

Measure "C" Extension

2007 Local Agency Handbook

(Other Revenue Program Funding)

February 28, 2008

1. INTRODUCTION

Measure "C" Extension – ½ Cent Transportation Sales Tax Program

When voters approved Measure "C" on the November 7, 2006 ballot, they authorized the Fresno County Transportation Authority (Authority) to continue a ½ cent retail transaction and use tax over twenty years (between July 1, 2007 and June 30, 2027). The Sales Tax Extension would provide an estimated \$1.714 billion in new revenues for transportation improvements according to financial projections estimated through the Year 2027 in accordance with the *Measure "C" Extension Expenditure Plan* (Expenditure Plan). The funds are collected by the State Board of Equalization (BOE) beginning on July 1, 2007 and are sent to the Authority. As a result, claims for reimbursement will only be approved for project costs that were expended after that date.

Since adoption of the Local Pass-Through Revenue Programs Handbook in July 2007 by the Council of Fresno County Governments (Fresno COG) Policy Board and in August 2007 by the Authority, staff has been working with subcommittees of the Measure "C" Steering Committee to develop implementation details of the Other Revenue Programs contained in the Expenditure Plan including:

◆ Regional Public Transit Program

- Appendices to the Public Transit Agencies Subprogram detailing the Taxi Script Program and the Taxi Script Funding Application form

NOTE: *Implementing guidelines for the Public Transit Agencies Subprogram are already contained in the approved Pass-Through Funding Handbook; however, details regarding the Taxi-Script Program were not complete when the Pass-Through Funding Handbook was approved. Appendix E and F (attached to this Handbook) have been developed to further detail implementing guidelines associated with the Taxi Scrip Program.*

- Phase II of the Public Transportation Infrastructure Study (PTIS) Subprogram
- ADA/Seniors/Paratransit Subprogram
- Farmworker/Car/Vanpools Subprogram
- New Technology Reserve Subprogram

- ◆ **Alternative Transportation Program**
 - Rail Consolidation Subprogram
- ◆ **Environmental Enhancement Program**
 - Transit Oriented Infrastructure for In-Fill Subprogram
 - School Bus Replacement Subprogram (*Guidelines for this Subprogram will be presented for adoption at a later date*)

Implementation details of each of these Subprograms are included in this Handbook. The only remaining program or subprogram to be fully developed as a part of this process is the Regional Transportation Program – Urban and Rural Subprograms and the School Bus Replacement Subprogram. Implementation details regarding these Subprograms will be developed over the next few months. Once the Subprograms are in final form, they will be combined with Programs in the Pass-Through Funding Handbook and in this document to form the 2008 Measure "C" Extension Implementation Plan.

Funding for all Measure "C" Extension Programs was available for disbursement in September 2007. The Authority will continue to disburse the Local Agency Pass-Through funds monthly once a claim is submitted to the Authority. By February or March of each year, the Authority will provide an estimate of the amount of Measure "C" funds available for the next Fiscal Year for all funding programs. Final annual allocation estimates will be provided in June prior to the new Fiscal Year. The current estimate of Measure "C" funds over the 20-years is based upon information contained in the Expenditure Plan. The estimates were provided by the Authority and use an annual 5% growth rate in sales tax revenues. The Expenditure Plan identified how the funds would be allocated over the 20-year period and includes general implementing guidelines for each of the six funding programs, including those contained in this document.

The following funding Programs, Subprograms, and Categories are eligible to be claimed by local agencies such as Fresno COG, Fresno County, the cities, the Fresno County Rural Transit Agency (FCRTA), and other entities (school districts and school bus service providers). The eligible portion of Measure "C" funding for each of the Programs, Subprograms and Categories contained in this document are included in Table 1 including the expected 20-year and annual funding amounts. Table 2 provides an overview of the first year funding estimate from the Measure "C" Extension or funds expected during Fiscal Year (FY) 2007/08. These tables will be updated and provided annually to each local agency.

