional share of funds, and includes local road projects as a category of eligible projects. This bill would state that local road rehabilitation projects are eligible for these funds.	05/14/2009-Referred to Com. on T. & H.		
AB 733 Galgiani	**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, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes $9.95 billion in general obligation bonds for high-speed rail development and other related purposes. This bill would authorize the authority to consider, to the extent permitted by federal and state law, the creation of jobs in California when awarding major contracts or purchasing high-speed trains, as specified.	05/21/2009-Referred to Com. on T. & H.		
AB 932 Torlakson	**Child care and development services: facilities.** Existing law establishes the Child Care Facilities Revolving Fund in the State Treasury to provide funding for the renovation, repair, improvement, or purchase of child care facilities for lease to school districts and contracting agencies that provide child care and development services pursuant to the Child Care and Development Services Act. This bill would instead specify that the fund be used to make loans to eligible borrowers for the purchase, development, construction, expansion, renovation, repair, or improvement of licensed child care. The bill would authorize the Superintendent of Public Instruction to transfer federal funds appropriated for child care facilities into the fund. This bill contains other related provisions and other existing laws.	06/02/2009-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 05/28/2009)		

AB 1135 Skinner	**Vehicles: registration renewal.** Existing law requires an owner of a vehicle to submit an application for renewal of a vehicle registration to the Department of Motor Vehicles no later than midnight of the expiration date. This bill would require the owner of a vehicle, upon application for renewal of a vehicle registration, to report the current odometer reading of the vehicle. The bill would require that information, except for the name and address of the vehicle owner and the vehicle license plate number , to be public information. The bill would also require the department to group the information into census blocks, create a database that can compile census block data and sort it by block group, census tract, and city and county, and post the data on the department's Internet Web site.	06/02/2009-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 05/28/2009)		
AB 1195 Brownley	**Child care and development programs: advisory committee.** The Child Care and Development Services Act, administered by the State Department of Education, requires the Superintendent of Public Instruction to administer child care and development programs, which offer a full range of services for children from infancy to 13 years of age who are eligible for child care and developmental services. Existing law requires the Governor to appoint an advisory committee to assist the State Department of Education in developing a state plan for child development programs pursuant to that act. This bill would require the advisory committee to assist the department in the development of a plan to implement any new federal grant funds made available after March 1, 2009, for child care and development programs and early childhood education.	06/02/2009-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 05/14/2009)		
AB 1375 Galgiani	**High-speed rail.** Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of $9.95 billion in general obligation bonds for high-speed rail and related purposes. This bill would revise and recast these provisions by repealing and reenacting the California High-Speed Train Act. The bill would continue the	06/02/2009-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 04/28/2009)		

	High-Speed Rail Authority in existence to make policy decisions relative to implementation of high-speed rail consistent with Proposition 1A. The bill would create the Department of High-Speed Trains within the Business, Transportation and Housing Agency, which would implement those policies. The bill would transfer certain of the existing powers and responsibilities of the authority to the department, and would specify additional powers and duties of the authority and department relative to implementation of the high-speed rail project, including the annual submission of a 6-year high-speed train capital improvement program and progress report to the Legislature. The director of the department would be appointed by the authority, who would serve at the pleasure of the authority, and the Governor would be authorized to appoint up to 10 executive employees of the department who would be exempt from civil service and serve at the pleasure of the director. The bill would provide for acquisition and disposition by the department of rights-of-way for the high-speed rail project. The bill would enact other related provisions.			
ACA 9 Huffman	**Local government bonds: special taxes: voter approval.** The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county , or special district to service bonded indebtedness, incurred to fund specified public improvements, facilities or buildings , and housing, and related costs, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable. This additional exception would apply only if the proposition approved by the voters results in bonded indebtedness that includes specified accountability requirements. This bill contains other related provisions and other existing laws.	05/07/2009-From committee: Be adopted, and re-refer to Com. on REV. & TAX. Re-referred. (Ayes 5. Noes 2.) (May 6). 06/15/09 1:30 p.m. - Room 126 ASM REVENUE AND TAXATION		
ACA 15 Arambula	**Local government transportation projects: special taxes: voter approval.** The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem	06/01/2009-To inactive file on motion of Assembly Member Torrico.		

	property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would alternatively condition the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects upon the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.			
SB 12 Simitian	**Sacramento-San Joaquin River Delta, Clean Drinking Water, Water Supply Security, and Environmental Improvement Act of 2009.** Existing law requires various state agencies to administer programs relating to water supply, water quality, and flood management in the Sacramento-San Joaquin Delta. The Johnston-Baker-Andal-Boatwright Delta Protection Act of 1992 creates the Delta Protection Commission and requires the commission to prepare and adopt a comprehensive long-term resource management plan for specified lands within 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. The bill would establish the Delta Ecosystem and Water Council to advance the coequal goals of restoring the Delta ecosystem and creating a more reliable water supply in California . The council would be required to prepare and adopt a plan referred to as the California Delta Ecosystem and Water Plan (plan) to carry out the requirements of the act . This bill contains other related provisions and other existing laws.	06/02/2009-From committee: Do pass as amended. (Ayes 7. Noes 5. Page 1066.) Read second time. Amended. To third reading. 06/03/09 64 SEN SENATE BILLS-THIRD READING FILE		
SB 165 Lowenthal	**Vehicles.** Existing law creates the High Polluter Repair or Removal Account in the Vehicle Inspection and Repair Fund and creates the Enhanced Fleet Modernization Subaccount in the High Polluter Removal and Repair Account. This bill would correct the name of that account to refer to the High Polluter Repair or Removal Account . This bill contains other related provisions.	06/02/2009-In Assembly. Read first time. Held at Desk.		

SB 205 Hancock	**Traffic congestion: motor vehicle registration fees.** Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles for specific limited purposes. The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to $10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may only be used to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee and are consistent with a regional transportation plan , and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the countywide transportation planning agency to adopt a specified expenditure plan.	06/01/2009-In Assembly. Read first time. Held at Desk.		
SB 295 Dutton	**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 level 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 to evaluate the total potential costs and total potential economic and noneconomic benefits of the plan. 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	05/20/2009-Set, second hearing. Failed passage in committee. (Ayes 3. Noes 4. Page 992.) Reconsideration granted.		

	would require the state board to complete a study to reevaluate the evaluation of costs discussed above, and provide this study to the Legislature by October 1, 2009. The state board would be required to report to the Legislature by November 1, 2009, on whether the revised analysis has led, or will lead, to any changes to the scoping plan, and whether any changes should be made to the act' s timelines. The bill would require the Legislative Analyst to review the state board's implementation of these requirements, as provided. This bill contains other related provisions.			
SB 406 DeSaulnier	**Land use: environmental quality.** The Planning and Zoning Law establishes the Planning Advisory and Assistance Council in the Office of Planning and Research, and prescribes the membership and duties of the council. Existing law authorizes the Department of Motor Vehicles to collect a surcharge imposed on vehicle registration fees by ordinance or resolution of a local entity. This bill would change the designated membership, as specified, of the Planning Advisory and Assistance Council and would require that the council work with the Strategic Growth Council, regional agencies, and cities and counties to facilitate the development and implementation of sustainable community strategies or regional blueprint projects, as specified. The bill would also require the council to report to the Legislature on specified regional performance measures and on the manner in which state agencies are implementing the 5-year infrastructure plan, as specified. The bill would authorize a municipal planning organization, as defined, a council of governments, as defined, or a county transportation commission and a subregional council of governments jointly preparing a subregional sustainable communities strategy to adopt a resolution to impose a surcharge of $1 or $2 on motor vehicles registered to an owner with an address in the entity's or entities' jurisdiction. The surcharge would be required to apply to an original vehicle registration occurring on or after 6 months following the adoption of the resolution, as specified, and to a renewal of registration with an expiration date on or after that 6-month period. The surcharge would be collected by the Department of Motor Vehicles and, after deducting its administrative costs, would be transmitted to the entity or entities imposing the surcharge. The bill would	06/02/2009-In Assembly. Read first time. Held at Desk.	Watch	

	require the metropolitan planning organization, the council of governments, or the county transportation commission and the subregional council of governments jointly preparing a subregional sustainable communities strategy to contract with the department to pay for the initial setup and programming costs identified by the department, but would also require these costs to be reimbursed from surcharge revenues collected. The bill would require that the surcharge revenue that exceeds $1 in specified jurisdictions to be used to provide grants to cities, counties, and cities and counties for planning and projects related to the implementation of a regional blueprint plan , and would specify that 5% of all the surcharge revenue be transmitted to the council for performance of specified functions. The bill would provide that the council is to perform specified new functions only when the council has received sufficient revenue from this source.			
SB 409 Ducheny	**Department of Railroads.** Existing law creates the Department of Transportation in the Business, Transportation and Housing Agency, with various powers and duties relative to the intercity rail passenger program, among other transportation programs. Existing law creates the High-Speed Rail Authority, with various powers and duties relative to development and implementation of a high-speed passenger train system. Existing law creates the Public Utilities Commission, with various powers and duties relative to railroads, among other responsibilities. This bill would create the Department of Railroads in the Business, Transportation and Housing Agency, and create the positions of director and deputy director within the department, to be appointed by the Governor, as specified. The director would be subject to Senate confirmation. The bill would transfer to the department responsibility for various state railroad programs currently administered by the above-referenced agencies. The bill would specify new duties of the department relative to an analysis of the state's freight rail transportation system. The bill would provide that the department shall be the only state agency eligible to apply for and receive grant and loan funds from the federal government for intercity rail, high-speed rail, or freight rail purposes. The bill would require the Secretary of Business, Transportation and Housing to convene a	05/28/2009-Joint Rule 61(a) suspended. (Ayes 31. Noes 0. Page 1036.) 06/09/09 1:30 p.m. - John L. Burton Hearing Room (4203) SEN TRANSPORTATION AND HOUSING		

	joint task force cochaired by the Director of Transportation, the Director of Railroads, and a representative of the Public Utilities Commission for the purpose of resolving i ssues relative to overlapping jurisdiction of the agencies. This bill contains other related provisions and other existing laws.			
SB 425 Simitian	**Personal and corporate income taxes: deductions: parking: credits: ridesharing expenses.** The Personal Income Tax Law and the Corporation Tax Law allow various deductions in computing the income that is subject to the taxes imposed by those laws. Existing law allows an employer to deduct its expenses in carrying out a parking subsidy and a parking cash-out program, as defined, for employees. This bill would disallow a deduction for expenses of specified employers for parking subsidies unless all employees provided with a parking subsidy are offered a parking cash-out program in accordance with a specified statute. This bill contains other related provisions and other existing laws.	05/13/2009-Placed on REV. & TAX. suspense file.		
SB 560 Ashburn	**Regional transportation plans: sustainable communities strategy.** Existing law requires certain transportation planning activities by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires metropolitan planning organizations to adopt a sustainable communities strategy as part of their regional transportation plan, which is to be designed to achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Existing law generally requires transportation planning and programming activities by the metropolitan planning organization to be consistent with the sustainable communities strategy, with certain exceptions. Existing law, to the extent the sustainable communities strategy is unable to achieve the greenhouse gas emissions reduction targets, requires the affected metropolitan planning organizations to prepare an alternative planning strategy showing how the targets may be achieved through alternative development patterns, infrastructure, or additional transportation	03/12/2009-To Coms. on EQ. and T. & H.		

