

***TRANSPORTATION TECHNICAL COMMITTEE/
POLICY ADVISORY COMMITTEE***

***TRANSPORTATION
CONSENT ITEMS II. & VII. A.-F.***

TRANSPORTATION TECHNICAL COMMITTEE

Date: Friday, October 9, 2009
Time: 9:00 a.m.

POLICY ADVISORY COMMITTEE

Date: Friday, October 9, 2009
Time: 10:00 a.m.

Executive Minutes

Place:

COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

TTC Members Attending:

Scott Mozier, City of Fresno
Nicholas Don Paladino, Fresno Cycling Club
Ken Hamm, City of Fresno/Fresno Area Express
Janet Dailey, Fresno County
Gary Joseph, Fresno County Economic Opportunities Commission

Will Washburn, Provost & Prichard
Kathy Millison, City of Clovis
John Donaldson, League of Women Voters
Bruce Webber, City of Reedley
Jeffrey Webster, Fresno Co. Rural Transit Agency
Renee Mathis, City of Clovis

Others Attending:

Tony Boren, Executive Director
Barbara Steck, Fresno COG
Les Beshears, Fresno COG
Stephanie Maxwell, Fresno COG
Clark Thompson, Fresno COG
Lauren Dawson, Fresno COG
Laural Fawsett, Fresno COG

Brenda Lauchner, Fresno COG
Mike Bitner, Fresno COG
Lindsey Monge, Fresno COG
Kristine Cai, Fresno COG
Todd Sobrado, Fresno COG
Tom Webster, Fresno COG

The TTC portion of the meeting was called to order by Chairman Scott Mozier, (City of Fresno)

I. PUBLIC PRESENTATIONS

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

There were no public presentations

II. TRANSPORTATION 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. Executive Minutes of September 11, 2009 | Approve |
| B. 2009-10 Transportation Funding Claims – City of Firebaugh, Resolution 2009-40 | Approve |
| C. 2009 Call for Projects – Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds | Information |
| D. 2009 FTIP Amendment Update | Information |

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

- | | |
|---|-------------|
| E. Formal Amendment #3 to the Regional Transportation Plan-Bus Rapid Transit | Information |
| F. Call for Projects - Federal Transit Administration (FTA)
Section 5316/5317 Program Update | Information |
| G. Caltrans Planning Grant ScopeChange | Information |
| H. Bicycle Transportation Account - Call for Projects | Information |

For a complete summary of these items please see the October 9, 2009 Annotated Agenda.

A motion was made by John Donaldson (LWV) and seconded by Ken Hamm (FAX) to approve the Consent Items as presented. A vote was called for and the motion carried.

III. TRANSPORTATION ACTION / DISCUSSION ITEMS

A. Congestion Management Process Report

Kristine Cai (COG) reported that the SAFETEA-LU legislation requires the metropolitan areas with a population over 200,000 develop a congestion management process (CMP) to address the congestion issues with a systematic and regionally accepted approach. It further mandates that in ozone or CO non-attainment areas, federal funds may not be programmed for capacity increasing projects that will significantly increase single occupancy vehicles (SOV) unless such projects are addressed in an approved CMP.

A CMP Steering Committee was convened in January 2009 to oversee the development of the Fresno County Congestion Management Process. The Committee consisted of planners and engineers from member agencies, transit operators, Caltrans representative, bike/trail planners, vanpool/carpool planners as well as members of the public.

Documented in the attached Fresno County Congestion Management Process Report, CMP objectives were developed based on the goals established in the 2007 Regional Transportation Plan; the Regionally Significant Road System was updated as part of the efforts; performance measures were established; a list of CMP strategies were identified and selected; and a methodology was developed to address the SOV project requirement in the SAFETEA-LU legislation.

Ms. Cai gave a Powerpoint presentation on the Congestion Management Process Report.

A motion was made by Ken Hamm (FAX) and seconded by Bruce Rudd (City of Fresno) to recommend approval of the 2009 Fresno County Congestion Management Process Report. A vote was called for and the motion carried.

B. Blueprint Roadmap Consultant Selection/Contract

Tom Webster (COG) reported that the Council of Fresno County Governments issued a request for proposals (RFP) from qualified consultants to prepare a San Joaquin Valley Blueprint Roadmap. Proposals were due on Wednesday, September 30, 2009 at 5:00 pm PST. On Wednesday, October 14, 2009, a multi-county interview, cross-profession panel will interview qualified applicants. The consultant will be tasked with preparing a Final San Joaquin Valley Blueprint Report, summarizing the first three years of the Valleywide Blueprint effort. They will also be tasked with developing a practitioners' toolkit which will assist local agencies in understanding the ties between the Blueprint and the State's planning goals as specified in AB 32 and SB375, and will assist and guide in the local planning implementation. A copy of the RFP is available on the website at www.fresnocog.org.

Because of the timing of the project review committee meeting (October 14th) is after the TTC/PAC, staff will be requesting that the Board authorize the Executive Director to enter into a contract with the preferred consulting firm for not more than \$200,000.

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

C. Blueprint – Valleywide Budget Expenditure

Barbara Steck (COG) reported that the Valley COG Directors have responded positively to KVPT's request for Blueprint support for a proposed "Great Valley" public affairs series. The public affairs series consist of 30 weekly episodes, twelve of which will be evergreen in nature and repeated, for a 42 week series run. In addition to KVPT, a minimum of 12 episodes will air on KVIE in Sacramento, which serves the northern two counties in the San Joaquin Valley, and KIXE in Redding.

The Great Valley series is dedicated to exploring growth issues, many of which are being addressed by the San Joaquin Valley Blueprint and other regional planning efforts. The majority of the topics included in the series include population growth, land use, agriculture, water, air quality, transportation, business and industry and education. The Blueprint is a critical step forward in regional transportation and land use planning, and it will naturally come up in a number of programs, not only regarding specific issues it addresses, but also as an example of the region coming together to set priorities and advocate for resources to address our growth challenges.

The Valley COGs' \$50,000 share for the project would be taken "off the top" of the 4th year Blueprint grant funds.

A motion was made by John Donaldson (LWV) and seconded by Bruce Webber (Reedley) to recommend approval of the Valley COG Directors Blueprint budget allocation of \$50,000 toward KVPT Great Valley series on Public Television. A vote was called for and the motion carried.

D. Regional Transportation Plan

Clark Thompson (COG) provided a verbal presentation on specific public outreach activities related to RTP stakeholder interest groups and an RTP Community Forum.