TABLE 1

MEASURE "C" EXTENSION EXPENDITURE PLAN			
Estimated Multi-Modal Funding Allocation Program			
OTHER REVENUE FUNDING PROGRAMS			
12/19/07			
MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	20 YEAR MEASURE "C" OTHER FUNDING TOTAL	20-YEAR AVERAGE ANNUAL MEASURE "C" OTHER FUNDING TOTAL	% OF TOTAL MEASURE "C" FUNDING
Total Measure "C" Funds - \$1,714,400,000	\$237,300,000	\$11,865,000	13.84%
Regional Public Transit Program	\$75,000,000	\$3,750,000	4.34%
<i>Public Transportation Infrastructure Study (PTIS) / Transit Consolidation</i>	<i>\$5,100,000</i>	<i>\$255,000</i>	<i>0.29%</i>
<i>ADA / Seniors / Paratransit</i>	<i>\$13,700,000</i>	<i>\$685,000</i>	<i>0.79%</i>
<i>Farmworker /Car/Van Pools</i>	<i>\$19,900,000</i>	<i>\$995,000</i>	<i>1.16%</i>
Farmworker Van Pools	\$9,950,000	\$497,500	0.58%
Car/Van Pools	\$9,950,000	\$497,500	0.58%
<i>New Technology Reserve</i> (If construction is not imminent in 15 years, money will be reallocated based on greatest need.)	<i>\$36,300,000</i>	<i>\$1,815,000</i>	<i>2.10%</i>
Alternative Transportation Program	\$102,500,000	\$5,125,000	6.00%
<i>Rail Consolidation</i> (If construction is not imminent in 15 years, money will be used for grade separations instead.)	<i>\$102,500,000</i>	<i>\$5,125,000</i>	<i>6.00%</i>
Environmental Enhancement Program	\$59,800,000	\$2,990,000	3.50%
<i>School Bus Replacement</i>	<i>\$39,900,000</i>	<i>\$1,995,000</i>	<i>2.30%</i>
<i>Transit Oriented Infrastructure for In-Fill</i> ^{**1}	<i>\$19,900,000</i>	<i>\$995,000</i>	<i>1.20%</i>
^{**1} Name of Funding Program to be determined			

TABLE 2

MEASURE "C" EXTENSION		
Estimated 2007/08 Multi-Modal Funding Allocation Program		
OTHER REVENUE PROGRAM FUNDS		
12/19/07		
FUNDING ALLOCATION PROGRAMS	2007-08 MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
Total FY 2007/08 Measure "C" Funds - \$62,200,000	\$8,608,480	13.84%
Regional Public Transit Program	\$2,699,480	4.34%
<i>Public Transportation Infrastructure Study (PTIS) / Transit Consolidation</i>	<i>\$180,380</i>	<i>0.29%</i>
<i>ADA / Seniors / Paratransit</i>	<i>\$491,380</i>	<i>0.79%</i>
<i>Farmworker /Car/Van Pools</i>	<i>\$721,520</i>	<i>1.16%</i>
Farmworker Van Pools	\$360,760	0.58%
Car/Van Pools	\$360,760	0.58%
<i>New Technology Reserve</i> (If construction is not imminent in 15 years, money will be reallocated based on greatest need.)	<i>\$1,306,200</i>	<i>2.10%</i>
Alternative Transportation Program	\$3,732,000	6.00%
<i>Rail Consolidation</i> (If construction is not imminent in 15 years, money will be used for grade separations instead.)	<i>\$3,732,000</i>	<i>6.00%</i>
Environmental Enhancement Program	\$2,177,000	3.50%
<i>School Bus Replacement</i>	<i>\$1,430,600</i>	<i>2.30%</i>
<i>Transit Oriented Infrastructure for In-Fill</i> ^{**1}	<i>\$746,400</i>	<i>1.20%</i>
^{**1} Name of Funding Program to be determined		

Purpose/Use of Handbook

This Handbook has been prepared by the Authority and Fresno COG to provide:

- ◆ A step by step process that eligible entities within Fresno County will follow to identify funding availability and eligibility, and to conduct the funding claims process
- ◆ The best available understanding of when revenue will be available and how that revenue is to be claimed by the eligible entities

The Handbook itself does not constitute a final funding commitment; the Authority will annually provide each local agency with estimated funding by program. This Handbook is provided to eligible entities to claim, use, and report sales tax allocated for the "Other" Measure "C" programs described previously.

Handbook Overview

Below are the specific steps for each Measure "C" Extension funding program identified in Table 1. Each of the Programs (except the Farmworker/Car/Vanpools Subprogram) has similar steps that local agencies will need to follow as they claim Measure "C" Extension funds.