	measures or policies. This bill would provide that greenhouse gas emission credits for counties and cities that site and permit commercial wind, solar, and biomass projects may be used as credit in the formulation of the sustainable communities strategy or an alternative planning strategy. The bill would also provide that transportation trips outside of federal lands that are directly related to activities of a federal or state military installation shall not be included in the emissions inventory otherwise required to be considered to achieve any reductions in greenhouse gas emissions. This bill contains other related provisions and other existing laws.			
SB 575 Steinberg	**Local planning: housing element.** (1) The Planning and Zoning Law requires each local government to review its housing element as frequently as appropriate to evaluate specified considerations, and requires specified, different types of local governments to revise the housing elements of their general plans in accordance with specific schedules . This bill would require all other local governments to adopt the 5th revision of the housing element 5 years after June 30, 2006, and would specify the schedule for all local governments to adopt subsequent revisions of the housing element after the 5th revision, as specified. The bill would authorize the Department of Housing and Community Development to adjust the deadlines for adoption of the 6th and subsequent revisions of the housing element so that the deadlines occur 18 months after adoption of the applicable regional transportation plan, provided that the planning period, as defined, for the housing element is not less than 90 months and not more than 102 months. By adding to the duties of specified local governments, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	05/20/2009-Read second time. To third reading. 06/03/09 14 SEN SENATE BILLS-THIRD READING FILE	Watch	

SB 632 Lowenthal	**Ports: congestion relief: air pollution mitigation.** Existing law regulates the operation of ports and harbors. This bill would require the Ports of Long Beach, Los Angeles, and Oakland, beginning January 1, 2010, to assess their infrastructure and air quality improvement needs, including, but not limited to, projects that improve the efficiency of the movement of cargo, reduce congestion impacts associated with the movement of cargo, and reduce pollution associated with the movement of that cargo. This bill contains other related provisions and other existing laws.	05/21/2009-In Assembly. Read first time. Held at Desk.		
SB 716 Wolk	**Local transportation funds.** Existing law requires that 1/4% of the local sales and use tax be transferred to the local transportation fund of the county and be allocated, as directed by the transportation planning agency, for various transportation purposes. Existing law specifies the allowable uses for local transportation funds, and generally requires these funds to be used for transit purposes in urban counties, while in counties with a population under 500,000 as of the 1970 census and certain other counties, these funds may also be used for local streets and roads , if the transportation planning agency finds that there are no unmet transit needs or no unmet transit needs that are reasonable to meet , and for other specified purposes . This bill would instead authorize those local transportation funds to be used for local streets and roads in those circumstances and for those other specified purposes in counties with a population under 500,000 as of the 2000 census, and each decennial census thereafter, and in certain other counties . The bill, in those counties where local transportation funds may be allocated to local streets and roads, would also authorize use of those funds for specified farmworker vanpool purposes upon a finding by the transportation planning agency that there are no unmet transit needs or no unmet transit needs that are reasonable to meet.	05/26/2009-In Assembly. Read first time. Held at Desk.	**Recommend Opposition**	**Opposition** *California State Association of Counties sent opposition letter to bill author* 04/24/2009 **Rescinded support** *California League of*
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	05/12/2009-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on RLS.		

	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 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.			
SCA 3 Wyland	**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.	04/23/2009-Set, first hearing. Hearing canceled at the request of author.		
Total Position Forms: 26				

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FAX

Agency: COG

To: Marla Day

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From: Carrol Terrazas
Steve Samuelian

Date: 5-19-09

Re: COG - May Report

Pages (incl. cover sheet): 35

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California Consulting, LLC
May 2009 Report to Fresno COG

- *State Budget Update*: The Governor has released two versions of his State Budget. See California Consulting e-mail update that summarizes both the "Plan A" and "Plan B" budget proposals. As well, California Consulting, LLC participated in a special budget conference call hosted by the Governor's Office that featured BTH Secretary Dale Bonner, Department of Finance officials and others on May 18, 2009. The conference call was a briefing on the how the state budget proposals impact local government and transportation. See summary of conference call e-mail update sent out on May 19, 2009. Note: The proposal to borrow from local governments via Prop. 1A has generated much discussion from local government advocates across the State.

- *Special Budget Conference Committee*: A special two-house state budget conference committee has been set and will begin meeting on May 21, 2009. The Conference Committee's goal is to piece together a budget that will eliminate the state's budget deficit ($15.4 billion if the ballot measures pass and $21.3 billion if the ballot measures fail). The convening of the Conference Committee is both a unique and extraordinary step. Traditionally, Conference Committees are convened after the Senate and Assembly pass their budgets for the purposes of reconciling the differences between the two separate budgets. The budget signed by the Governor on February 20, 2009 covers the fiscal year beginning July 1, so therefore the actions the conference committee will take amend an already existing budget. Normally, Conference Committees are composed of six members, three from the Assembly and three from the Senate. Two majority party members from the Assembly and one minority party Assemblymember along with two majority party Senators and one minority party Senator. However, Speaker Bass has stated that this Conference Committee will be composed of five members from the Senate and five members from the Assembly. Three Democrats and two Republicans from each House are expected to be named by President Pro-Tem Steinberg and Speaker Bass. The first hearing is set to be an overview of the fiscal situation with by the Department of Finance, Legislative Analyst's Office, State Treasurer, and State Controller. On May 26, 27, and 28 the Committee is scheduled to hear public testimony. The Conference Committee could begin voting on elements of a new budget as soon as June 1. Traditionally, the Chair and Vice-Chair of the Budget Committees in each House are on the Conference Committee although appointments have yet to be announced.

- *Water*: Our office recently sent out several summary's that detail the various water proposals that have been introduced in the State Legislature. The water issues continues to be an important issue in Sacramento and we continue to work on this vital issue.

- *Federal Stimulus Package*: We continue to work closely with Cal-TRANS, BTH, Cal COG and others on stimulus related implementation issues. Several funding

opportunities continue to be released under the Stimulus. Last month we submitted several COPS stimulus application due April 14 for clients and Bryne Stimulus applications on April 27. This month we submitted numerous Justice Assistance Grant (JAG) Stimulus applications for clients due on May 18. The Assistance to Firefighers (AFG) Stimulus applications were also due May 20 and our office wrote and submitted a number of applications.

- *State Transportation Discretionary Money:* $1.5 billion will be available nationwide for states to utilize for "discretionary projects" related to transportation. The maximum each state can obtain is $300 million. We anticipate California will receive the maximum $300 million. We have been participating in the working group conference calls related to developing principles and guidelines for the distribution of that $300 million. Cal-TRANS and CTC will have the ultimate authority over this pot of money. We have engaged in preliminary discussions with Executive Director Boren and FCTA Chairman Harry Armstrong about presenting projects to compete for these dollars in a united manner. More details to come as the guidelines and process become more clear.

- *Drinking Water Stimulus Money*: We met this month in Sacramento with the Department of Public Health and discussed their State Drinking Water stimulus money. Although they just recently released one round of funding, it is expected DPH will have additional dollars for future drinking water clean up grants. See memo sent by California Consulting summarizing the results of the meeting with DPH in Sacramento. Additional funding is expected via a federal bill that allocates additional dollars to California for drinking water clean up.

- *Prop. 42*: Thankfully, Prop. 42 is not proposed to be suspended in either of the Governor's two budget proposals. Prop. 42 is a crucial element of transportation funding and cannot be sacrificed. We will continue to monitor this issue and advocate for full Prop. 42 funding despite the state's fiscal debacle. This issue requires diligence and our full attention as Prop. 42 is too important of an issue to be complacent about.

- *Prop. 84*: We met this month in Sacramento with the Prop. 84 lead staffer from the California Department of Parks and Recreation. We continue to monitor this funding that is expected to be released very soon.

- *Economic Development Element of the Stimulus*: We met this month in Sacramento with two Assistant Secretaries at BTH to discuss the economic development issues surrounding the Stimulus. As well, we have been in regular communication with the Governor's Economic Recovery Task Force in Sacramento regarding various economic development issues.

- *AB 118*: We anticipate this funding for hybrid vehicles, electric cars, CNG, etc. to be released by ARB and CEC very soon. We continue to stay in communication with both agencies regarding this funding opportunity.

- *Sacramento Visits*: Steve continues to meet regularly in Sacramento with the Valley State Legislative Offices regarding various issues related to Fresno COG and transportation.

- *Wastewater*: The State Water Resources Control Board is set to announce their funding awards very soon for the Stimulus grant and loan money through their State Revolving Fund (SRF) program. We held a conference call earlier this month with the State Water Board regarding this issue. See e-mail update sent on this issue earlier this month. A second round of potential funding is expected via a federal bill that could release additional wastewater funding to California for our needs.

- *Partnership*: We met with the California Partnership for the San Joaquin Valley leadership team at their offices this month to discuss further partnering and collaboration on various projects important to Fresno COG.

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Prop. 84 Update Thursday, April 30, 2009 11:13 PM

From: "steve samuelian" <ca-consulting@sbcglobal.net>
To: "Carrol Terrazas" <carrol.ca-consult@sbcglobal.net>

Yesterday I met with the California Dept. of Parks and Recreation Staff member assigned to manage the Prop. 84 Parks program statewide. Although it is unclear when the application will be released the Department has stated that they will give applicants 6 months to write the application from whenever the release date is announced. i.e., if the applications are released in June they will be due in December.

As well, as we have learned that the $400 million will be released in two funding cycles. Approximately $200 million (minus Dept. Administration fees) in 2009 and and the other $200 million (minus Dept. Administration fees) some time in 2010 or later.

The final guidelines have been released for Prop. 84 are we have a copy. The guidelines are also listed on the State Dept. of Parks and Recreation web page.

Guidelines state that the highest scoring projects will be for adding new parks space by building a new park. The second highest scoring projects will be for rehabilitating an existing park.

Criteria:
The two major criteria in the guidelines are:
1. Three acres of parks space of less per 1,000 residents OR
2. meeting the MHI requirements for poverty. See guidelines for specifics.

Viewing Competitiveness of Your Project:
You can go on the State Parks web page and use their map to pinpoint exactly where you want to do your project and it will show you the MHI and the parks space per 1,000 residents therefore indicating how competitive of a project you will have.

Match:
NO MATCH is required under Prop. 84. Award amounts go from a minimum of $100K to a maximum of $5 million per project.

Public Hearings:
All public hearings to select a project and gain community input held after Nov. 2006 will be counted as part of your application.

Communities are encouraged to hold several public hearings, with widespread community participation. The hearings should be well advertised and include a broad invitation list of community organizations and groups.

Let us know if you have any questions. We are anxiously awaiting release of the applications.

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COG - April 2009 Report attached Friday, May 1, 2009 8:47 PM

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

COG - April 2009 Report.pdf (1471KB)

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California Consulting, LLC
April 2009 Report to Fresno COG

- ***Federal Stimulus Package***: We continue to work closely with Cal-TRANS, CalCOG and others on Stimulus state implementation issues. As well, several funding opportunities from the Stimulus have come and gone and several more are becoming available on a continuing basis. For example, the COPS grant was due April 14 and JAG/Bryne competitive grant is due April 27 and formula grant due May 18. These are only a few examples of the many funding opportunities available from the Stimulus.