Mr. Thompson reported that things are starting to ramp up for the RTP. The purpose of this item is to notify the Committee of an important meeting that will be coming up on October 26th, 2009. The agenda for the 2011 RTP Committee SAFTEA-LU/MAP 21 Subcommittee, meeting was distributed to the Committee.

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

E. High Speed Rail Update

Clark Thompson (COG) reported that on September 23, the California High-Speed Rail Authority approved an application for more than \$4.5 billion in federal stimulus funding for engineering, environmental review, design and construction on the state's 800-mile high-speed train system, thereby generating an investment of \$9.1 billion when state matching bond funds, approved by the voters last November, are added.

Governor Schwarzenegger is expected to formally submit California's bid by the October 2 deadline for states to seek a share of \$8 billion set aside for high-speed train development under the American Recovery and Reinvestment Act (ARRA). The state's application includes \$466 million for Fresno to Merced and \$819.5 million for Fresno to Bakersfield for right-of-way acquisition, grade separations, utility relocation, environmental mitigation, earthwork, guideway structures, track relocation and new track.

At the September 24 meeting the Fresno COG Policy Board decided not to approve the formation of a High-Speed Train Task Force within the COG. Instead, the Policy Board determined the Task Force would be more appropriately positioned as a subcommittee of the High-Speed Rail Strategy Committee, a policy and advocacy committee recently established by the County of Fresno with leadership from Supervisors Susan Anderson and Henry Perea. The focus of the Task Force will be on technical matters related to high-speed rail issues in Fresno County, including initially the Heavy Maintenance Facility/Operations Center. The Fresno COG has issued a Request for Proposals for consultant services to assist the Task Force with its tasks.

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

F. Measure "C" Update: Amendment to Regional Transportation Plan – Short Range Plan

Les Beshears (COG) reported on this item. Pending action by the Transportation Authority, a significant amount of Measure funding from the prior Measure "C" will become available to specific projects funded in the Measure Extension that are eligible under the old Measure. There is also unprogrammed funding available from the State/Local Partnership, and STIP funds freed up from the application of Federal ARRA funds to SR 180. The discussion will center on developing shelf ready projects to take advantage of future infusion of State or Federal funds.

The recommendation programs \$82.8 million in previously unprogrammed revenues to make schedule enhancements to develop shelf ready projects in anticipation of future federal or state revenues becoming available. The major schedule enhancements provide resources to design and acquire Right of Way for the SR 180/41/168 Braided Ramps, Veterans Blvd., and the next phase of SR 180 East from Academy to Trimmer.

The recommendation also breaks the SR 180/41/168 Braided Ramps into two projects and nominates the first phase (north side of SR 180) as the next logical STIP project to fill the slot created when SR 180 East Temperance to Academy was funded with a combination of ARRA and funding from the previous Measure. Construction of the first phase is proposed for 2012/13 however, considering the current state of the STIP, this schedule is likely to be postponed.

The recommendation also includes a minor project advancement, Willow Ave. - Barstow Ave. to Escalon Ave. (\$1.7 million) and minor offsetting phasing adjustments on Ventura, Peach, and Willow, to provide a more orderly implementation. The cities of Clovis and Fresno concur with these minor adjustments.

The proposal also rolls the Short Range Plan out the next two years into the Medium term plan bringing projects in from 2014/15 and 2015/16. On the urban program this includes Phase II (south side of SR 180) construction of the SR 180/41/168 Braided Ramps, Herndon Ave. - Temperance Ave. to DeWolf Ave., and Herndon Ave. - Blythe Ave. to Valentine Ave. On the rural program it includes construction for Golden State and the design for Phase III of SR180 East from Trimmer Ave. to Frankwood Ave.

During the Measure "C" sub committee and TTC/PAC discussions two alternative proposals were brought up. One was to take part of the available \$82.8 million and split it up among member agencies to offset some of the losses due to state budget cuts. This proposal was turned down. The other proposal was to set aside part of the \$82.8 million for a proposed High Speed Rail Heavy Duty Maintenance Yard Station in Fresno County. The proposal was thoroughly discussed and the consensus of the sub committee, TTC and PAC were to continue the discussion of funding for the High Speed Rail Maintenance Facility under a Heavy Duty Maintenance Yard and separate topic and proceed with staff recommendation.

There was also discussion regarding the City of Fresno's request to the Fresno County Transportation Authority to consider bonding and equate the construction schedules of Veterans and the SR 180/41/168 Braided Ramps. The Transportation Authority would like to see the Medium and Long Range plans financially constrained and formalized prior to making any decisions on Bonding. This proposal does not include bonding alternatives, nor does it formalize the Medium and Long Range Plans. However, it does provide the resources to bring both projects to a shelf ready state, and could be used as a financially constrained basis to begin exploring bonding alternatives should the Board so wish.

A motion was made by Scott Mozier (City of Fresno) and seconded by Renee Mathis (Clovis) to initiate a 45-day review of Amendment to the Measure "C" Regional Transportation Program – Short Range Plan. A vote was called for and the motion carried.

IV. OTHER BUSINESS

A. Items from Staff

Tony Boren, Executive Director, informed the committee that the November TTC/PAC meeting will be held on the 6th instead of the 13th because of the Holidays.

B. Items from Members

There were no items from members.

Adjournment

There being no further business, the TTC meeting was adjourned.

JOINT Transportation Technical Committee / Policy Advisory Committee

The Transportation Technical Committee and the Policy Advisory Committee will meet as a joint Committee to consider scheduled public presentations brought before the committees. This portion of the meeting is scheduled to begin at 10:00 a.m.

POLICY ADVISORY COMMITTEE

Time: 10:00 a.m.

PAC Members Attending:

Rocky Rogers, City of Reedley
Don Pauley, City of Kingsburg
Dan Spears, City of Sanger
Gerald Forde, City of Huron
David Elias, City of Fowler
Alan Bengyel, City of Orange Cove

Cruz Ramos, City of San Joaquin
Kathy Millison, City of Clovis
Ron Manfredi, City of Kerman
Gabriel Gonzalez, City of Mendota
Lou Martinez, City of Parlier

Others Attending:

Tony Boren, Executive Director
Barbara Steck, Fresno COG
Jeffrey Webster, Fresno County Rural
Transit Agency
Stephanie Maxwell, Fresno COG
Todd Sobrado, Fresno COG
Les Beshears, Fresno COG

Clark Thompson, Fresno COG
Laural Fawcett, Fresno COG
Lindsey, Monge, Fresno COG
Lauren Dawson, Fresno COG
Kristine Cai, Fresno COG
Brenda Lauchner, Fresno COG
Mike Bitner, Fresno COG

The PAC portion of the meeting was called to order by Rocky Rogers (Reedley)

V. PRESENTATIONS

A. Fresno/Visalia DMA Market Presentation – Census Study - Jesse Rodriguez, Univision 21
Rodriguez gave a Powerpoint presentation on the Fresno Market DMA and explained how Hispanics are a large part in Fresno and how they should be educated on the Census Study. Maria Gutierrez also spoke on the presentation.