- ◆ Step 1 – Understanding the Funding Program
- ◆ Step 2 – Available Subprogram or Category Funds
- ◆ Step 3 – Identifying Eligible Projects
- ◆ Step 4 – Performance Criteria (if applicable) or Other Requirements
- ◆ Step 5 – How to Claim the Subprogram or Category Funds
- ◆ Step 6 – How to Monitor Fund Subprogram or Category Projects and Report Accomplishments
- ◆ Step 7 – The Annual Audit Process
- ◆ Step 8 – Other Provisions

2. REGIONAL PUBLIC TRANSIT PROGRAM

As noted in Section 2 of the Pass-Through Funding Handbook, the Regional Public Transit Program is intended to expand public transit programs that will get people out of their cars, provide enhanced mobility options for seniors and the disabled, and improve air quality. In addition to the provision of transit service in the County by Fresno Area Express (FAX), Clovis Transit, and the Fresno County Rural Transit Agency (FCRTA), described in the Local Agency Handbook (Section 1 – Public Transit Agencies Subprogram), several other Subprograms are included to enhance public transit services within Fresno County including the following:

- ◆ Fund Phase 2 of the Public Transportation Infrastructure Study (PTIS), which will look to the future and identify how Fresno County residents can take advantage of new technologies and advances in public transit and land use planning guide and potential implementation of consolidated transit services within the County through the PTIS/Transit Consolidation Subprogram. The amount of funding available for Phase 2 of the PTIS and the Transit Consolidation Categories will be determined once a scope of work and fee estimate has been developed for the Phase 2 PTIS effort. The available funding amounts for each Category will be determined over the next few months
- ◆ Improve mobility for seniors and people with disabilities through the ADA/Seniors/Paratransit Subprogram
- ◆ Improve air quality and provide a cost-effective alternative to the single occupant vehicle through the Van Pools Subprogram
- ◆ Get farmworkers to their destinations safely, improve air quality, provide a cost-effective alternative to the single occupant vehicle, and address the social needs of the community through the Farmworkers Van Pool Subprogram

PTIS / Transit Consolidation Subprogram

An overview of the various Categories under the PTIS / Transit Consolidation Subprogram and the steps necessary for each eligible agency to claim funds is provided on the following pages:

- ◆ Phase 2 – Public Transportation Infrastructure Study (PTIS) Category – Page 5
- ◆ Transit Consolidation - Page 8

Phase 2 – Public Transportation Infrastructure Study (PTIS) Category

◆ Step 1 – Understanding the Category

Phase 2 of the PTIS will focus on the cost of improving specific regional travel corridors and activity centers throughout the County considering improved transit systems and services. This effort will also identify corridors that connect rural communities with the FCMA. The Study will involve land use and transportation modeling that will guide identification of viable future transit systems and corridors. Fresno COG will administer preparation of the Study with the Blueprint Roundtable

providing guidance to ensure that the Study is coordinated and consistent with the Blueprint planning process.

◆ **Step 2 – Identifying Available PTIS Category Funds**

The current estimated Measure "C" Extension funding available to Fresno COG to prepare Phase 2 of the PTIS for FY 2007/08 is provided in Table 3. An updated table will be provided annually.

TABLE 3		
MEASURE "C" EXTENSION		
ESTIMATED 2007/08 MULTI-MODAL FUNDING ALLOCATION		
PTIS/Transit Consolidation Subprogram		
November 29, 2007		
MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	2007-08 MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
<i>Total FY 2007/08 Measure "C" Funds - \$62,200,000</i>		
Regional Public Transit Program	\$14,928,000	24.00%
<i>Public Transportation Infrastructure Study (PTIS) / Transit Consolidation</i>	<i>\$180,380</i>	<i>0.29%</i>

◆ **Step 3 – Identifying Eligible Projects**

Eligible Category projects include:

- Administrative, planning and consultant services to prepare Phase 2 of the PTIS

◆ **Step 4 - Performance Criteria**

To ensure that Measure "C" funds are utilized appropriately and result in a completed and acceptable Phase 2 PTIS, PTIS efforts will be evaluated in accordance with the following:

- Blueprint Roundtable review of Milestone Reports prepared to document various components or sections of the Phase 2 Study