- ***Stimulus Workshop***: On March 16, 2009 California Consulting, LLC and the Fresno COG Co-Hosted a Stimulus workshop at the COG Office. The conference included presentations from several speakers about each element of the Stimulus. Welcoming remarks were given by Board of Supervisor Chair Susan Anderson, Council President Sterling, San Joaquin Valley Regional Policy Council Chair Supervisor Michael Rubio, and Fresno COG Chairman Trinidad Rodriguez. Speakers included FCTA Chairman Harry Armstrong, Cal-TRANS District 6 Director Malcolm Dougherty, California Partnership for the San Joaquin Valley Director Mike Dozier, Fresno COG Director Tony Boren, and several others. The conference Agenda and post-conference report were sent earlier via e-mail. Over 130 attendees from throughout the Valley attended the conference. Attendees were present from the northern most part of the Valley all the way down to Kern County. Dozens of Mayors, elected officials, city managers, police chiefs, and others participated in the Conference. At the request of several attendees, we are now discussing the possibility of a follow up Stimulus Conference some time in May. We have spoken to BTH in Sacramento, local BTH rep. Nicole Parra, and the Governor's Office about a series of joint workshops across the Valley.

- ***Prop. 84***: Parks and Rec. sent out a memo updating progress on the Prop. 84 grant. Grant guidelines are adopted and the application should be out soon. We anticipate this to be a very competitive application process and are encouraging our clients to plan ahead, identify a project now, and begin to hold meetings with stakeholders and form a Advisory Committee.

- ***CalGrip:*** We are pleased to announce that OES has informed us that the CalGrip anti-gang grant application for Sanger, Selma, Fowler, Reedley, Kingsburg, Orange Cove, Parlier, and Del Rey has been awarded. Congratulations on this much needed funding.

- ***Water***: With the introduction of several water bond proposals in the Legislature our Office has been monitoring the legislation closely. The Legislative Leadership has expressed a desire to resolve the issues surrounding the Delta in the immediate future and then deal with the several water bond proposals. Hearings for the water bond proposals are expected in May. Steve continues to

work closely with Senate Majority Leader Florez and Senator Cogdill and their staffs as each of them has introduced a water bond bill.

- ***AB 118***: We have met with and had conference calls this month with Air Resources Board and the California Energy Commission regarding AB 118 funding which is due out in April or May. This grant provides for up to $120 million per year for the next 7 years for hybrid vehicles, renewable energies, renewable fuels, electric vehicles, CNG, etc. We will continue to work closely with ARB and CEC on this important issue.

- ***Wastewater***: We have been in consistent communication with the State Water Resources Control Board regarding the Stimulus money available for wastewater needs. The State will receive $280 million for wastewater needs and a minimum of $140 million must be spent for grants. This is an excellent opportunity for cities and counties to remedy many of their wastewater needs. Our office has already filed several applications on behalf of our clients. Now the full and final applications for State Revolving Fund grants and loans is due. Cities should submit their full applications to the State Water Resources Control Board asap. See previous e-mail memo's sent out that detail the level of funding available.

- ***Economic Development Element of the Stimulus***: Our office has worked closely with BTH Representative Nicole Parra and met with her numerous times over the last month regarding this issue. Additionally, we have been in consistent communication with Mike Dozier at the Partnership related to this issue. We will continue to work with Nicole and Mike as this issue continues to develop. We recently arranged for Nicole to visit the City of Coalinga and meet with local leaders. We have also confirmed a similar meeting for Nicole in Kerman for May.

- ***Sacramento Visits***: Throughout the month, Steve continued his regular trips to Sacramento and his regular meetings with Members and Staff at the Offices of Senate Majority Leader Florez, Senator Cogdill, Assembly Republican Leader Villines, Assemblyman Arambula, and Assemblyman Gilmore among others. Steve has a meeting scheduled with Assemblywoman Galgiani of Merced to discuss several issues related to the North Valley and her leadership on issues such as High Speed Rail and Grade Separation. He also has meetings set with the District staff of Congressman Costa and Assmeblyman Arambula's Chief of Staff regarding various Valley issues.

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Dept. of Public Health Update Monday, May 4, 2009 4:45 PM

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

I met with the Department of Public Health (D.P.H.) Division Chief for Financial Assistance earlier this week in Sacramento.

STIMULUS FUNDS:
DPH received 2,200 applications on Feb. 27 totaling $6.8 billion in Federal Stimulus requests. DPH has only $160 million in grant money to distribute. The 2,2000 applications have been scored and ranked and an announcement will be made (no timing set yet) on which projects will get funded.

NON-STIMULUS FUNDS:
Not related to the Stimulus, the DPH State Revolving Fund program usually has $68 million to distribute annually. A bill currently working its way through Congress would double the DPH allotment for SRF from $68 million to 136 million. Assuming this bill passes and the President signs it, the DPH SRF program would have $136 million available in fiscal year 2010.

QUESTION:
I asked what happens to projects that are not funded as part of the stimulus Feb. 27 applications. Will they automatically be moved to the SRF list for possible funding or will they have to apply again separately under SRF? The DPH staff is going to get back to me with an answer to that question. In other words, if 2,000 of the 2,2000 stimulus applications are not funded, do those 2,000 applicants have to re-apply under SRF and complete the SRF paperwork, etc. etc. Our hope is that DPH will automatically move all stimulus applications that were not funded to the SRF list for consideration.

More to come.....

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ARRA Discretionary Funding Guiding Principles Tuesday, May 5, 2009 9:26 PM

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

Draft ARRA Discretionary Funding Guiding Principles.doc (24KB)

Attached are the draft principles formulated by the Cal-TRANS working group for distribution of the discretionary Recovery Act dollars. We are participating in the meetings and conference calls and should have some detailed information after the conference call later this week.

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D R A F T

ARRA Discretionary Funding
Guiding Principles

- Project is supported by regional planning organization
- Project has statewide transportation system benefit
- Project creates new jobs
- Project has a long term economic benefit to California
- Project leverages other funds
- Project attracts funding that normally would not come to California transportation
- ARRA funds would complete an overall finance package
- Project would be fully funded
- Project has a complimentary relationship with another ARRA funded project
- Project includes a new technology component that provides long term benefits to the state or nation
- Project incorporates innovative delivery feature
- Project can be delivered early
- Project promotes reduction of green house gases and is in alignment with the principles of AB 32 and SB 375

Other considerations:

- Improves goods movement through strategic corridors
- Offers multi-modal opportunities

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ARRA: Energency Efficiency and Conservation Block Grant Workshop Monday, May 11, 2009 9:19 PM

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

California Consulting, LLC Project Manager Jeannie Neathery attended the recent Energy Efficiency Block Grant Workshop. Below is the summary of the provisions and guidelines for our clients. Please contact Jeannie if you have any questions.

ARRA Formula Energy Appropriations

$3.2 billion Energy Efficiency and Conservation Block Grant Program

CA local government (large cities and counties) will receive a direct award of more than $302 million administered by DOE

Guidelines are available @ http://www.energy.ca.gov/recovery/guidelines/

Applications must be turned in by June 25

Small Cities and Counties - (cities less than 35,000 population; counties less than 200,000 population) will receive about $29 million administered by the California Energy Commission (CEC).

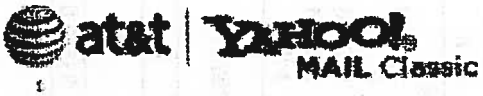
The CEC is preparing their application due to DOE by May 26.

CEC is considering five different approaches to disbursing the funds:

1) Population based formula (approx $7/capita)
2) Competitive grants; scored and ranked
3) Separate pool of money for smaller jurisdictions – proving technical assistance to develop proposals scored and ranked separately
4) Grant paired with low-interest loans (3.9%)
5) Low interest loan program

- Guidelines will be developed by August 2009, taking into account input from workshops.
- CEC is looking at a simplified application process.

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Comparison Water Bond Proposal Friday, May 8, 2009 9:58 PM

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

Please see attached info.

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Comparison of Water Bond Proposals
March 2, 2009

Project Description	AB 1187 (Huffman)	SB 735* (Steinberg)	SB 456* (Wolk)	SB 371* (Cogdill)	SB 301* (Flores)
Regional Water Supply Reliability - Integrated regional water management - Drought relief projects - SWP rec., fish & wildlife enhancement - Regional conveyance projects	**$2 B** - $1.5 B - $500 M - 0 - 0	**$2 B** - $1.5 B - $500 M - 0 - 0	**$2 B** - $1.5 B - $500 M - 0 - 0	**$ 2.125 B** - $1.450 B - $125 M - $50 M - $500 M	**$ 2.5 B** - $1.450 B - 0 - $50 M - $1 B
Sac - San Joaquin Delta Sustainability - Levees, water quality, agric., fish & wildlife - Delta ecosystem – BDCP etc	**$1.9 B** - $700 M - $1.2 B Res. Agency or New Delta entity; For Public benefits	**$1.9 B** - $700 M - $1.2 B Res. Agency or New Delta entity; For Public benefits	**$1.9 B** - $700 M - $1.2 B Res. Agency or New Delta entity; For Public benefits	**$1.9 B** - $700 M - $1.2 B Res. Agency or New Delta entity; For Public benefits	**$2.0 B** - $700 M - $1.3 B Water Commission;
Statewide Water System Operational Improvement - CALFED Surface Storage - Groundwater storage - Regional and local storage	**$3 B** - Res. Agency or New Delta entity; - Max 50% public share	**$3 B** - Water Commission; - Max 50% public share;	**$3 B** - Water Commission; - Max 50% public share; - Cont. approp	**$3 B** - Water Commission; -Includes recreational and emerg. response - Max 50% state share - Cont. approp.	**$ 7 B** - Water Commission - No limit on public or state share - Cont approp. - Funding eligible for transfer to locals
Conservation & Watershed Protection - Watershed Protection, etc. - Protection Against Invasive Species - Fire-Damaged Areas And Fuel Reduction - Fishery Improvements - Delta water and ecosystem projects	**$1.585 B** - $1 B - $85 M - $100 M - $400 M - 0	**$1.335 B** - $1 B - $85 M - $100 M - $150 M - 0	**$1.335 B** - $1 B - $85 M - $100 M - $150 M - 0	**$1.385 B** - $1 B - $85 M - $100 M - $200 M - 0	**$2.5 B** - $1 B - $250 M - $100 M - $150 M - $1 B
Groundwater Prot. & Water Quality - Groundwater Protection - Disadvantaged Community Drking Water - Small Community Wastewater Projects - Stormwater Management - Ocean Protection	**$1.05 B** - $360 M - $90 M - $200 M - $300 M - $100 M	**$1.05 B** - $360 M - $90 M - $200 M - $300M - $100 M	**$1.05 B** - $360 M - $90 M - $200 M - $300 M - $100 M	**$1.05 B** - $360 M - $90 M - $200 M - $300 M - $100 M	**$800 M** - $300 M - 0 - $100 M - $300 M - $100
Water Recycling and Advanced Water Management Technology	**$500 M**	**$500 M**	**$500 M**	**$500 M**	**$200 M**
State of CA Water Use Efficiency	**-0-**	**-0-**	**$20 M**	**$20 M**	**0**
New Water User Fee	**Yes**	**Yes; cont. appropriated**	**No**	**No**	**No**
TOTAL	**$10.035 B**	**$9.785 B**	**$9.805 B**	**$9.980 B**	**$15.0 B**

* Urgency

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May 19 2009 3:44PM CAL CONSULTING 5592440804 P.1