B. Caltrans Monthly Report

Due to the mandatory furloughs, Caltrans staff provided an updated monthly report that was distributed to the Committee.

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

VI. PUBLIC 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. **Note: Prior to action by the PAC on any item on this agenda, the public may comment on that item. Unscheduled comments may be limited to 3 minutes.**

There were no public presentations

VII. TRANSPORTATION CONSENT ITEMS

- | | |
|---|-------------|
| A. Executive Minutes of September 11, 2009 | Approve |
| B. Transportation Funding Claims – City of Firebaugh, Resolution 2009-40 | Approve |
| C. 2009 Call for Projects – Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds | Information |
| D. 2009 FTIP Amendment Update | Information |
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| G. Caltrans Planning Grant Scope Change | Information |
| H. Bicycle Transportation Account – Call for Projects | Information |

For a complete summary of these items please see the October 9, 2009 Annotated Agenda.

A motion was made by Gabriel Gonzalez (Mendota) and seconded by Alan Bengyel (Huron) to approve the Consent Items as presented. A vote was called for and the motion carried.

VIII. TRANSPORTATION ACTION / DISCUSSION ITEMS

A. Congestion Management Process Report

Kristine Cai (COG) reported that the SAFETEA-LU legislation requires that metropolitan areas with a population over 200,000 develop a congestion management process (CMP) to address the congestion issues with a systematic and regionally accepted approach. It further mandates that in ozone or CO non-attainment areas, federal funds may not be programmed for capacity increasing projects that will significantly increase single occupancy vehicles (SOV) unless such projects are addressed in an approved CMP.

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Ms. Cai gave a Powerpoint presentation on the Congestion Management Process Report.

A motion was made by Kathy Millison (Clovis) and seconded by Don Pauley (Kingsburg) to recommend approval of the 2009 Fresno County Congestion Management Process Report. A vote was called for and the motion carried.

B. Blueprint Roadmap Consultant Selection/Contract

Tom Webster (COG) reported that the Council of Fresno County Governments has issued a request for proposals (RFP) from qualified consultants to prepare a San Joaquin Valley Blueprint Roadmap. Proposals were due on Wednesday, September 30, 2009 at 5:00 pm PST. On Wednesday, October 14, 2009, a multi-county interview, cross-profession panel will interview qualified applicants. The consultant will be tasked with preparing a Final San Joaquin Valley Blueprint Report, summarizing the first three years of the Valleywide Blueprint effort. They will also be tasked with developing a practitioners' toolkit which will assist local agencies in understanding the ties between the Blueprint and the State's planning goals as specified in AB 32 and SB375, and will assist and guide in the local planning implementation. A copy of the RFP is available on the website at www.fresnocog.org.

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The Great Valley series is dedicated to exploring growth issues, many of which are being addressed by the San Joaquin Valley Blueprint and other regional planning efforts. The majority of the topics included in the series include population growth, land use, agriculture, water, air quality, transportation, business and industry and education. The Blueprint is a critical step forward in regional transportation and land use planning, and it will naturally come up in a number of programs, not only regarding specific issues it addresses, but also as an example of the region coming together to set priorities and advocate for resources to address our growth challenges.

The Valley COGs' \$50,000 share for the project would be taken "off the top" of the 4th year Blueprint grant funds.

A motion was made by Dan Spears (Sanger) and seconded by Kathy Millison (Clovis) to recommend approval of the Valley COG Directors Blueprint budget allocation of \$50,000 toward KVPT Great Valley series on Public Television. A vote was called for and the motion carried.

D. Regional Transportation Plan

Clark Thompson (COG) provided a verbal presentation on specific public outreach activities related to RTP stakeholder interest groups and an RTP Community Forum.

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The focus of the Task Force will be on technical matters related to high-speed rail issues in Fresno County, including initially the Heavy Maintenance Facility/Operations Center. The Fresno COG has issued a Request for Proposals for consultant services to assist the Task Force with its tasks.

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F. Measure "C" Update: Amendment to Regional Transportation Plan – Short Range Plan

Les Beshears (COG) reported on this item. Pending action by the Transportation Authority, a significant amount of Measure funding from the prior Measure "C" will become available to specific projects funded in the Measure Extension that are eligible under the old Measure. There is also unprogrammed funding available from the State/Local Partnership, and STIP funds freed up from the application of Federal ARRA funds to SR 180. The discussion will center on developing shelf ready projects to take advantage of future infusion of State or Federal funds.

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The recommendation also breaks the SR 180/41/168 Braided Ramps into two projects and nominates the first phase (north side of SR 180) as the next logical STIP project to fill the slot created when SR 180 East Temperance to Academy was funded with a combination of ARRA and funding from the previous Measure. Construction of the first phase is proposed for 2012/13 however, considering the current state of the STIP, this schedule is likely to be postponed.

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The proposal also rolls the Short Range Plan out the next two years into the Medium term plan bringing projects in from 2014/15 and 2015/16. On the urban program this includes Phase II (south side of SR 180) construction of the SR 180/41/168 Braided Ramps, Herndon Ave. - Temperance Ave. to DeWolf Ave., and Herndon Ave. - Blythe Ave. to Valentine Ave. On the rural program it includes construction for Golden State and the design for Phase III of SR180 East from Trimmer Ave. to Frankwood Ave.

As discussed with the Measure "C" sub committee and TTC two alternative proposals were brought up. One was to take part of the available \$82.8 million and split it up among member agencies to offset some of the losses due to state budget cuts. This proposal was turned down. The other proposal was to set aside part of the \$82.8 million for a proposed High Speed Rail Heavy Duty Maintenance Yard Station in Fresno County. The proposal was thoroughly discussed and the consensus of the sub committee and TTC was to continue the discussion of funding for the High Speed Rail Maintenance Facility under a Heavy Duty Maintenance Yard and separate topic and proceed with staff recommendation.