◆ **Step 5 – How to Claim Phase 2 PTIS Category Funds**

- Upon request by Fresno COG to the Authority in March or April of each year, an estimate of Category funds available for the next Fiscal Year can be provided (reference Table 2). The claim form (reference Appendix A) along with the final fund estimate will be forwarded to Fresno COG following the Authority Board meeting in May.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 3

- Fresno COG shall submit its claim to the Authority once the claim form is approved by the Fresno COG Policy Board
- The Authority will consider and approve Fresno COG claims as they are received
- The Annual Reporting Form (Appendix B) will be submitted by Fresno COG to the Authority at the time its claim form is filed along with Fresno COG's Resolution claiming the funds. Fresno COG may indicate in the claim form and in the Resolution, its intent to complete and return the Annual Reporting Form to the Authority no later than October 15th. If Fresno COG does not return the Annual Reporting to the Authority by that deadline, the Authority will withhold Measure "C" funds until such time as the form(s) is returned by Fresno COG and reviewed for correctness by the Authority

◆ **Step 6 – How to Monitor Phase 2 PTIS Category Progress and Report Accomplishments**

- Fresno COG will file an annual report form (Appendix B) as specified in Step 5 above, which will consist of the following items:
 - Expenditure of funds to date
 - Other funding sources applied to fully fund the Study
 - Compliance with the required performance criteria (reference Step 4)The completed annual report form will be transmitted to the Authority for evaluation and report compliance
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs
- Funds determined by audit not to have been expended as provided for in Fresno COG's claim for Measure "C" Phase 2 PTIS Category funds, shall be repaid in full plus interest that would have been accrued

◆ **Step 7 – The Annual Audit Process**

Funds under this Category are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

◆ **Step 8 - Other Provisions**

It will necessary to borrow Measure "C" funds from other Extension Programs or Subprograms to prepare Phase 2 of the PTIS. The PTIS should be initiated immediately and completed within the next two (2) years in order to provide the necessary planning strategies and recommendations for the allocation of other Measure "C" funds for public transportation services, new transit technologies, and implementation of the Measure "C" Transit Oriented Infrastructure for In-Fill Subprogram. This would require full funding of the PTIS in the short-term versus annual allocations of Measure "C" PTIS funding over the 20-year collection period.

Measure "C" funding borrowed from other Programs will be repaid by this Subprogram consistent with Authority policy.

Transit Consolidation Category

◆ Step 1 – Understanding the Category

Fresno COG previously commissioned a study to determine if consolidation of the various public transit agencies in Fresno County would be viable. This Study was funded with other than Measure "C" Extension funds and was completed prior to July 1, 2007. Measure "C" Extension funding would be allocated to implement study recommendations (when desired by the public transit agencies or when consolidation is warranted). Activities would include coordination with each transit agency to discuss the consolidation effort, development of a Joint Powers Agreement (JPA) or some other similar document to consolidate all transit service functions under one agency, and other required consolidation tasks that will result in implementation of Study recommendations.

The amount of funding available for Phase 2 of the PTIS and for the Transit Consolidation Categories will be determined once a scope of work and fee estimate has been developed for the Phase 2 PTIS effort. The available funding amounts for each Category will be determined over the next few months.

◆ Step 2 – Identifying Available Category Funds

The current estimated Measure "C" Extension funding available to Fresno COG to fund consolidation activities for the upcoming FY is provided in Table 3. An updated table will be provided annually.

◆ Step 3 – Identifying Eligible Projects

Eligible Category projects include:

- Administrative, planning and consultant services to implement Consolidation Study recommendations (when desired or warranted)

Eligible entities include Fresno COG, Fresno County, and the cities.

◆ Step 4 - Performance Criteria

To ensure that Measure "C" funds are utilized appropriately and result in the implementation of Consolidation Plan recommendations, allocation of Category funds will be considered in accordance with the following:

- Review and approval of proposals for consolidation by Fresno COG submitted by a transit agency in Fresno County

◆ **Step 5 – How to Claim Transit Consolidation Category Funds**

- Upon request by an eligible entity to the Authority in March or April of each year, an estimate of Category funds available for the next Fiscal Year can be provided (reference Table 2). The claim form (reference Appendix A) along with the final fund estimate will be forwarded to each eligible entity following the Authority Board meeting in May.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 3
- Eligible entities shall submit claims to the Authority once a claim form is approved by the eligible entity
- The Authority will consider and approve eligible entity claims as they are received
- The Annual Reporting Form (Appendix B) will be submitted by an eligible entity to the Authority at the time its claim form is filed along with the eligible entity's Resolution claiming the funds. An eligible entity may indicate in the claim form and in the Resolution, its intent to complete and return the Annual Reporting Form to the Authority no later than October 15th. If an eligible entity does not return the Annual Reporting to the Authority by that deadline, the Authority will withhold Measure "C" funds until such time as the form(s) is returned by the eligible entity and reviewed for correctness by the Authority