Program	AB 1187 (Huffman) $10.035 B	SB 301 (Florez) $15 B	SB 371 (Cogdill) $9.98 B	SB 456 (Wolk) $9.805 B	SB 735 (Steinberg) $9.785 B
General Provisions	Unspecified statewide general election. Not more than 5% of funds allocated for a grant program may be used to pay for administrative costs. All chapters, except Chapter 8 (surface storage) would be exempt from Administrative Procedures Act. No funds may be expended "to pay the costs of the design, construction, operation, or maintenance of Delta conveyance facilities. Those costs shall be the responsibility of the agencies that benefit..." Cross-reference to several existing Area of Origin statutes.	Next statewide election. Not more than 1% of the funds allocated for a grant program may be used to pay for administrative costs. **All chapters would be exempt from the Administrative Procedures Act.** Funds provided through this water bond shall not be used to support or pay for the costs of environmental mitigation measures or compliance obligations of any party except as part of the environmental mitigation costs of projects financed through this water bond. No funds may be expended "to pay the costs of the design, construction, operation, or maintenance of Delta conveyance facilities. Those costs shall be the responsibility of the agencies that benefit..." The Legislature may only amend or repeal "this chapter" by a statute that is passed by 2/3 vote of each House. The water bond does not authorize the SWRCB or any court to impose any fees or charges on water users for the mitigation of impacts to water	Next statewide election. Not more than 5% of funds allocated for a grant program may be used to pay for administrative costs. All chapters, except Chapter 8 (surface storage) would be exempt from Administrative Procedures Act. Funds provided through this water bond shall not be used to support or pay for the costs of environmental mitigation measures or compliance obligations of any party except as part of the environmental mitigation costs of projects financed through this water bond. No funds may be expended "to pay the costs of the design, construction, operation, or maintenance of Delta conveyance facilities. Those costs shall be the responsibility of the agencies that benefit..." Cross-reference to several existing Area of Origin statutes.	Unspecified statewide general election. Not more than 5% of funds allocated for a grant program may be used to pay for administrative costs. All chapters, except Chapter 8 (surface storage) would be exempt from Administrative Procedures Act. Funds provided through this water bond shall not be used to support or pay for the costs of environmental mitigation measures or compliance obligations of any party except as part of the environmental mitigation costs of projects financed through this water bond. No funds may be expended "to pay the costs of the design, construction, operation, or maintenance of Delta conveyance facilities. Those costs shall be the responsibility of the agencies that benefit..." Cross-reference to several existing Area of Origin statutes.	November 2, 2010 ballot. Not more than 5% of funds allocated for a grant program may be used to pay for administrative costs. All chapters, except Chapter 8 (surface storage) would be exempt from Administrative Procedures Act. Funds provided through this water bond shall not be used to support or pay for the costs of environmental mitigation measures or compliance obligations of any party except as part of the environmental mitigation costs of projects financed through this water bond. No funds may be expended "to pay the costs of the design, construction, operation, or maintenance of Delta conveyance facilities. Those costs shall be the responsibility of the agencies that benefit..." Cross-reference to several existing Area of Origin statutes.

Program	AB 1187 (Huffman) $10.035 B	SB 301 (Florez) $15 B	SB 371 (Cogdill) $9.98 B	SB 456 (Wolk) $9.805 B	SB 735 (Steinberg) $9.785 B
		quality, fish and wildlife, or other public trust or beneficial use. **Very extensive Area of Origin provisions included in this measure, beginning at Section 79718.**			
Water Supply Reliability	**$2 Billion for Chapter 6 (legislatively appropriated)** $1.5B of this funding would be available to DWR to finance IRWMPs (including $300M for interregional projects) – total of $91M for SJ River region and $93M for Tulare/Kern region. – 50% cost share requirement $500M of this funding would be available to DWR for grants and expenditures for the **planning, design, and construction of local and regional drought relief projects**, including water conservation/efficiency; water recycling; stormwater capture; groundwater cleanup; local and regional conveyance projects that improve connectivity and water management. Projects must be operational within two years of receiving the grant; 50% cost share requirement; preference to applicants that can demonstrate substantial past and current investments in conservation and local water projects.	**$2.5 Billion for Chapter 6 (legislatively appropriated)** $1.5B of this funding would be available to DWR to finance IRWMPs (including $300M for interregional projects) – total of $91M for SJ River region and $93M for Tulare/Kern region – 50% cost share requirement. $50 M of the interregional funds shall be expended for costs incurred in connection with the provision of recreation and fish and wildlife enhancement at state water projects (Davis-Dolwig provision). $1B of this funding would be available to DWR for grants and expenditures for the **planning, design, and construction of local and regional conveyance projects that support regional and interregional connectivity and water management.** 50% cost share requirement.	**$2.125 Billion for Chapter 6 (legislatively appropriated)** $1.5B of this funding would be available to DWR to finance IRWMPs (including $300M for interregional projects) – total of $91M for SJ River region and $93M for Tulare/Kern region – 25% cost share requirement. $50 M of the interregional funds shall be expended for costs incurred in connection with the provision of recreation and fish and wildlife enhancement at state water projects (Davis-Dolwig provision). $500M of this funding would be available to DWR for grants and expenditures for the **planning, design, and construction of local and regional conveyance projects that support regional and interregional connectivity and water management.** 50% cost share requirement. $125M of this funding would be available for DWR for the **planning, design, and construction of local and regional drought relief**	**$2 Billion for Chapter 6 (legislatively appropriated)** $1.5B of this funding would be available to DWR to finance IRWMPs (including $300M for interregional projects) – total of $91M for SJ River region and $93M for Tulare/Kern region. – 25% cost share requirement $500M of this funding would be available to DWR for grants and expenditures for the **planning, design, and construction of local and regional drought relief projects**, including water conservation/efficiency; water recycling; stormwater capture; groundwater cleanup; local and regional conveyance projects that improve connectivity and water management. Projects must be operational within two years of receiving the grant; 50% cost share requirement; preference to applicants that can demonstrate substantial past and current investments in conservation and local water projects.	**$2 Billion for Chapter 6 (legislatively appropriated)** $1.5B of this funding would be available to DWR to finance IRWMPs (including $300M for interregional projects) – total of $91M for SJ River region and $93M for Tulare/Kern region. – 50% cost share requirement $500M of this funding would be available to DWR for grants and expenditures for the **planning, design, and construction of local and regional drought relief projects**, including water conservation/efficiency; water recycling; stormwater capture; groundwater cleanup; local and regional conveyance projects that improve connectivity and water management. Projects must be operational within two years of receiving the grant; 50% cost share requirement; preference to applicants that can demonstrate substantial past and current investments in conservation and local water projects.

Program	AB 1187 (Huffman) $10.035 B	SB 301 (Florez) $15 B	SB 371 (Cogdill) $9.98 B	SB 456 (Wolk) $9.805 B	SB 735 (Steinberg) $9.785 B
			projects that reduce the impacts of drought conditions including the impacts of Delta diversion reductions, including water conservation/efficiency; water recycling; stormwater capture; groundwater cleanup; local and regional conveyance projects that improve connectivity and water management. Projects must be operational within two years of receiving the grant; 50% cost share requirement; preference to applicants that can demonstrate substantial past and current investments in conservation and local water projects.		
Delta Sustainability	**$1.9 Billion for Chapter 7 (legislatively appropriated)** $700M for projects that provide public benefits and support Delta sustainability options, including projects that: - Ensure that urban/ag water supplies derived from the Delta are not disrupted because of Delta levee failure - Improve the quality of drinking water derived from the Delta - Provide physical improvements or other actions to create waterflow and water quality conditions within the Delta to provide adequate habitat for fish and wildlife. - Facilitate other projects that	**$2 Billion for Chapter 7 (legislatively appropriated)** $700M for projects that provide public benefits and support Delta sustainability options, including projects that: - Ensure that urban/ag water supplies derived from the Delta are not disrupted because of Delta levee failure - Improve the quality of drinking water derived from the Delta - Provide physical improvements or other actions to create waterflow and water quality conditions within the Delta to provide adequate habitat for fish and wildlife. -Protect transportation and	**$1.9 Billion for Chapter 7 (legislatively appropriated)** $700M for projects that provide public benefits and support Delta sustainability options, including projects that: - Ensure that urban/ag water supplies derived from the Delta are not disrupted because of Delta levee failure - Improve the quality of drinking water derived from the Delta - Provide physical improvements or other actions to create waterflow and water quality conditions within the Delta to provide adequate habitat for fish and wildlife. -Protect transportation and other vital infrastructure in and around the Delta.	**$1.9 Billion for Chapter 7 (legislatively appropriated)** $1.2B shall be available for projects in Delta counties that provide public benefits and support Delta sustainability projects in the following priority: -Projects that improve drinking and agricultural water quality for Delta counties that use water from the Delta -Projects that screen or otherwise protect non-SWP and non-CVP water diversions in the Delta from take of listed species relocated or enhanced by Delta restoration projects -Levee and flood control improvements that protect Delta lands, local and export water	**$1.9 Billion for Chapter 7 (legislatively appropriated)** $700M for projects, including grants to Delta counties and cities within Delta counties, that provide public benefits and support Delta sustainability options, including projects that: -Ensure that urban/ag water supplies derived from the Delta are not disrupted because of Delta levee failure -Assist in preserving economically viable and sustainable agriculture and other economic activities in the Delta -Improve the quality of drinking water derived from the Delta

Program	AB 1157 (Huffman) $10.035 B	SB 301 (Florez) $15 B	SB 371 (Cogdill) $9.98 B	SB 456 (Wolk) $9.805 B	SB 735 (Steinberg) $9.785 B
	provide public benefits and support Delta sustainability options approved by the Legislature. $1.2B for projects to protect and enhance the sustainability of the Delta ecosystem, including any of the following: -Projects for the development and implementation of the BDCP -Other projects to protect and restore native fish and wildlife dependent on the Delta ecosystem -Projects to reduce greenhouse gas emissions from exposed Delta soils -Projects that reduce impacts of mercury contamination In implementing this chapter, the Natural Resources Agency or another governance entity that may be established through statute, "**shall develop**" in cooperation with DFG and the SWRCB, "a comprehensive Delta sustainability plan that balances the coequal goals of ecosystem revitalization and environmentally sustainable water supply, consistent with criteria to be adopted by statute."	other vital infrastructure in and around the Delta. - Facilitate other projects that provide public benefits and support Delta sustainability options approved by the Legislature. $1.3B for projects to protect and enhance the sustainability of the Delta ecosystem, including any of the following: -Projects for the development and implementation of the BDCP -Other projects to protect and restore native fish and wildlife dependent on the Delta ecosystem -Projects to reduce greenhouse gas emissions from exposed Delta soils In implementing this chapter, the California Water Commission "**shall develop**" in cooperation with DFG and the SWRCB, a comprehensive Delta sustainability program that includes both ecosystem and water conveyance improvements and that meets all of the following criteria: -Reduces impacts to native fish caused by the operation of the export pumps and improves the operational flexibility and ability of the SWP and CVP to provide	- Facilitate other projects that provide public benefits and support Delta sustainability options approved by the Legislature. $1.2B for projects to protect and enhance the sustainability of the Delta ecosystem, including any of the following: -Projects for the development and implementation of the BDCP -Other projects to protect and restore native fish and wildlife dependent on the Delta ecosystem -Projects to reduce greenhouse gas emissions from exposed Delta soils In implementing this chapter, the Resources Agency or another agency as may be designated by statute (Delta governance entity) "**shall develop and implement**" in cooperation with DFG and the SWRCB, a comprehensive Delta sustainability program that includes both ecosystem and water conveyance improvements and that meets all of the following criteria: -Reduces impacts to native fish caused by the operation of the export pumps and improves the operational flexibility and ability of the SWP and CVP to provide ecosystem and water supply benefits.	supplies and Delta infrastructure consistent with the Central Valley Flood Protection Plan -Projects that protect Delta infrastructure, including roads, utility lines, railways, bridges, water supply, and flood protection -Programs that mitigate increased local government costs due to changes in the Delta related to the BDCP, Delta Vision recommendations or other Delta programs that benefit water supply and ecosystems $700M for projects to protect and enhance the sustainability of the Delta ecosystem, including any of the following: -Projects for the development and implementation of the BDCP -Other projects to protect and restore native fish and wildlife dependent on the Delta ecosystem -Projects to reduce greenhouse gas emissions from exposed Delta soils -Projects that reduce impacts of mercury contamination	-Improve levee and flood control facilities and other vital infrastructure necessary to protect Delta communities - Provide physical improvements or other actions to create waterflow and water quality conditions within the Delta to provide adequate habitat for fish and wildlife. - Facilitate other projects that provide public benefits and support Delta sustainability options approved by the Legislature. $1.2B for projects to protect and enhance the sustainability of the Delta ecosystem, including any of the following: -Projects for the development and implementation of the BDCP -Other projects to protect and restore native fish and wildlife dependent on the Delta ecosystem -Projects to reduce greenhouse gas emissions from exposed Delta soils -Projects that reduce impacts of mercury contamination In implementing this chapter, the Natural Resources Agency or another governance entity that may be established through statute, "**shall develop**" in cooperation with DFG and the SWRCB, a