There was also discussion regarding the City of Fresno's request to the Fresno County Transportation Authority to consider bonding and equate the construction schedules of Veterans and the SR 180/41/168 Braided Ramps. The Transportation Authority would like to see the Medium and Long Range plans financially constrained and formalized prior to making any decisions on Bonding.

This proposal does not include bonding alternatives, nor does it formalize the Medium and Long Range Plans. However, it does provide the resources to bring both projects to a shelf ready state, and could be used as a financially constrained basis to begin exploring bonding alternatives should the Board so wish

A motion was made by Don Pauley (Kingsburg) and seconded by Kathy Millison (Clovis) to approve the proposals submitted by Les Beshears with a request that the County and the City of Fresno work with COG staff to identify possible funding sources for incentive funds to encourage the development of the High Speed Rail Maintenance Facility in the Fresno County, and bring it back to the Subcommittee and PAC for their consideration of a future date. A vote was called for and the motion carried.

IX. ADMINISTRATIVE 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. Modeling Consultant Contract for Green House Gas Targets for SB375 | Approve |
| B. FY08-09 Fourth Quarter Report | Accept |
| C. Farmland Conservation Model Program Update | Information |
| D. Monthly Legislative Update | Information |
| E. Status Report on Sacramento Lobbying Activities— Steve Samuelian, California Consulting | Information |
| F. Regional Clearinghouse | Information |

	Project	Applicant
1.	2009 Section 202 Supportive Housing Capital Advance Grant Program	Southern California Presbyterian Homes
2.	Economic Development Administration Public Works and Economic Development Program	City of Fresno

For a complete summary of these items please see the October 9, 2009 Annotated Agenda.

A motion was made by Kathy Millison (Clovis) and seconded by Gabriel Gonzalez (Mendota) to approve the Consent Items as presented. A vote was called for and the motion carried.

X. ADMINISTRATIVE ACTION / DISCUSSION ITEMS

A. 2010 "One Voice" Call for Projects Update

Barbara Steck (COG) gave an update on this item. Staff has begun the process of planning for our eighth annual "One Voice" trip back to Washington DC where staff will present a list of priorities for our region. The 2010 "One Voice" trip will take place February 6-11, 2010. The timeline for the 2010 project selection process is as follows:

- Kick-off Meeting – Wednesday, September 9, 2009 @ 3:00 PM at COG
- Mail/Email Call for Projects – Monday, September 21, 2009
- Deadline for project submittal – Friday, October 9, 2009
- Project Selection Committee Meeting – Wednesday, October 21, 2009 at 1:00 PM
- Policy Issues Discussion and Recommendation - Wednesday, October 21, 2009 at 3:30 PM
- COG Policy Board Approval of Project List – Thursday, November 19, 2009

The project selection committee and policy issues discussion will meet and discuss the projects and policy issues on October 21st. A recommended list of projects as well as policy issues will be presented to the COG Policy Board for their decision at the November 19th meeting.

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

B. SB 406 Update

Tony Boren, Executive Director, reported on this item. SB 406 (DeSaulnier) Land Use: Environmental Quality

This bill authorizes an additional fee of \$1 or \$2 on vehicle registration through an existing fee mechanism to be used for planning purposes related to SB 375 (Steinberg), Chapter 728, Statutes of 2008, and proposes new duties, membership, and funding for the Strategic Growth Council and the planning Advisory and Assistance Council. Provides a permanent and necessary funding source for the regional and local planning required to successfully implement SB 375 through DMV fees. Based on 2008 vehicle registration in Fresno County, an estimated \$623,032 could be raised in a one year period based on a \$1 fee collected, or \$1,246,064 based on a \$2 per vehicle fee.

Staff asked for guidance in anticipation of the status of SB 406 after October 11, 2009, at which time the Governor will approve or veto the bill. The options are to endorse a \$1 fee, a \$2 fee or no fee to support the permanent funding of planning activities necessary for compliance with SB 375.

There was a consensus by the Committee Members to bring the Air District in to the next meeting to explain how the fees are being collected and taken into context before making a decision on this issue.

XI. OTHER BUSINESS

A. Items from Staff

Tony Boren, Executive Director, informed the committee that the November TTC/PAC meeting will be held on the 6th instead of the 13th due to the Holiday's.

B. Items from Members

Mr. Manfredi invited the Committee to visit the new city hall that they have moved into. Mr. Manfredi also reminded the Committee of the lunch meeting after the next TTC/PAC meeting, Vicki Crow will be present.

Adjournment

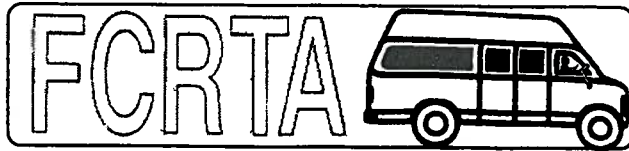
There being no further business, the meeting was adjourned.

Respectfully submitted,



Tony Boren, Executive Director
Council of Fresno County Governments

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FRESNO COUNTY RURAL TRANSIT AGENCY

2100 Tulare Street, Suite 201 Fresno, CA 93721

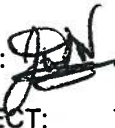
Phone: 559 - 233 - 6789 Fax: 559 - 233 - 9645

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

October 20, 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: Termination of Juvenile Justice Campus Transit Demonstration Services on November 13, 2009.

REVIEW AND COMMENT

Summary: Please be advised that the Fresno County Rural Transit Agency (FCRTA) has been operating the Juvenile Justice Campus Transit Demonstration Services during the past four (4) months. Actual ridership and resultant farebox recovery has not met minimum performance standards, therefore the service is to be discontinued on Friday, November 13, 2009.

Supportive Information: The service was initiated on Monday, July 6, 2009 after working closely with Fresno County Public Works staff, in conjunction with a large working group from the associated Juvenile Justice Departments and Court System staff and Judges. Service arrangement, including specific route scheduling was agreed to, before an informational bilingual (English and Spanish) flyer (attachment) was produced and distributed to the various participating departments. All their correspondence with the public, made reference to the availability of the transit service to the Campus.

Attached are copies of the monthly summaries of the actual ridership by time of day, for each service day, through Friday, October 16th. Minimum standard "Daily" ridership totals are depicted. The maximum daily capacity of the twenty-two (22) passenger van are referenced. Minimum standard "monthly" ridership totals are enumerated, along with maximum monthly vehicle capacity. The actual "monthly" ridership totals, as per time of day routing are summarized.