◆ **Step 6 – How to Monitor Transit Consolidation Category Progress and Report Accomplishments**

- An eligible entity will file an annual report form (Appendix B) as specified in Step 5 above, which will consist of the following items:
 - Expenditure of funds to date
 - Other funding sources applied to fully fund consolidation activities
 - Compliance with the required performance criteria (reference Step 4)The completed annual report form will be transmitted to the Authority for evaluation and report compliance
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs
- Funds determined by audit not to have been expended as provided for in an eligible entity's claim for Measure "C" Transit Consolidation Category funds shall be repaid in full plus interest that would have been accrued

◆ **Step 7 – The Annual Audit Process**

Funds under this Category are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

◆ **Other Provisions**

Given the likelihood that a majority of Transit Consolidation Category funds will be available on an annual basis during the short-term period (next 5-years), the Authority reserves the right to allocate specified amounts of Category funds to other Measure "C" Extension Programs. Such funds shall be repaid to the Transit Consolidation Category consistent with Authority policy.

ADA / Seniors / Paratransit Subprogram

◆ Step 1 – Understanding the Subprogram

Dedicated funding would be available for ADA and Senior / Paratransit services under the Regional Public Transit Program and could be used as matching funds for state or federal funds or to augment funding under the Public Transit Agencies Program or programs contained in the Local Transportation Program. For FY 2007/08, Subprogram funds would be allocated to the Taxi Scrip Program referenced in the Public Transit Agencies Subprogram as Secondary Programs (reference the Transit Agencies Subprogram of the Expenditure Plan and the Pass-Through Funding Handbook).

Step 2 – Identifying Available Subprogram Funds

The current estimated Measure "C" Extension funding available under the ADA/Seniors/Paratransit Subprogram for the upcoming FY is provided in Table 4. An updated table will be provided annually.

TABLE 4		
MEASURE "C" EXTENSION		
ESTIMATED 2007/08 MULTI-MODAL FUNDING ALLOCATION		
ADA/Seniors/Paratransit Subprogram		
November 29, 2007		
MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	2007-08 MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
<i>Total FY 2007/08 Measure "C" Funds - \$62,200,000</i>		
Regional Public Transit Program	\$14,928,000	24.00%
<i>ADA / Seniors / Paratransit</i>	<i>\$491,380</i>	<i>0.79%</i>

◆ Step 3 – Identifying Eligible Projects

Eligible Subprogram projects include:

- Priority 1 - Secondary Programs listed in the Transit Agency Subprogram of the Expenditure Plan and the Pass-Through Funding Handbook. The funds would be divided amongst transit operators
- Priority 2 – If surplus funds remain (following allocations to agencies in Priority 1), the funds would be divided amongst the transit agencies. Transit agencies would submit project applications for funding. The projects would be prioritized considering those project applications that provide the greatest benefit to the provision of transit disability services

- Priority 3 – Redirect any remaining funding (following allocations to Priorities 1 and 2) to the ADA Compliance Subprogram under the Local Transportation Funding Program referenced in the Expenditure Plan and in the Pass-Through Funding Handbook
- Administrative, planning and implementation services associated with this Subprogram
- Eligible entities include Fresno COG and the transit agencies [Fresno Area Express (FAX), Clovis Transit, and the Fresno County Rural Transit Agency (FCRTA)]

◆ **Step 4 - Performance Criteria**

To ensure that Measure "C" funds are utilized appropriately, Fresno COG, at yearly intervals, will conduct a performance evaluation to determine if the program is meeting its intended goals of increasing ridership amongst eligible individuals and assess whether or not to continue, or redirect the funding to a more effective program.