Program	AB 1187 (Huffman) $10.035 B	SB 301 (Florez) $15 B	SB 371 (Cogdill) $9.98 B	SB 456 (Wolk) $9.805 B	SB 735 (Steinberg) $9.785 B
		ecosystem and water supply benefits. -Provides **conditions that will allow for** habitat improvements for fish and wildlife in the Delta, the recovery of listed species, and sustainable ecosystem functions; -Provides improved water supply reliability and conveyance for the SWP and CVP and for water transfers. -Reduces the quantity of bromide, total organic carbon, and total dissolved solids in the water pumped at state and federal pumping facilities. -Reduces vulnerability to seismic events in or near the Delta and provides flexibility to manage uncertainties associated with climate change and future fishery needs. -Promotes ecosystem restoration of the Delta. -Facilitates wet year water storage for use in dry years. **Provides that the Legislature many only amend or repeal this section of the water bond by 2/3 vote in each House.**	-Provides **conditions that will allow for** habitat improvements for fish and wildlife in the Delta, the recovery of listed species, and sustainable ecosystem functions; -Provides improved water supply reliability and conveyance for the SWP and CVP and for water transfers. -Reduces the quantity of bromide, total organic carbon, and total dissolved solids in the water pumped at state and federal pumping facilities. -Reduces vulnerability to seismic events in or near the Delta and provides flexibility to manage uncertainties associated with climate change and future fishery needs. -Promotes ecosystem restoration of the Delta. -Facilitates wet year water storage for use in dry years. **Provides that the Legislature many only amend or repeal this section of the water bond by 2/3 vote in each House.**		comprehensive Delta sustainability plan that balances the coequal goals of ecosystem revitalization and environmentally sustainable water supply, and that meets all of the following criteria: -Reduces impacts to native fish caused by the operation of the export pumps and improves the operational flexibility and ability of the SWP and CVP to provide ecosystem and water supply benefits. -**Provides for habitat improvements** for fish and wildlife in the Delta, the recovery of listed species, and sustainable ecosystem functions; -Provides improved water supply reliability and conveyance for the SWP and CVP and for water transfers. -Improves the quality of the water pumped at state and federal water pumping facilities to protect public health and improves the ability to manage salinity -Reduces vulnerability to seismic events in or near the Delta and provides flexibility to manage uncertainties associated with climate change and future fishery needs. -Promotes ecosystem restoration of the Delta. -Facilitates wet year water storage for use in dry years.

Program	AB 1187 (Huffman) $10.035 B	SB 301 (Florez) $15 B	SB 371 (Cogdill) $9.98 B	SB 456 (Wolk) $9.805 B	SB 735 (Steinberg) $9.785 B
Statewide Water System Operational Improvement	**$3 Billion for Chapter 8 (legislatively appropriated to the Natural Resources Agency or another agency as may be established by statute to provide oversight and management for Delta watershed projects)** Funding is available for public benefits associated with water storage projects that improve the operation of the state water system, are cost effective, and provide a net improvement in ecosystem and water quality conditions. Projects shall be selected by the Natural Resources Agency or new Delta governance entity, through a competitive process that ranks potential projects base on the expected return for public investment as measured by the magnitude of the public benefits provided **Up to 10% of the funding provided in this Chapter shall be made available to DFG and the SWRCB to implement this chapter.** Eligible projects include: -Surface storage projects identified in the CALFED ROD, **excluding the expansion of Shasta Reservoir** -Groundwater storage projects	**$7 Billion for Chapter 8 (continuously appropriated to the California Water Commission)** Funding is available for water storage projects for the sole purpose of providing public benefits that improve the operation of the state water system, are cost effective, and provide a net improvement in ecosystem and water quality conditions. Projects shall be selected by the Commission through a competitive process that ranks potential projects based on the expected return for public investment as measured by the magnitude of the public benefits provide. Eligible projects include: -Surface storage projects identified in the CALFED ROD **which cumulatively have an estimated annual yield of at least one million acre-feet of water.** -Groundwater storage projects and groundwater contamination prevention or remediation projects that provide water storage benefits. - Conjunctive use and reservoir reoperation projects. - Regional and local surface storage projects that improve the operation of water systems	**$3 Billion for Chapter 8 (continuously appropriated to the California Water Commission)** Funding is available for public benefits associated with water storage projects that improve the operation of the state water system, are cost effective, and provide a net improvement in ecosystem and water quality conditions. Projects shall be selected by the Commission through a competitive process that ranks potential projects based on the expected return for public investment as measured by the magnitude of the public benefits provide. Eligible projects include: -Surface storage projects identified in the CALFED ROD. -Groundwater storage projects and groundwater contamination prevention or remediation projects that provide water storage benefits. - Conjunctive use and reservoir reoperation projects. - Regional and local surface storage projects that improve the operation of water systems in the state and provide public benefits. Public benefits include: -Ecosystem improvements,	**$3 Billion for Chapter 8 (continuously appropriated to the California Water Commission)** Funding is available for public benefits associated with water storage projects that improve the operation of the state water system, are cost effective, and provide a net improvement in ecosystem and water quality conditions. Projects shall be selected by the Commission through a competitive process that ranks potential projects based on the expected return for public investment as measured by the magnitude of the public benefits provide. **Up to 10% of the $3B shall be made available, upon appropriation by the Legislature, to DFG and the SWRCB, to implement this chapter.** Eligible projects include: -Surface storage projects identified in the CALFED ROD, **excluding the expansion of Shasta Reservoir** -Groundwater storage projects and groundwater contamination prevention or remediation projects that provide water storage benefits -Conjunctive use and reservoir	**$3 Billion for Chapter 8 (legislatively appropriated to the California Water Commission and to DFG and SWRCB)** Funding would be legislatively appropriated to the Commission for public benefits associated with water storage projects that improve the operation of the state water system, are cost effective, and provide a net improvement in ecosystem and water quality conditions. Funding would be legislatively appropriated to DFG and the SWRCB to carry out their respective duties under this chapter. Projects shall be selected by the Commission through a competitive process that ranks potential projects based on the expected return for public investment as measured by the magnitude of the public benefits provide. Eligible projects include: -Surface storage projects identified in the CALFED ROD, **excluding the expansion of Shasta Reservoir** -Groundwater storage projects and groundwater contamination prevention or

Program	AB 1187 (Huffman) $10.035 B	SB 301 (Florez) $15 B	SB 371 (Cogdill) $9.98 B	SB 456 (Wolk) $9.805 B	SB 735 (Steinberg) $9.785 B
	and groundwater contamination prevention or remediation projects that provide water storage benefits -Conjunctive use and reservoir reoperation projects -Regional and local surface storage projects that improve the operation of water systems in the state and provide public benefits Public benefits include: -Ecosystem improvements, including changing the timing of water diversions, improvement in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife -Water quality improvements in the Delta, or in other river systems, that provide significant public trust resources, or that clean up and restore groundwater resources -Flood control benefits, including increases in flood reservation space in existing reservoirs by exchange for existing or increased water storage capacity in response to the effects of changing hydrology and decreasing snow pack on California's water and flood management system -Public benefits does NOT include the costs of	in the state and provide public benefits. Public benefits include: -Ecosystem improvements, including changing the timing of water diversions, improvement in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife -Water quality improvements in the Delta, or in other river systems, that provide significant public trust resources, or that clean up and restore groundwater resources -Flood control benefits, including increases in flood reservation space in existing reservoirs by exchange for existing or increased water storage capacity in response to the effects of changing hydrology and decreasing snow pack on California's water and flood management system The state agencies (DWR, DFG, SWRCB, Commission) are required to develop and adopt methods for quantification and management of public benefits by December 15, 2010. No funds allocated pursuant to this chapter may be allocated	including changing the timing of water diversions, improvement in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife -Water quality improvements in the Delta, or in other river systems, that provide significant public trust resources, or that clean up and restore groundwater resources -Flood control benefits, including increases in flood reservation space in existing reservoirs by exchange for existing or increased water storage capacity in response to the effects of changing hydrology and decreasing snow pack on California's water and flood management system **-Emergency response, including securing emergency water supplies and flows for dilution and salinity repulsion following a natural disaster or act of terrorism** **-Recreational purposes, including those recreational pursuits generally associated with the out-of-doors** - For this chapter, public benefits does NOT include the costs of environmental mitigation measures or compliance obligations established prior to the enactment of this water bond, under state or federal law. The state agencies (DWR, DFG,	reoperation projects -Regional and local surface storage projects that improve the operation of water systems in the state and provide public benefits Public benefits include: -Ecosystem improvements, including changing the timing of water diversions, improvement in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife -Water quality improvements in the Delta, or in other river systems, that provide significant public trust resources, or that clean up and restore groundwater resources -Flood control benefits, including increases in flood reservation space in existing reservoirs by exchange for existing or increased water storage capacity in response to the effects of changing hydrology and decreasing snow pack on California's water and flood management system -Public benefits does NOT include the costs of environmental mitigation measures or compliance obligations. The state agencies (DWR, DFG, SWRCB, Commission) are required to develop and adopt methods for quantification and	remediation projects that provide water storage benefits -Conjunctive use and reservoir reoperation projects -Regional and local surface storage projects that improve the operation of water systems in the state and provide public benefits Public benefits include: -Ecosystem improvements, including changing the timing of water diversions, improvement in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife -Water quality improvements in the Delta, or in other river systems, that provide significant public trust resources, or that clean up and restore groundwater resources -Flood control benefits, including increases in flood reservation space in existing reservoirs by exchange for existing or increased water storage capacity in response to the effects of changing hydrology and decreasing snow pack on California's water and flood management system -Public benefits does NOT include the costs of environmental mitigation measures or compliance