A total of 663 trips were made during 73 general public service day. Also referenced was ridership by County employees on the Court's Columbus Day Holiday (October 12th) when the Judge offered tours of the facilities. On that day 115 employees used the service for the round trip between the Courthouse and the Campus (230 rides).

After careful consideration and analysis of the ridership data and resultant farebox recovery information, during the last four (4) month demonstration period for the Juvenile Justice Campus Transit, I must recommend that the service be cancelled.

As of Friday, October 16th, we have transported a total of 663 one-way passengers during the past seventy-three (73) general public service days. That equates to nine (9) one-way trips per day, or an average of less than five (5) round trips per service day. During the entire period, minimum ridership expectation (80 trips per day) were never realized, even for a single day. Our peak ridership was on Wednesday, July 22nd with a total of twenty-six (26) one-way passengers, or thirteen (13) round trip passengers. We needed to average eighty (80) one-way passengers or forty (40) round trip passengers per day. Resultant farebox recovery was less than two percent (2%), the minimum is ten percent (10%).

Clearly minimum performance evaluation criteria is well below acceptable standards.

It should be noted that after careful review of the daily information, there is no evident pattern of ridership to justify reduced service consideration. If a decision were made to still continue the service, the minimum farebox receipts would have to be reached. One option would be to raise fares to \$8.00 per person per one-way trip (\$16.00 per round trip). In any case, at a minimum, some "other source of funds" (not Transportation Development Act funds) would have to guarantee the difference in farebox revenues to reach a minimum of ten percent (10%) of the actual operating costs.

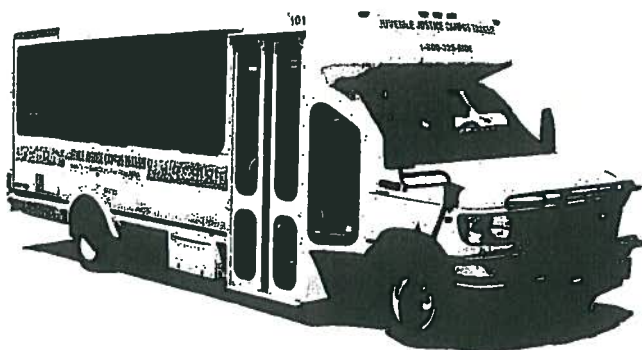
In order to formally terminate the service we needed to inform the general public through a formal Public Notice in the Fresno Bee. After reviewing the matter with Public Works staff, they directed me to submit the required notification to be effective on Friday, November 13, 2009. Attached is a copy of the Public Notice.

If there are further questions or comments, would be pleased to respond.

Attachments

Juvenile Justice Campus Transit
Transito Juvenile de Campus de Justicia
1-800-325-7433

07/10/09



<i>Special General Public Transit Service</i>
<i>Provided by the Fresno County Rural Transit Agency</i>
<i>Servicio especial de Transito de publico general</i>
<i>Proporcionado por la Agencia de Transito Rural del condado de fresno</i>

<i>Fares: \$1.00 each way for all passengers</i>
<i>Tarifas: \$1.00 por viaje para todos pasajeros</i>