◆ **Step 5 – How to Claim ADA/Seniors/Paratransit Subprogram Funds**

- Upon request by an eligible entity to the Authority in March or April of each year, an estimate of Subprogram funds available for the next Fiscal Year can be provided (reference Table 2). The claim form (reference Appendix A) along with the final fund estimate will be forwarded to each eligible entity following the Authority Board meeting in May.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 4
- Eligible entities shall submit claims to the Authority once a claim form is approved by the eligible entity
- The Authority will consider and approve eligible entity claims as they are received
- The Annual Reporting Form (Appendix B) will be submitted by an eligible entity to the Authority at the time its claim form is filed along with the eligible entity's Resolution claiming the funds. An eligible entity may indicate in the claim form and in the Resolution, its intent to complete and return the Annual Reporting Form to the Authority no later than October 15th. If an eligible entity does not return the Annual Reporting to the Authority by that deadline, the Authority will withhold Measure "C" funds until such time as the form(s) is returned by the eligible entity and reviewed for correctness by the Authority

◆ **Step 6 – How to Monitor Subprogram Progress and Report Accomplishments**

- An eligible entity will file an annual report form (Appendix B) as specified in Step 5 above, which will consist of the following items:
 - Expenditure of funds to date
 - Other funding sources applied to provide eligible services
 - Compliance with the required performance criteria (reference Step 4)The completed annual report form will be transmitted to the Authority for evaluation and report compliance
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs

- Funds determined by audit not to have been expended as provided for in an eligible entity's claim for Subprogram funds shall be repaid in full plus interest that would have been accrued

◆ **Step 7 – The Annual Audit Process**

Funds under this Subprogram are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

Farmworker/Car/Vanpools Subprogram

Measure "C" funds have been programmed in the Expenditure Plan to subsidize vanpool programs within Fresno County. The programs would be evaluated for annual funding allocation based upon an open competitive process. The Vanpool Program should provide an equal opportunity for both public and private industry competition, as well as potential public/private partnerships.

An overview of the various Categories under the Farmworker/Car/Vanpools Subprogram and the steps necessary for Fresno COG to claim funds is provided for each Category on the following pages:

- ◆ Car/Van Pools Category – Page 14
- ◆ Farmworker Van Pools Category - Page 21

Car/Van Pools Category

◆ Step 1 – Understanding the Funding Category

Approximately .6% of Measure "C" is provided to fund carpool and vanpool subsidy programs originating within Fresno County. This will get commuters to their destinations safely, improve air quality, and provide a cost-effective alternative to the single occupant vehicle.

➤ Commuter Van Pool Performance Criteria:

- Fresno COG will issue a Request for Proposals to qualified entities to provide such a service
- All commuter vanpools using Measure "C" funds allocated for this purpose must originate within Fresno County. This does not preclude an agency from using other Measure "C" funds (e.g., Regional Public Transit, Local Transportation Program) to subsidize additional Commuter Vanpools
- Allocations of Measure "C" funds for vanpools will be prioritized based on overall cost effectiveness and air quality benefit

◆ Step 2 – Available Category Funds

The total estimated Measure "C" Extension funding available under this category is provided in Table 5. During FY 2007/08, a maximum of \$140,000 would be allocated to the Vanpools Program and a maximum of \$100,000 would be allocated to the Carpools Program. In addition, a maximum of \$10,000 per month (not to exceed \$120,000 for FY 2007/08) would be available to reimburse the City of Fresno for its existing Vanpools Program.

To ensure that Measure "C" funds are utilized appropriately, Fresno COG, at yearly intervals, will conduct a performance evaluation to determine if the Category is meeting its intended goals and assess whether or not to continue, or to design and implement a different strategy for the Category funds.

TABLE 5		
MEASURE "C" EXTENSION		
ESTIMATED 2007/08 MULTI-MODAL FUNDING ALLOCATION		
Farmworker Car/Van Pools Subprogram		
November 29, 2007		
MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	2007-08 MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
<i>Total FY 2007/08 Measure "C" Funds - \$62,200,000</i>		
Regional Public Transit Program	\$14,928,000	24.00%
<i>Farmworker /Car/Van Pools</i>	<i>\$721,520</i>	<i>1.16%</i>
Farmworker Van Pools	\$360,760	0.58%
Car/Van Pools	\$360,760	0.58%

◆ Step 3 – Identifying Eligible Subprogram Projects

Measure "C" funds can subsidize carpool or vanpool programs that originate within Fresno County. There are funds available for a variety of vanpool incentives, designed to spark the development of new vanpools and offer financial support and assistance to existing vanpools. There is also an incentive program available for encouraging the development or expansion of carpools within Fresno County.