Program	AB 1187 (Huffman) $10.035 B	SB 301 (Florez) $15 B	SB 371 (Cogdill) $9.98 B	SB 456 (Wolk) $9.805 B	SB 735 (Steinberg) $9.785 B
	environmental mitigation measures or compliance obligations. The state agencies (DWR, DFG, SWRCB, Natural Resources Agency) are required to develop and adopt methods for quantification and management of public benefits by December 15, 2011. No funds allocated pursuant to this chapter may be allocated for a project unless the Natural Resources Agency or Delta governance entity approves the project based on its determination that the following have occurred: -Regulations for quantification and management of public benefits have been adopted, and specific quantifications and costs of the public benefits associated with the project have been made public -DWR has entered into a contract with each party who will derive benefits that ensures the party will pay its share of the total costs of the project -DWR has entered into a contract with each appropriate state agency that will administer the public benefits, to assure that the public contribution of funds achieves the public benefits identified for the project	for a project unless the Commission approves the project based on its determination that the following have occurred: -Regulations for quantification and management of public benefits have been adopted, and specific quantifications and costs of the public benefits associated with the project have been made public -DWR has entered into a contract with each party who will derive benefits that ensures the party will pay its share of the total costs of the project -DWR has entered into a contract with each appropriate state agency that will administer the public benefits, to assure that the public contribution of funds achieves the public benefits identified for the project -A public hearing has been held for the purposes of providing an opportunity for the public to review and comment on the information required to be prepared relative to a specific project -Feasibility studies have been completed -The Director of DWR has found and determined that the project is feasible and consistent with all applicable laws and regulations and will advance the long-term	SWRCB, Commission) are required to develop and adopt methods for quantification and management of public benefits by December 15, 2010. No funds allocated pursuant to this chapter may be allocated for a project unless the Commission approves the project based on its determination that the following have occurred: -Regulations for quantification and management of public benefits have been adopted, and specific quantifications and costs of the public benefits associated with the project have been made public -DWR has entered into a contract with each party who will derive benefits that ensures the party will pay its share of the total costs of the project -DWR has entered into a contract with each appropriate state agency that will administer the public benefits, to assure that the public contribution of funds achieves the public benefits identified for the project -A public hearing has been held for the purposes of providing an opportunity for the public to review and comment on the information required to be prepared relative to a specific project -Feasibility studies have been completed -The Director of DWR has found	management of public benefits by December 15, 2010. No funds allocated pursuant to this chapter may be allocated for a project unless the Commission approves the project based on its determination that the following have occurred: -Regulations for quantification and management of public benefits have been adopted, and specific quantifications and costs of the public benefits associated with the project have been made public -DWR has entered into a contract with each party who will derive benefits that ensures the party will pay its share of the total costs of the project -DWR has entered into a contract with each appropriate state agency that will administer the public benefits, to assure that the public contribution of funds achieves the public benefits identified for the project -A public hearing has been held for the purposes of providing an opportunity for the public to review and comment on the information required to be prepared relative to a specific project -Feasibility studies have been completed -The Director of DWR has found and determined that the project is feasible and consistent with all applicable laws and regulations	obligations. The state agencies (DWR, DFG, SWRCB, Commission) are required to develop and adopt methods for quantification and management of public benefits by December 15, 2010. No funds allocated pursuant to this chapter may be allocated for a project unless the Commission approves the project based on its determination that the following have occurred: -Regulations for quantification and management of public benefits have been adopted, and specific quantifications and costs of the public benefits associated with the project have been made public -DWR has entered into a contract with each party who will derive benefits that ensures the party will pay its share of the total costs of the project -DWR has entered into a contract with each appropriate state agency that will administer the public benefits, to assure that the public contribution of funds achieves the public benefits identified for the project -A public hearing has been held for the purposes of providing an opportunity for

Program	AB 1187 (Huffman) $10.035 B	SB 361 (Florez) $15 B	SB 371 (Cogdill) $9.98 B	SB 456 (Wolk) $9.805 B	SB 735 (Steinberg) $9.785 B
	-A public hearing has been held for the purposes of providing an opportunity for the public to review and comment on the information required to be prepared relative to a specific project -Feasibility studies have been completed -The Director of DWR has found and determined that the project is feasible and consistent with all applicable laws and regulations -All environmental documentation has been completed, and all other federal, state, and local approvals, certifications, and agreements have been obtained -The Natural Resources Agency or Delta governance entity shall submit to the Legislature its findings for each of these criteria **The public benefit cost share of a project funded pursuant to this chapter (except for conjunctive use and reservoir reoperation projects) may not exceed 50% of the total costs of the project.** No project may be funded unless it provides ecosystem improvements (including changing the timing of water diversions, improvement in flow conditions, temperature,	objectives of restoring ecological health and improving water management for beneficial uses of the Bay-Delta system. -All environmental documentation has been completed, and all other federal, state, and local approvals, certifications, and agreements have been obtained -The Commission shall submit to the Legislature its findings for each of these criteria. **The public benefit cost share of a project funded pursuant to this chapter (except for conjunctive use and reservoir reoperation projects) shall be based on the direct benefit received by the public for the project.** No project may be funded unless it provides ecosystem improvements (including changing the timing of water diversions, improvement in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife) No project shall be eligible for funding unless, by January 1, 2014, all of the following conditions are met for the project:	and determined that the project is feasible and consistent with all applicable laws and regulations and will advance the long-term objectives of restoring ecological health and improving water management for beneficial uses of the Bay-Delta system. -All environmental documentation has been completed, and all other federal, state, and local approvals, certifications, and agreements have been obtained -The Commission shall submit to the Legislature its findings for each of these criteria. **The state's cost share of a project funded under this chapter shall not exceed 50% of the total costs of any project.** No project may be funded unless it provides ecosystem improvements (including changing the timing of water diversions, improvement in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife) that are at least 50% of total public benefits of the project. No project shall be eligible for funding unless, by January 1, 2014, all of the following conditions are met for the project:	-All environmental documentation has been completed, and all other federal, state, and local approvals, certifications, and agreements have been obtained -The Commission shall submit to the Legislature its findings for each of these criteria. **The public benefit cost share of a project funded pursuant to this chapter (except for conjunctive use and reservoir reoperation projects) may not exceed 50% of the total costs of the project.** No project may be funded unless it provides ecosystem improvements (including changing the timing of water diversions, improvement in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife) that are at least 50% of total public benefits of the project. No project shall be eligible for funding unless, by January 1, 2014, all of the following conditions are met for the project: -All feasibility studies are complete and draft environmental documentation is available for public review -The Director of DWR makes a finding that the project is	the public to review and comment on the information required to be prepared relative to a specific project -Feasibility studies have been completed -The Director of DWR has found and determined that the project is feasible and consistent with all applicable laws and regulations -All environmental documentation has been completed, and all other federal, state, and local approvals, certifications, and agreements have been obtained -The Commission shall submit to the Legislature its findings for each of these criteria. **The public benefit cost share of a project funded pursuant to this chapter (except for conjunctive use and reservoir reoperation projects) may not exceed 50% of the total costs of the project.** No project may be funded unless it provides ecosystem improvements (including changing the timing of water diversions, improvement in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife) that are at least 50% of total public

Program	AB 1187 (Huffman) $10.035 B	SB 301 (Florez) $15 B	SB 371 (Cogdill) $9.98 B	SB 456 (Wolk) $9.805 B	SB 735 (Steinberg) $9.785 B
	or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife) that are at least 50% of total public benefits of the project. No project shall be eligible for funding unless, by January 1, 2014, all of the following conditions are met for the project: -All feasibility studies are complete and draft environmental documentation is available for public review -The Director of DWR makes a finding that the project is feasible -The Director of DWR receives commitments for not less than 75% of the nonstate cost share of the project If compliance with these conditions is delayed by litigation or failure to promulgate regulations, the January 1, 2014 date shall be extended by the Director for a time period that is equal to the time period of the delay.	-All feasibility studies are complete and draft environmental documentation is available for public review -The Commission makes a finding that the project is feasible and will advance the long-term objectives of restoring ecological health and improving water management for beneficial uses of the Bay-Delta system. If compliance with these conditions is delayed by litigation or failure to promulgate regulations, the January 1, 2014 date shall be extended by the Commission for a time period that is equal to the time period of the delay, and funding under this chapter that has been dedicated to the project shall be encumbered until the time at which the litigation is completed or the regulations have been promulgated. Upon a finding by the Commission and the Director of DWR that doing so is feasible and capable of being consistent with all applicable laws and regulations, the funds allocated for the design, acquisition, and construction of surface storage projects identified in the CALFED ROD, **shall be provided for those purposes to local joint powers authorities** formed by	-All feasibility studies are complete and draft environmental documentation is available for public review -The Director of DWR makes a finding that the project is feasible and will advance the long-term objectives of restoring ecological health and improving water management for beneficial uses of the Bay-Delta system. -The Director of DWR receives commitments for not less than 75% of the nonstate cost share of the project If compliance with these conditions is delayed by litigation or failure to promulgate regulations, the January 1, 2014 date shall be extended by the Director for a time period that is equal to the time period of the delay.	feasible -The Director of DWR receives commitments for not less than 75% of the nonstate cost share of the project If compliance with these conditions is delayed by litigation or failure to promulgate regulations, the January 1, 2014 date shall be extended by the Director for a time period that is equal to the time period of the delay.	benefits of the project. No project shall be eligible for funding unless, by January 1, 2014, all of the following conditions are met for the project: -All feasibility studies are complete and draft environmental documentation is available for public review -The Director of DWR makes a finding that the project is feasible -The Director of DWR receives commitments for not less than 75% of the nonstate cost share of the project If compliance with these conditions is delayed by litigation or failure to promulgate regulations, the January 1, 2014 date shall be extended by the Director for a time period that is equal to the time period of the delay.

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Program	AB 1187 (Huffman) $10.035 B	SB 301 (Florez) $15 B	SB 371 (Cogdill) $9.98 B	SB 456 (Wolk) $9.805 B	SB 735 (Steinberg) $9.785 B
		irrigation districts, and other local water districts and local governments within the applicable hydrologic region to design, acquire, and construct those projects. A JPA subject to this section shall own, govern, manage, and operate a surface water storage project, subject to the requirement that the ownership, governance, management, and operation of the surface water storage project shall advance the purposes set forth in this chapter.			
Conservation and Watershed Protection (title in Huffman, Cogdill, Wolk, and Steinberg bonds) **Ecosystem Recovery and Restoration (title in Florez bond)**	**$1.585 Billion for Chapter 9 (legislatively appropriated)** $1B of this funding would be used for expenditures and grants for ecosystem and watershed protection projects, including for the San Joaquin River watershed. Of this amount, -$200M would go to the State Coastal Conservancy for projects within coastal counties and coastal watersheds -$100M would go to the Wildlife Conservation Board for the acquisition of water rights from willing sellers and the conveyance of water for the benefit of migratory birds on wildlife refuges and wildlife habitat areas -$200M would go to the	**$2.5 Billion for Chapter 9 (legislatively appropriated)** $1B of this funding would be used for expenditures and grants to irrigation districts, flood control districts, local joint powers authorities, local governments, and counties within the Delta, for the purpose of **addressing water supply reliability, water quality, and restoration activities, as may be necessary within the Delta** as a result of the implementation of Chapter 6 and Chapter 7. Funding may be used for: -Relocation of existing diversion points to locations where fish impacts are lower and water quality is higher -Funding and implementing	**$1.385 Billion for Chapter 9 (legislatively appropriated)** $1B of this funding would be used for expenditures and grants for ecosystem and watershed protection projects, including for the San Joaquin River watershed. Of this amount, -$200M would go to the State Coastal Conservancy for projects within coastal counties and coastal watersheds -$100M would go to the Wildlife Conservation Board for the acquisition of water rights from willing sellers and the conveyance of water for the benefit of migratory birds on wildlife refuges and wildlife habitat areas -$200M would go to the Wildlife Conservation Board for protection or restoration of	**$1.335 Billion for Chapter 9 (legislatively appropriated)** $1B of this funding would be used for expenditures and grants for ecosystem and watershed protection projects, including for the San Joaquin River watershed. Of this amount, -$200M would go to the State Coastal Conservancy for projects within coastal counties and coastal watersheds -$100M would go to the Wildlife Conservation Board for the acquisition of water rights from willing sellers and the conveyance of water for the benefit of migratory birds on wildlife refuges and wildlife habitat areas -$200M would go to the Wildlife Conservation Board for protection or restoration of	**$1.335 Billion for Chapter 9 (legislatively appropriated)** $1B of this funding would be used for expenditures and grants for ecosystem and watershed protection projects, including for the San Joaquin River watershed. Of this amount, -$200M would go to the State Coastal Conservancy for projects within coastal counties and coastal watersheds -$100M would go to the Wildlife Conservation Board for the acquisition of water rights from willing sellers and the conveyance of water for the benefit of migratory birds on wildlife refuges and wildlife habitat areas -$200M would go to the