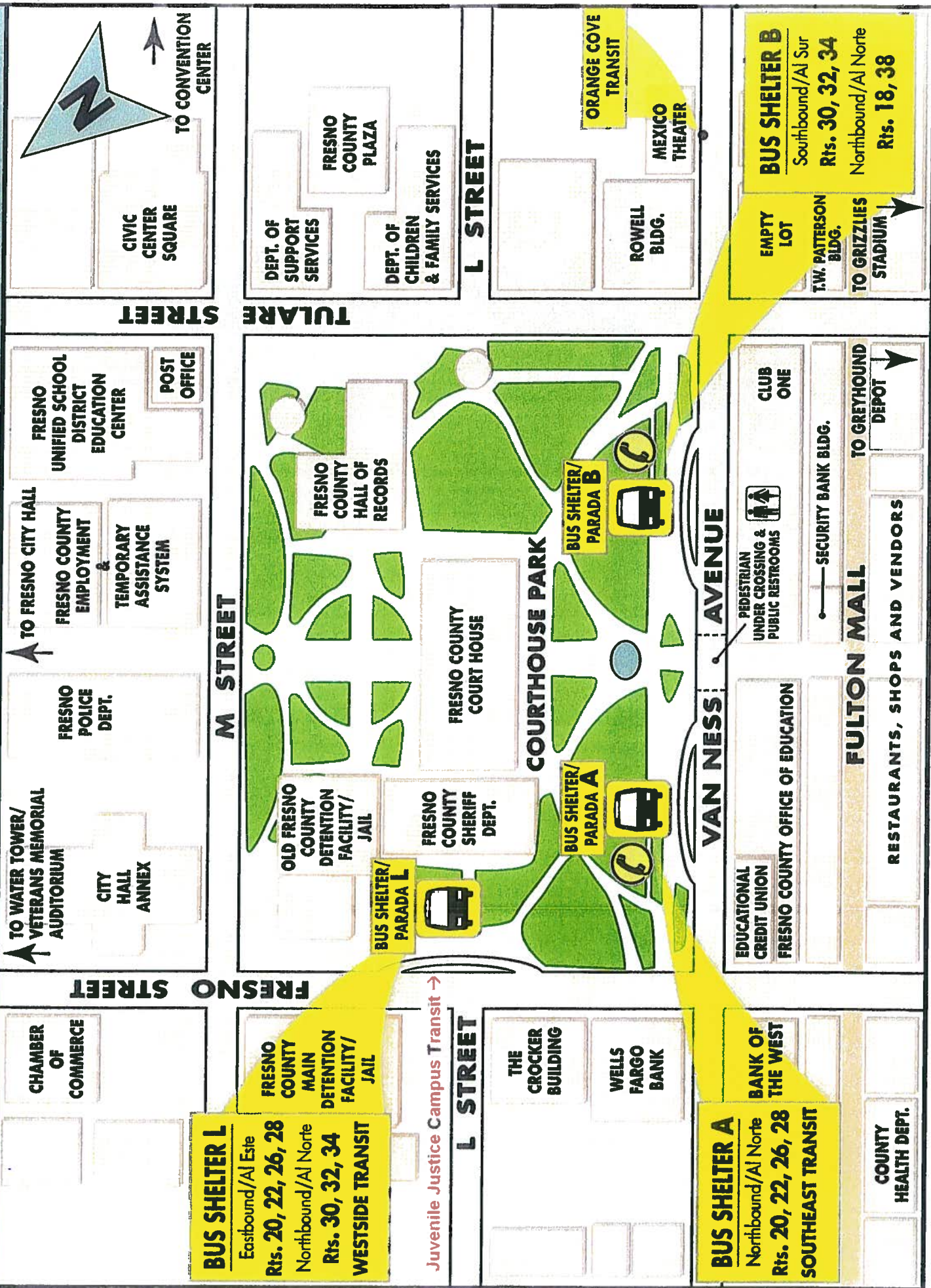
Monday through Friday
Lunes a Viernes

From Downtown Fresno - Shelter L To Juvenile Justice Campus		From Juvenile Justice Campus To Downtown Fresno - Shelter L	
Del centro de Fresno palacio de justicia Para Campus juvenile de justicia		Del Campus juvenile de justicia Para centro de Fresno palacio de justicia	
Depart Partir	Arrive Llegar	Depart Partir	Arrive Llegar
07:30 AM	07:40 AM	07:45 AM	07:55 AM
08:00 AM	08:10 AM	08:15 AM	08:25 AM
09:00 AM	09:10 AM	09:15 AM	09:25 AM
10:30 AM	10:40 AM	10:45 AM	10:55 AM
12:00 Noon	12:10 AM	12:15 PM	12:25 PM
01:00 PM	01:10 PM	01:15 PM	01:25 PM
03:00 PM	03:10 PM	03:15 PM	03:25 PM
04:30 PM	04:40 PM	04:45 PM	04:55 PM
05:00 PM	05:10 PM	05:15 PM	05:25 PM

No Service – Saturday, Sunday and County Holidays
No hay servicio los sabados domingos y dias de fiestas del condado

Fresno County Rural Transit Agency (FCRTA): 233-6789
 Fresno Area Express (FAX): 261-7433
 HandyRide: 621-5802
 Clovis Stage Lines: 324-2770
 Clovis Round-Up: 324-2760

DOWNTOWN FRESNO-TRANSIT MALL



Fresno County Rural Transit Agency

July 2009

TOTALS	83	109	192
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Fresno County Rural Transit Agency

August 2009

Monday - Friday, July 2009

Fresno County Rural Transit Agency

September 2009
MINIMUM STANDARD "DAILY" RIDERSHIP TOTALS

MINIMUM STANDARD "DAILY" RIDERSHIP TOTAL									
Monday - Friday, August 2009									
07:30 AM	4	07:45 AM	4					40	80
08:00 AM	4	08:15 AM	4						
09:00 AM	4	09:15 AM	4						
10:30 AM	4	10:45 AM	4						
12:00 Noon	4	12:15 PM	4						
01:00 PM	4	01:15 PM	4						
03:00 PM	4	03:15 PM	4						
04:30 PM	4	04:45 PM	4						
05:00 PM	4	05:15 PM	4						
TOTALS	40			40	80				
MAXIMUM "DAILY" VEHICLE CAPACITY									
Monday - Friday, September 2009									
07:30 AM	22	07:45 AM	22						
08:00 AM	22	08:15 AM	22						
09:00 AM	22	09:15 AM	22						
10:30 AM	22	10:45 AM	22						
12:00 Noon	22	12:15 PM	22						
01:00 PM	22	01:15 PM	22						
01:30 PM	22	01:45 PM	22						
03:00 PM	22	03:15 PM	22						
04:30 PM	22	04:45 PM	22						
05:00 PM	22	05:15 PM	22						
TOTALS	220			220	440				
MINIMUM STANDARD "MONTHLY" RIDERSHIP TOTAL									
Monday - Friday, Sept. 2009 = 22 Service Days									
07:30 AM	88	07:45 AM	88						
08:00 AM	88	08:15 AM	88						
09:00 AM	88	09:15 AM	88						
10:30 AM	88	10:45 AM	88						
12:00 Noon	88	12:15 PM	88						
01:00 PM	88	01:15 PM	88						
01:30 PM	88	01:45 PM	88						
03:00 PM	88	03:15 PM	88						
04:30 PM	88	04:45 PM	88						
05:00 PM	88	05:15 PM	88						
TOTALS	880			880	1,760				
MAXIMUM "MONTHLY" VEHICLE CAPACITY TOTALS									
Monday - Friday, Sept. 2009 = 22 Service Days									
07:30 AM	484	07:45 AM	484						
08:00 AM	484	08:15 AM	484						
09:00 AM	484	09:15 AM	484						
10:30 AM	484	10:45 AM	484						
12:00 Noon	484	12:15 PM	484						
01:00 PM	484	01:15 PM	484						
01:30 PM	484	01:45 PM	484						
03:00 PM	484	03:15 PM	484						
04:30 PM	484	04:45 PM	484						
05:00 PM	484	05:15 PM	484						
TOTALS	4,840			4,840	9,680				
ACTUAL "MONTHLY" RIDERSHIP TOTALS									
Monday - Friday, September 2009									
07:30 AM	9	07:45 AM	0						
08:00 AM	11	08:15 AM	0						
09:00 AM	16	09:15 AM	9						
10:30 AM	7	10:45 AM	28						
12:00 Noon	12	12:15 PM	22						
01:00 PM	12	01:15 PM	6						
01:30 PM	0	01:45 PM	0						
03:00 PM	10	03:15 PM	20						
04:30 PM	5	04:45 PM	13						
05:00 PM	0	05:15 PM	15						
TOTALS	82			113	196				