- Eligible subsidies and reimbursements for new vanpools:
 1. Monthly lease subsidy
 2. Vanpool start-up costs such as medical exams
 3. Driver replacement cost
 4. Emergency Ride Home Program
 5. Driver Incentive
 6. Parking permits
 7. Vouchers

Project descriptions:

1. Monthly Lease Subsidy for New Vanpools:
 Measure "C" funds will subsidize newly formed vanpools--originating in Fresno County--\$350 per vanpool, per month for up to one (1) year.
2. Medical Exam Expense:
 All primary and alternate drivers are required to have medical exams prior to driving. Measure "C" funds will reimburse that expense up to \$50 per driver. A maximum of three (3) drivers (one primary and two alternate) from each new vanpool.

3. Driver Replacement Cost:
Should a primary or alternate driver need to be replaced, the new driver/s may be reimbursed up to \$75 per driver for a medical examination. A maximum of three (3) drivers (one primary and two alternate) from any single vanpool may receive the subsidy.
 4. Emergency Ride Home:
This reimbursement covers costs for Emergency Ride Home services provided by a Vanpool Provider to the Vanpool participants. Emergency Ride Home programs offer vanpoolers a free ride to needed destinations in the case of an unforeseen emergency (illness, family crisis, unscheduled overtime). There is a variety of transportation options available to Vanpool providers and participants including taxi service, rental cars, company fleet cars and having fellow employees or supervisors take the vanpooler to their desired destination (home, hospital, etc.). It is up to the Vanpool Provider and their vanpoolers to decide which options will be provided.
 5. Driver Incentive:
At the end of the first year of successful operation, the qualifying vanpool primary driver receives \$100 per current vanpool participant. Participants must have been in the vanpool for one full month or more to be counted, and must have all fees paid up-to-date on the vanpool's one year anniversary.
 6. Parking Permits:
Will reimburse up to \$100 per month for parking permits/fees, excluding parking tickets or any other violation of parking laws.
 7. Vouchers:
Vanpool providers may request funding for voucher programs that they develop and administer. Vouchers allow participants to join, switch or start vanpool groups.
- Eligible subsidies and reimbursements for existing vanpools:
1. Empty Seat Subsidy
 2. Driver-replacement costs
 3. Emergency Ride Home Program
 4. Parking permits
 5. Vouchers

Project Descriptions:

1. Empty Seat Subsidy:
Should an existing vanpool group lose riders, the lease cost of the vacant seats would normally be absorbed by the remaining riders. This subsidy offers financial support to vanpool groups while they recruit replacement riders after the loss, by paying for the cost of a vanpool's vacant seat/s up to \$100 per seat for the 1st month, decreasing \$25 per seat for up to a four-month period.

Maximum available:

\$100 per empty seat—1st month

\$75 per empty seat – 2nd month

\$50 per empty seat – 3rd month

\$25 per empty seat – 4th month

A vanpool group may only apply for the subsidy once per participant loss, i.e. if a replacement rider is not found at the end of the 4-month empty seat subsidy period the subsidy cannot be reapplied for to fill the vacant seat. Proof of previous rider's sustained participation in the vanpool may be required by the vanpool provider.

2. Driver Replacement Cost:
Should a primary or alternate driver need to be replaced, the new driver/s may be reimbursed up to \$75 per driver for a medical examination. A maximum of three (3) drivers (one primary and two alternate) from any single vanpool may receive the subsidy.
3. Emergency Ride Home:
This reimbursement covers costs for Emergency Ride Home services provided by a Vanpool Provider to the Vanpool participants. Emergency Ride Home programs offer vanpoolers a free ride to needed destinations in the case of an unforeseen emergency/ies (illness, family crisis, unscheduled overtime). There is a variety of transportation options available to Vanpool providers and participants including taxi service, rental cars, company fleet cars and having fellow employees or supervisors take the vanpooler to their desired destination (home, hospital, etc.). It is up to the Vanpool Provider and their vanpoolers to decide which options will be provided.
4. Parking Permits:
Reimbursement up to \$100 per month for parking permits/fees per vanpool. Excludes parking tickets or any other violation of parking laws.
5. Vouchers:
Vanpool providers may request funding for voucher programs that they develop and administer. Vouchers allow participants to join, switch or start vanpool groups.
 - Carpool Incentives:
Start a new carpool with at least one other person not residing in your household, or add a new member to an existing carpool and each participant may be eligible to receive a \$50 Reward Card once per fiscal year. Fill out a Measure "C" Carpool Incentive Application, then carpool to work or school a minimum of two (2) days per week for an eight (8) week period. During the 8-week period, a follow-up survey will be mailed to you. When the eight (8) weeks are up, send in your survey to claim the Reward Card.
 - Administrative, planning and implementation services associated with this Category