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Program	AB 1187 (Huffman) $10.035 B	SB 301 (Florez) $15 B	SB 371 (Cogdill) $9.98 B	SB 456 (Wolk) $9.805 B	SB 735 (Steinberg) $9.785 B
	Wildlife Conservation Board for protection or restoration of watershed lands that provide sources of drinking water or rivers and streams that support species listed as threatened or endangered. $85M of this funding would be for the DFG to protect the Delta ecosystem and the state's water supply from invasive species. $100M of this funding would go to the Wildlife Conservation Board for watershed restoration in fire damaged areas and for fuel load reduction projects $400M of this funding would go to the DFG and the State Coastal Conservancy for projects that improve native fish populations on rivers and streams, including barrier removal, sediment management, watershed land use planning and related watershed restoration.	levee improvement projects -The development of a Delta economic plan to support increased investment in agriculture, recreation, tourism, and other resilient land uses -The establishment of a Delta investment fund to provide a credit base for a broad-based and resilient Delta economy. $1B of this funding would be used for expenditures and grants for ecosystem and watershed protection projects, including for the San Joaquin River watershed. Of this amount, -$200M would go to the State Coastal Conservancy for projects within coastal counties and coastal watersheds -$100M would go to the Wildlife Conservation Board for the acquisition of water rights from willing sellers and the conveyance of water for the benefit of migratory birds on wildlife refuges and wildlife habitat areas -$200M would go to the Wildlife Conservation Board for protection or restoration of watershed lands that provide sources of drinking water or rivers and streams that support species listed as threatened or endangered. $250M of this funding would	watershed lands that provide sources of drinking water or rivers and streams that support species listed as threatened or endangered. $85M of this funding would be for the DFG to protect the Delta ecosystem and the state's water supply from invasive species. $100M of this funding would go to the Wildlife Conservation Board for watershed restoration in fire damaged areas and for fuel load reduction projects $150M of this funding would go to the DFG and the State Coastal Conservancy for projects that improve native fish populations on rivers and streams, including barrier removal, sediment management, watershed land use planning and related watershed restoration. $50M of this funding would go to the Resources Agency for projects that improve salmonid fish passage in the Sacramento River watershed.	watershed lands that provide sources of drinking water or rivers and streams that support species listed as threatened or endangered. $85M of this funding would be for the DFG to protect the Delta ecosystem and the state's water supply from invasive species. $100M of this funding would go to the Wildlife Conservation Board for watershed restoration in fire damaged areas and for fuel load reduction projects $150M of this funding would go to the DFG and the State Coastal Conservancy for projects that improve native fish populations on rivers and streams, including barrier removal, sediment management, watershed land use planning and related watershed restoration.	Wildlife Conservation Board for protection or restoration of watershed lands that provide sources of drinking water or rivers and streams that support species listed as threatened or endangered. $85M of this funding would be for the DFG to protect the Delta ecosystem and the state's water supply from invasive species. $100M of this funding would go to the Wildlife Conservation Board for watershed restoration in fire damaged areas and for fuel load reduction projects $150M of this funding would go to the DFG and the State Coastal Conservancy for projects that improve native fish populations on rivers and streams, including barrier removal, sediment management, watershed land use planning and related watershed restoration.

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Program	AB 1187 (Huffman) $10.035 B	SB 301 (Florez) $15 B	SB 371 (Cogdill) $9.98 B	SB 456 (Wolk) $9.805 B	SB 735 (Steinberg) $9.785 B
		go to the DFG to fund the Aquatic Invasives Management Plan to protect the Delta and the state's water supply from invasive species. $100M of this funding would go to the Wildlife Conservation Board for watershed restoration in fire damaged areas and for fuel load reduction projects. $150M would go to the DFG and the State Coastal Conservancy for projects that improve native fish populations on rivers and streams, including barrier removal, sediment management, watershed land use planning and related watershed restoration.			
Groundwater Protection and Water Quality	**$1.05 Billion for Chapter 10 (legislatively appropriated)** $360M of this funding would be available, through the State Department of Public Health, for projects to prevent or reduce the contamination of groundwater that serves as a source of drinking water. Not less than $100M of this amount shall be allocated to projects that benefit disadvantaged communities. $90M of this funding would go to the State Department of Public Health to finance emergency and urgent actions	**$800 Million for Chapter 10 (legislative appropriated)** $300M of this funding would be available to the SWRCB for projects to prevent or reduce contamination of groundwater that serves as a source of drinking water. Up to $100M of this amount shall be available for projects which also meet both the following criteria: -The project is part of a basinwide management and remediation plan for which federal funds have been allocated. -The project addresses	**$1.05 Billion for Chapter 10 (legislatively appropriated)** $360M of this funding would be available, through the State Department of Public Health, for projects to prevent or reduce the contamination of groundwater that serves as a source of drinking water. Not less than $100M of this amount shall be allocated to projects that benefit disadvantaged communities. $90M of this funding would go to the State Department of Public Health to finance emergency and urgent actions on behalf of disadvantaged	**$1.05 Billion for Chapter 10 (legislatively appropriated)** $360M of this funding would be available, through the State Department of Public Health, for projects to prevent or reduce the contamination of groundwater that serves as a source of drinking water. Not less than $100M of this amount shall be allocated to projects that benefit disadvantaged communities. $90M of this funding would go to the State Department of Public Health to finance emergency and urgent actions on behalf of disadvantaged	**$1.05 Billion for Chapter 10 (legislatively appropriated)** $360M of this funding would be available, through the State Department of Public Health, for projects to prevent or reduce the contamination of groundwater that serves as a source of drinking water. Not less than $100M of this amount shall be allocated to projects that benefit disadvantaged communities. $90M of this funding would go to the State Department of Public Health to finance emergency and urgent actions

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Program	AB 1187 (Huffman) $10.035 B	SB 301 (Florez) $15 B	SB 371 (Cogdill) $9.98 B	SB 456 (Wolk) $9.805 B	SB 735 (Steinberg) $9.785 B
	on behalf of disadvantaged communities to ensure that safe drinking water supplies are available to all Californians. $200M of this funding would go to the SWRCB for grants for small community wastewater treatment projects to protect water quality. $300M of this funding would go to the SWRCB for stormwater management and water quality projects. $100M of this funding would go to the California Ocean Protection Trust Fund.	contamination at a priority site as identified through state or federal law. Also of this $300M amount, $40M shall be available to the State Department of Public Health to finance emergency and urgent actions on behalf of disadvantaged communities and economically distressed communities. $100M of this funding would go to the SWRCB for grants for small community wastewater treatment projects to protect water quality. $300M of this funding would go to the SWRCB for stormwater management and water quality projects. $100M of this funding would go to the State Coastal Conservancy for projects that meet the requirements of the California Ocean Protection Act.	communities to ensure that safe drinking water supplies are available to all Californians. $200M of this funding would go to the SWRCB for grants for small community wastewater treatment projects to protect water quality. $300M of this funding would go to the SWRCB for stormwater management and water quality projects. $100M of this funding would go to the California Ocean Protection Fund.	communities to ensure that safe drinking water supplies are available to all Californians. $200M of this funding would go to the SWRCB for grants for small community wastewater treatment projects to protect water quality. $300M of this funding would go to the SWRCB for stormwater management and water quality projects. $100M of this funding would go to the California Ocean Protection Trust Fund.	on behalf of disadvantaged communities to ensure that safe drinking water supplies are available to all Californians. $200M of this funding would go to the SWRCB for grants for small community wastewater treatment projects to protect water quality. $300M of this funding would go to the SWRCB for stormwater management and water quality projects. $100M of this funding would go to the California Ocean Protection Trust Fund.
Water Recycling and Advanced Water Management Technologies (title in Huffman bond)	**$500 Million for Chapter 11 (legislatively appropriated)** $500M would be available for grants and loans for water and advanced treatment technology projects that include water recycling; contaminant and salt removal; dedicated distribution infrastructure; pilot projects	**$200 Million for Chapter 11 (legislative appropriated)** $200M would be available to the SWRCB for grants and loans for water recycling projects.	**$500 Million for Chapter 11 (legislatively appropriated)** $500M would be available for grants and loans for water and advanced treatment technology projects that include water recycling; contaminant and salt removal; dedicated distribution infrastructure; pilot projects for new salt and contaminant	**$500 Million for Chapter 11 (legislatively appropriated)** $500M would be available for grants and loans for water and advanced treatment technology projects that include water recycling; contaminant and salt removal; dedicated distribution infrastructure; pilot projects for new salt and contaminant	**$500 Million for Chapter 11 (legislatively appropriated)** $500M would be available for grants and loans for water and advanced treatment technology projects that include water recycling; contaminant and salt removal; dedicated distribution infrastructure; pilot projects

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Program	AB 1187 (Huffman) $10.035 B	SB 301 (Florez) $15 B	SB 371 (Cogdill) $9.98 B	SB 456 (Wolk) $9.805 B	SB 735 (Steinberg) $9.785 B
Water Recycling Program (title in Florez bond) **Water Recycling and Advanced Treatment Technologies (title in Cogdill, Wolk, and Steinberg bonds)**	for new salt and contaminant removal technology; groundwater recharge infrastructure related to recycled water; technical assistance and grant writing assistance to disadvantaged communities; or advanced urban and ag water use measurement technologies.		removal technology; groundwater recharge infrastructure related to recycled water; technical assistance and grant writing assistance to disadvantaged communities; or advanced urban and ag water use measurement technologies.	removal technology; groundwater recharge infrastructure related to recycled water; technical assistance and grant writing assistance to disadvantaged communities; or advanced urban and ag water use measurement technologies.	for new salt and contaminant removal technology; groundwater recharge infrastructure related to recycled water; technical assistance and grant writing assistance to disadvantaged communities; or advanced urban and ag water use measurement technologies.
Statewide Water Fee (Huffman bond) **California Water Resources Fund (Steinberg bond)** Q DR	**Chapter 12 requires the establishment and imposition of a fee on users of water in the state** to be used for the purposes of this water bond, including paying the principal and interest on the bonds. The measure provides that the following requirements shall be met with respect to the statewide water fee: -The amount of the fee shall not exceed the reasonable cost of the programs that the fee supports. -The fee shall not be imposed upon a feepayer if that feepayer's water use does not create adverse impacts mitigated by this water bond or the feepayer does not benefit from programs provided by this water bond.				**DWR shall establish and impose a schedule of fees on residential, commercial, industrial, and agricultural water users.** The fee amounts shall be determined annually and shall be equitably apportioned among feepayer groups. The fees shall be collected by the State Board of Equalization and deposited in a newly-created California Water Resources Fund. The moneys in the California Water Resources Fund would be continuously appropriated to DWR as follows: -To pay refunds of the water fee, interest, and penalties including refunds due on account of judgments that

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Program	AB 1187 (Huffman) $10.035 B	SB 301 (Florez) $15 B	SB 371 (Cogdill) $9.98 B	SB 456 (Wolk) $9.805 B	SB 735 (Steinberg) $9.785 B
	-The fee shall be equitably apportioned among feepayer groups.				require the return of fees unlawfully collected -To reimburse the State Board of Equalization for its administrative costs of registering, collecting, making refunds, and auditing in connection with the fee imposed under this chapter -To pay the costs of DWR in carrying out its duties pursuant to this chapter -To reimburse the General Fund for payments to finance the debt service on the bonds issued pursuant to this water bond measure.
State of California Water Use Efficiency Program			**$20 Million for Chapter 12 (legislatively appropriated)** $20 M of this funding would be available to state agencies and departments for direct expenditures to fund water savings projects that conserve and use water more efficiently at state buildings, facilities, and grounds.	**$20 Million for Chapter 12 (legislatively appropriated)** $20 M of this funding would be available to state agencies and departments for direct expenditures to fund water savings projects that conserve and use water more efficiently at state buildings, facilities, and grounds.	