Fresno County Rural Transit Agency

October 2009

MINIMUM STANDARD "DAILY" RIDERSHIP TOTAL									
Monday - Friday, August 2009									
07:30 AM	4	07:45 AM	4					40	80
08:00 AM	4	08:15 AM	4						
09:00 AM	4	09:15 AM	4						
10:30 AM	4	10:45 AM	4						
12:00 Noon	4	12:15 PM	4						
01:00 PM	4	01:15 PM	4						
01:30 PM	4	01:45 PM	4						
03:00 PM	4	03:15 PM	4						
04:30 PM	4	04:45 PM	4						
05:00 PM	4	05:15 PM	4						
TOTALS	40							40	80
MAXIMUM "DAILY" VEHICLE CAPACITY									
Monday - Friday, October 2009									
07:30 AM	22	07:45 AM	22						
08:00 AM	22	08:15 AM	22						
09:00 AM	22	09:15 AM	22						
10:30 AM	22	10:45 AM	22						
12:00 Noon	22	12:15 PM	22						
01:00 PM	22	01:15 PM	22						
01:30 PM	22	01:45 PM	22						
03:00 PM	22	03:15 PM	22						
04:30 PM	22	04:45 PM	22						
05:00 PM	22	05:15 PM	22						
TOTALS	220							220	440
MINIMUM STANDARD "MONTHLY" RIDERSHIP TOTAL									
Monday - Friday, Oct. 2009 = 21 Service Days									
07:30 AM	84	07:45 AM	84						
08:00 AM	84	08:15 AM	84						
09:00 AM	84	09:15 AM	84						
10:30 AM	84	10:45 AM	84						
12:00 Noon	84	12:15 PM	84						
01:00 PM	84	01:15 PM	84						
01:30 PM	84	01:45 PM	84						
03:00 PM	84	03:15 PM	84						
04:30 PM	84	04:45 PM	84						
05:00 PM	84	05:15 PM	84						
TOTALS	840							840	1,680
MAXIMUM "MONTHLY" VEHICLE CAPACITY TOTALS									
Monday - Friday, Oct. 2009 = 21 Service Days									
07:30 AM	462	07:45 AM	462						
08:00 AM	462	08:15 AM	462						
09:00 AM	462	09:15 AM	462						
10:30 AM	462	10:45 AM	462						
12:00 Noon	462	12:15 PM	462						
01:00 PM	462	01:15 PM	462						
01:30 PM	462	01:45 PM	462						
03:00 PM	462	03:15 PM	462						
04:30 PM	462	04:45 PM	462						
05:00 PM	462	05:15 PM	462						
TOTALS	4,620							4,620	9,240
ACTUAL "MONTHLY" RIDERSHIP TOTALS									
Monday - Friday, October 2009									
07:30 AM	21	07:45 AM	0						
08:00 AM	29	08:15 AM	19						
09:00 AM	30	09:15 AM	28						
10:30 AM	24	10:45 AM	27						
12:00 Noon	3	12:15 PM	29						
01:00 PM	30	01:15 PM	0						
01:30 PM	18	01:45 PM	18						
03:00 PM	4	03:15 PM	27						
04:30 PM	0	04:45 PM	10						
05:00 PM	2	05:15 PM	6						
TOTALS	161							164	325

FRESNO CO. RURAL TRANSIT

AGENCY, 2035 TULARE STREET

STE 201, ATTN: JEFFREY WEBSTER

FRESNO, CA 93721

PROOF OF PUBLICATION

COUNTY OF FRESNO STATE OF CALIFORNIA

EXHIBIT A.

PUBLIC NOTICE

#52027

PUBLIC NOTICE

The Fresno County Rural Transit Agency (FCRTA) is hereby noticing the public that the five (5) month demonstration program for Juvenile Justice Campus Transit between Downtown Fresno and the Fresno County Juvenile Justice Campus on American Avenue and State Highway 99 is scheduled for termination on Friday, November 13, 2009. Actual ridership and resultant fare recovery has not met minimum performance standards to justify continuation.

For more information, contact the FCRTA; 2035 Tulare Street; Suite 201; Fresno, CA 93721; 559-233-6789.

Signed
/s/ Jeffrey D. Webster
General Manager

(PUB: October 20, 2009)

The undersigned states:

McClatchy Newspapers in and on all dates herein stated was a corporation, and the owner and publisher of The Fresno Bee.

The Fresno Bee is a daily newspaper of general circulation now published, and on all-the-dates herein stated was published in the City of Fresno, County of Fresno, and has been adjudged a newspaper of general circulation by the Superior Court of the County of Fresno, State of California, under the date of November 22, 1994, Action No. 520058-9.

The undersigned is and on all dates herein mentioned was a citizen of the United States, over the age of twenty-one years, and is the principal clerk of the printer and publisher of said newspaper; and that the notice, a copy of which is hereto annexed, marked Exhibit A, hereby made a part hereof, was published in The Fresno Bee in each issue thereof (in type not smaller than nonpareil), on the following dates.

October 20, 2009

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated OCTOBER 20, 2009

Cathy H. Guletti



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

October 27, 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: Progress Report on FCRTA's Attempts to Secure Compressed Natural Gas Slow-Fill Pumps for its Fleet Vehicles.

ACTION SUMMARY

The Fresno County Rural Transit Agency (FCRTA) made a commitment to alternatively fueled its vehicles since 1992. We have successfully operated vehicles on Propane, Compressed Natural Gas (CNG), Electric Battery, and unleaded gasoline. We do not have any vehicles that are diesel powered.

In 1997, we purchased twenty-three (23) CNG powered vehicles. We were able to utilize five (5) different refueling stations that PG&E had established around the County (3 in Fresno, 1 in Clovis, and 1 in Sanger). Those allowed us to refuel our inter-city vehicles that were operated in close proximity to them. A couple of years earlier we learned of an appliance that would permit refueling by utilizing residential gas pipe lines. The units were a proven product. We began a relationship with the FuelMaker Corporation in 1996. Over the past twelve (12) years we have purchased forty-five (45) units, and have been very satisfied with their operation. In 2008, we took action to purchase twenty-seven (27) new vehicles that were to be powered by CNG. We secured Federal, State and local Measure-C funds to purchase sixty (60) additional FuelMakers units.

Last March we learned that the FuelMaker Corporation had filed for bankruptcy. At that time, we attempted to secure any available units, but were unsuccessful. We followed the proceedings, and learned that a Judge was seeking buyers for the company. Several US companies, including two (2) in California, were very interested. We had also heard the T. Boone Pickens was once again interested in buying the Company to support his much publicized "Energy Independence Plan through CNG".

After nearly five (5) months (July 2009), we learned that the company was bought by an Italian company that specialized in large scale commercial fuel stations installations throughout Europe. We were told that they had representatives in Michigan, Utah, and California. We initially understood that the company would be relocating to Michigan to take advantage of attractive tax breaks. We have had components serviced and parts replaced at a location in Michigan for the past four (4) months. I sent an email to the US representatives hoping to buy sixty (60) units immediately. I wanted to determine if they were really ready to do business.

As we waited for a response over the Summer, we worked with the San Joaquin Valley Air Pollution Control District and the Valley Clean-Air Coalition to seek a multi-agency grant award from the Federal Department of Energy who had been given American Recovery and Reinvestment Act (ARRA) stimulus funds to award for alternative fuel infrastructure projects. The application was submitted, only to learn in late September that California's entire apportionment had been given to a Southern California for-profit company.