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Governor's State Budget Proposal "Plan A" Friday, May 15, 2009 10:25 PM

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

The following are some highlights from the Governor's State Budget "Plan A" if the ballot measures are approved on Tuesday May 19.

Assuming the ballot measures pass on Tuesday the Administration is predicting a $15.4 billion state budget deficit. Program consolidation, budget cuts, and borrowing are the three primary methods the Governor proposes to solve the deficit.

Budget Proposal Highlights–

$156 million in savings from changes to CalWorks program.

$245 million in reductions to social service and health programs for immigrants.

$3 billion reduction to K-14 schools during fiscal year 08-09 and 09-10.

$1 billion cut to CSU and UC funding in fiscal year 08-09.

$6 billion in borrowing from state-issued revenue anticipation warrants.

$1 billion from the partial of the State Compensation Insurance Fund.

$750 million in changes to Medi-cal which require federal waivers.

$192 million in reductions and anti-fraud efforts to in home supportive service programs.

$610 million in revenue accelerations from income tax estimated payments.

$132 million in savings from a shifting to lower cost health care programs.

$248 million in savings by reducing state grant funding for aged and disabled people.

"Plan A" does not propose any borrowing or reductions to Prop. 42 the sales tax on gasoline. Also, there are no proposed reductions or borrowing from redevelopment funds.
Also, "Plan A" does not propose to borrow from local governments under Prop. 1A of 2004 property tax revenues.

We will be sending out an analysis of "Plan B" very soon.

Let us know if you have any questions. Thanks.

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Governor's State Budget Proposal "Plan B" Friday, May 15, 2009 11:06 PM

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

As a reminder the May 19 special election has the following items on the ballot:

Prop. 1A that strengthens state reserve funds and limits state spending.
Prop. 1B which repays schools $9.3 billion.
Prop. 1C which modernizes the lottery system and allows the state to securitize $5 billion for the budget.
Prop. 1D which moves over $1 billion in tobaccos tax money for the state budget.
Prop. 1E which moves $460 million from the mental health tax to be used for the budget.
Prop. 1F which prohibits salary increases for elected state officials during budget deficits.

The Governor has proposed a "Plan B" budget if the ballot measures fail on Tuesday May 19.

The Governor predicts the budget deficit will grow to $21.3 billion if the ballot measures are rejected on Tuesday May 19. The Administration proposes:

Borrowing almost $2 billion in property taxes from local governments under the provisions of Prop. 1A passed by voters in 2004. A joint powers authority is proposed to allow local governments to borrow as a group against the state's repayment.

$301 million in additional In Home Health Service cuts.

$150 million in additional cuts to CSU and UC systems

$2.3 billion in additional cuts to K-14 schools.

Saving $182 million by deporting undocumented immigrants housed in California prisons.

Saving $108 million by eliminating the Prop. 26 substance abuse treatment funding.

$1.7 billion in revenue acceleration by increasing income tax withholding in fiscal year 09-10 by 10%.

$99 million in savings by changing sentencing options allowing for lower level offenders to serve time in local jails rather than state prison.

$83 million in cuts to healthy families, Medi-cal and other programs.

We will continue to monitor this budget process closely through our regular meetings in Sacramento with state officials.

Let us know if you have any questions.

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ARRA Information for School Districts Monday, May 18, 2009 11:14 PM

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

A helpful link from Cal. Department of Education. Let us know if you are interested in any of these Stimulus programs. Thanks, Steve

http://www.cde.ca.gov/fg/aa/ar/arrafacilities.asp

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Summary of Governor's Budget Conference Call Regarding May Revision Monday, May 18, 2009 8:39 PM

From: "steve samuelian" <ca-consulting@sbcglobal.net>
To: "Carrol Terrazas" <carrol.ca-consult@sbcglobal.net>

Today California Consulting, LLC participated in a conference call hosted by the Govenror's Office to discuss the two recently released State Budget proposals. A summary of the conference call is as follows:

Special Guest Presenters:

Bismark Obando, Director of External Affairs, Office of the Governor
Secretary Dale Bonner, Secretary of Business, Transportation, and Housing Agency

Mark Hill, Department of Finance

Mike Webb, Deputy Legislative Secretary for the Governor (Transporation and Housing portfolio)

MARK HILL FROM DEPT. OF FINANCE Presenter:

Revenue estimates are down from projections in November. This is the deepest and possibly longest recession in the last 50 years. Not in the depression category but it is of historic levels.

First quarter of 2010 could experience some small growth of the economy.

One time (RAW) in the $5.5 to $6 billion range. Governor does not support new tax increases, most of the changes in the proposal are on the expediture side not tax increases. The RAW is a form of borrowing. RAW must be paid back in the next 1 year after it is taken out.

Plan A: if ballot measure passes the deficit is about $15 billion

End to the Willlamson Act state subsidy.

Eliminate or reduce state only portions of several programs and lower cost health care plan for state employees.

Medi-cal services will be reduced for some immigrants, and reduce state participation in IHHS.

State will participate less in SSI and Cal-WORKS reductions.

$1 billion in UC and CSU reductions.

Proposing $2 billion in 09-10 in Prop. 98 reductions to schools.

Proposing $750 million reduction in medi-cal programs.

Proposing to sell portion of State Compensation Insurance Fund.

Plan B if ballot measures fail then deficit is approximately $21 billion so proposing:

Eliminating Prop. 36 substance abuse treatment

More UC and CSU reductions.

More Prop. 98 education reductions.

Increase withholding by 10% on tax payers.

$1.9 billion in borrowing of property tax from local governments under Prop. 1A provisions. Repayment is required in 3 years. State thinks local governments can borrow against the future repayments. Legislation is coming up soon to accomplish all of this borrowing.
State must pay the money back to local governments with interest. The 1A borrowing is better for the state than the RAW borrowing because the State has 3 years to pay this back and only 1 year to pay back the RAW.

SECRETARY BONNER next presenter:

Sec. Bonner said the Governor is working to keep the state's fiscal house in order during very difficult and challening times. Much more discussion to occur in the coming weeks and months.

MARK HILL FROM DEPT. OF FINANCE AGAIN:

$750 million in local streets and roads funding will be done next fiscal year. This is the last part of Prop. 1B.

State can only borrow from local governments under Prop. 1A two times in a 10 year period and cannot do another borrowing until the first loan from local government is paid off. Therefore, state cannot borrow from local governments again next year unless this first loan is paid off.

Prop. 42 suspension is not proposed in the May Revision. Governor understands that would be devastating to the STIP program.

The Plan A cuts to education are off set by ARRA funds so schools should not be "hit" as hard if the ballot measures pass on Tuesday.

If the ballot measures fail on Tuesday education will be "hit" harder including more reductions to revenue limits. Additional $1 billion deferral from 09-10 to 10-11 to funds costs that schools have already incurred. Categorical reductions and $70 million reduction to enrollment growth in community colleges.

Redevelopment Agencies are not impacted by the Prop. 1A borrowing.

CONCLUSION:

Please keep in mind that all of the above are proposals only at this point from the Governor.

California Consulting, LLC will continue to monitor and advocate on issues important to local governments and education in Sacramento. Let us know if you have any questions.

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MEMORANDUM

DATE: June 5, 2009
TO: Policy Advisory Committee
COG Policy Board
FROM: Todd Sobrado, Planner
SUBJECT: Regional Clearinghouse Consent Calendar

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

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

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

FUNDING: Proposed funding levels are as shown below:

Applicant	Federal Funds	Other/ Applicant Funds	Total Funds
Fresno County Economic Opportunities Commission	$2,618,779	$654,695	$3,273,474
County of Fresno - CPMP Annual Action Plan - Community Development Block Grant	$3,980,475		$3,980,475
County of Fresno - CPMP Annual Action Plan - Investment Partnership Program	$1,701,546		$1,701,546
County of Fresno - CPMP Annual Action Plan - Emergency Shelter Grant Program	$175,239		$175,239
Section 533 Housing Preservation Grants for FY 2009	$110,000	$250,000	$360,000

PROJECT NOTIFICATION AND REVIEW REPORT

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Regional Clearinghouse Number:	*RCH # 05-2009-154*
Project Title:	*Head Start Program- Preschool and Early Head Start Supplemental COLA, ARRA COLA, ARRA quality Improvement Application FY 2009-10*
Applicant Agency:	*Fresno County Economic Opportunities Commission*
Contact Person:	*Naomi Quiring-Mizumoto*
Address:	1920 Mariposa Mall, Fresno, CA 93721
Phone:	*559-263-1205*
Federal Catalog #:	*93-600*
Status:	*Continuation*
Area of Impact:	*Fresno County*
Federal Funding Agency:	*Administration for Children and Families/DHHS*

FUNDING:

$2,618,779 Federal
$654,695 Applicant
$0 State
$0 Local
Other
$3,273,474 TOTAL

Fresno County EOC Head Start and Early Head Start *Supplemental COLA, ARRA COLA, ARRA Quality Improvement Application FY 2009-10 ($2,618,779) Federal*

PROJECT NOTIFICATION AND REVIEW REPORT

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Regional Clearinghouse Number:	*RCH # 05-2009-155*
Project Title:	*U.S. Department of Housing and Urban Development – Community Development Block Grant, Home Investment Partnerships Program and Emergency Shelter Grants Program*
Applicant Agency:	*Fresno County*
Contact Person:	*Margie McHenry*
Address:	2220 Tulare Street, 8th Floor
Phone:	*559-262-4292*
Federal Catalog #:	*14-218, 14-239, 14-231*
Status:	*New*
Area of Impact:	*Fresno County*
Federal Funding Agency:	*U.S. Department of Housing and Urban Development*

FUNDING:
$5,857,260 Federal
$0 Applicant
$0 State
$0 Local
$0 Other
$5,857,260 TOTAL

Community Development Block Grants, Home Investment Partnership Program, Emergency Shelter Grants Program

PROJECT NOTIFICATION AND REVIEW REPORT

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Regional Clearinghouse Number:	*RCH # 05-2009-156*
Project Title:	*USDA Rural Development for Fiscal Year 2009 Section 533 Housing Preservation Grant*
Applicant Agency:	*Self- Help Enterprises*
Contact Person:	*Mr. Patrick Isherwood*
Address:	8445 West Elowin Court, Visalia , CA 93290
Phone:	*559-802-1653*
Federal Catalog #:	*10-433*
Status:	*New*
Area of Impact:	*Huron, CA, Kings, Madera, Merced and Tulare Counties*
Federal Funding Agency:	*USDA Rural Development*

FUNDING:

$110,000	Federal
$0	Applicant
$0	State
$250,000	Local
$0	Other
$360,000	TOTAL

Fiscal year 2009 Section 533 Housing Preservation Grant to be used in the city of Huron's 2008 HOME investment Partnerships Program target areas as well as in other Valley jurisdictions.