Two (2) more months passed (September 2009), we learned that all the current stock, parts, and assembly line equipment had been placed in sixteen (16) freight cargo containers and was being shipped to Italy to the parent

company.

Last month, I was contacted regarding interest in my tentative order, but they thought it might be another six (6) months to get into production. They told me that they had three (3) former FuelMaker employees inventorying the shipments as it arrived by ship. They mentioned that they were still trying to negotiate contracts with previous suppliers, and that those suppliers were reluctant to deal with the new company because they had experienced significant financial losses as a result of the bankruptcy filing by the previous company. In our negotiations, I was told that they would like me to be their first order, but with a series of conditions that were all to their advantage. They hoped to have the assembly line completed by December, and was indicating that the first ten (10) units "might" be completed by Christmas (but that would be shutting down the plant for the holidays). There were a whole series of "if's" that only meant additional delays, but they were reasonably sure that our order would be filled by May 2010. As for the expressed financial considerations, in short, they wanted me to wire them full payment as there incentive to press on immediately. When I balked, they came up with a partial payments, but the units would still need to be fully paid for, before they were shipped to us. Then they told me that they would introduce me to a broker who could arrange air or cargo ship delivery to the airport or docks in Los Angeles, where we could arrange for the further shipment to our maintenance contractors corporation yard in Clovis. All I saw were "red flags". I told them just how uncomfortable and unacceptable such arrangements were to us, much less any other future customer in the US. I informed them of the "Buy American" provisions of any US purchase with Federal funds. I mentioned what other European Companies must go through to comply (take at least 55% of each unit apart in the US and then put them back together, so they are acceptable for purchase here with federal funds).

A week ago, I received another proposal, they would ship the units to their company facility in Southern California, and then they would ship them to our location. But all the previous arrangements would stay the same. I made it clear that no one pays for good or services in advance. I informed them that in most cases the products are manufactured, shipped and are received for inspection. After acceptance, maybe up to ninety percent (90%) is paid within thirty (30) days, and that the remaining ten percent (10%) is not released until everything is proven to work as promised.

In the mean time, while all this was going on, we continued our search on the internet to determine if any other similar refueling products existed. We expanded our search world-wide. We realized that India had made significant progress in the last ten (10) years by switching to CNG. It appeared that they had developed their own means of refueling their vehicles. (Their recent technological advancements include running a small passenger vehicle entirely on compressed air, for a respectable distance.) Last year, in conjunction with Fresno Area Express for the procurement of electronic fareboxes for FAX, Clovis, and FCRTA, the City of Fresno retained the services of a consultant, the Auriga Corporation of Milpitas, CA. to develop the Request for Proposal (RFP) specifications and assist in the evaluations of the submitted proposals. The firm's president, Mr. Parkash Daryani, had many world-wide dealings including regular trips to India. We contacted him to determine his familiarity with CNG products in India. He informed us that he was preparing to depart to India the following day and offered to make inquiries for us. We retained his services to make inquiries and identify contacts for existing CNG refueling products, that we could follow-up on ourselves. The results were not promising. All references pointed to product developments in China.

Our Maintenance Contractor just returned from a week long trip to four (4) Eastern and Central States and Canada, to determine first hand if any North American CNG equipment manufacturers had any products under development that could have applicability for us. None exist, and none are under development consideration (they are all waiting for President Obama to announce his Energy Policy and implementation funding programs). However, each of the contacts all pointed to China for the immediate solution.

Upon his return, our Maintenance Contractor has been in email and telephone contact with a manufacturer of an alternative unit that has been in production in that country for the past ten (10) years. Their first generation unit has met their Country's diverse needs. In consideration to our expressed needs and specifications, the company immediately responded by manufacturing a second generation unit. After careful review of its specifications, test results and photographs, we offered additional suggestions. To our complete surprise they have again responded with a third generation unit that was completed just last Tuesday. We are studying the specification and test results and photographs of its configuration now. The unit shows promise, and the

company has developed its equipment with an eye to world-wide sales. They have been very careful in addressing manufacturing and testing requirements for acceptance in the US and Europe.

As funny as it may seem, we are attempting to determine if the product can be purchased at our local WalMart.

I understand that these two (2) possibilities are controversial. But, to date, these are the basic alternatives that we are familiar with, and have previously budgeted to do.

Our only other near term solutions would be to establish three (3) or four (4) regional stations across the County. (This was one of the specific projects that was proposed in our previously referenced Department of Energy Application, that was not funded) The stations would permit nearby refueling opportunities for each of our rural incorporated city operations. There are major draw backs to such an alternative. In most cases we would be talking about a \$500,000 per facility, which would cover the costs for large pumps and storage tanks, utilities on the property to accommodate the operations. And then there is the matter of the property itself. Zoning issues, permits, and inspections would be another matter. Of course, we would first attempt to partner with someone else, to realize mutual benefits and share the costs. But that all takes a considerable amount of time, and the final cost would be several million dollars.

I should mention that we have learned of three (3) other implemented refueling solutions that exist in foreign countries. The first (1st) is a pump system that is secured on a truck. The unit make a "local CNG connections" and refuels vehicles where they are parked overnight. The second (2nd) is a tractor trailer truck unit that has multiple storage tanks on-board. The tanks are first filled at a centralized facility. In one version (2-A) the truck is simply driven to the vehicles location, hoses are hooked between to two (2) tanks and the pressure is equalized between the tanks resulting in a partial refueling. The other version (2-B) has a small pump on-board that is capable of emptying the storage tanks fuel into the vehicles until they are full. Again the refueling is done overnight when the vehicles are out of service. Unfortunately, the cost to replicate these examples are unknown, because they are a one-of-a-kind fabrication. We would have to work with a local fabricator to locate the various parts, assemble a components, and test it for certification purposes by at least the Department of Motor Vehicles and the California Highway Patrol, in order to operate it on the local road system. Our application of these other alternatives would need to be developed and budgeted for, and would take an unknown amount of time to complete on our own.

I am really interested in addressing and resolving this situation, as soon as possible. At this moment, I would like your support to explore the China option further. If it doesn't work, than I would pursue the Italian option if we can reach a "traditional" purchasing agreement with a US company representative. In either case, if equipment were to be purchased, I would recommend that we utilize our Measure-C funds, and use our Federal Grants funds for the installation of the units.

As always, I would welcome your comments and suggestions.

RECOMMENDATION:

The General Manager seeks authority from the Board of Directors to take action as appropriate, to secure the necessary equipment to facilitate the operation of our fleet vehicles, within the constraints of the adopted line-item budgets.