◆ **Step 4 – Other Subprogram Requirements**

Implementation Guidelines affecting the Carpool/Vanpool Subprogram include:

- New vanpools applying for subsidies or reimbursements must include the following:
 - At least six (6) riders and one (1) driver
 - Vanpool should operate at least five (5) days per week, unless participants are working full-time on an alternate work schedule that requires fewer commute days
 - An Emergency Ride Home Program (ERH) provided or arranged by the Vanpool Provider or signed waivers from all participating vanpool riders/driver that they don't want ERH provided to their vanpool
 - Must originate within Fresno County
 - A qualifying "new" vanpool is one that is formed but not yet on the road, or a vanpool that has been on the road for less than two (2) months. No new vanpool may receive the subsidies or incentives unless 50 percent of the vanpool's riders have not traveled in a vanpool on a regular basis for a period of six months from the time of application submission to the program
 - Participants are required to use an authorized vanpool vendor such as Enterprise Rideshare, VPSI, KART or other agency, or form an employer sponsored vanpool. Owner-Operator vanpools are not eligible to receive these subsidies
 - Vanpools may supplement this incentive with other subsidies. Examples include employers, the San Joaquin Valley Air Pollution Control District (Air District) and Commuter Checks
 - The subsidy must be revoked if a vanpool's ridership falls below seven members (including the driver) for more than four (4) consecutive months
 - If an "offshoot" vanpool is formed from members of a vanpool that previously applied for a subsidy from this program, and the route is essentially the same, the original vanpool must remain viable or the new vanpool will not qualify for the subsidy

- Existing vanpools must comply with the following requirements:
 - At least six (6) riders and one (1) driver
 - Vanpool should operate at least five (5) days a week, unless participants are working full-time on an alternate work schedule that requires fewer commute days
 - An Emergency Ride Home Program (ERH) provided or arranged by the Vanpool Provider or signed waivers from all participating vanpool riders/driver that they don't want ERH provided to their vanpool
 - Must originate within Fresno County
 - Participants are required to use an authorized vanpool vendor such as Enterprise Rideshare, VPSI, KART or other agency, or form an employer sponsored vanpool. Owner-Operator vanpools are not eligible to receive these subsidies
 - Vanpools may supplement this incentive with other subsidies. Examples include employers, the Air District and Commuter Checks
 - The subsidy must be revoked if a vanpool's ridership falls below seven members (including the driver) for more than four (4) consecutive months

- If an "offshoot" vanpool is formed from members of a vanpool that previously applied for a subsidy from this program, and the route is essentially the same, the original vanpool must remain viable or the new vanpool will not qualify for the subsidy

- All persons applying for the Carpool incentive must comply with the following requirements:
 - Must be at least 18 years of age
 - Must have a valid driver's license
 - Carpools must originate in Fresno County
 - If you have received any Measure "C" commuting incentives within the last year you are not eligible for this program
 - One-time, per person while supplies last
 - No more than one (1) participant per household or address
 - Each carpooler must reside at a different household or address
 - Once you have participated in this program, please expect a follow-up survey to determine the effectiveness of the program
 - Employers may be contacted to verify employment. Falsifying any information will disqualify an applicant from ALL Measure "C" Commute Incentive programs permanently

- ◆ **Step 5 – How to Claim the Subprogram Funds**
 - The programs are to be evaluated for funding allocation from Fresno COG based upon an open competitive process. The Vanpool Program should provide an equal opportunity for both public and private industry competition, as well as potential public/private partnerships. Funds are available for eligible projects on a first-come, first-serve basis until the program funds are exhausted
 - Each vanpool provider must fill out and submit the Measure "C" Commuter Vanpool Request for Subsidies/Reimbursements form when applying for Measure "C" Commuter Vanpool funds. The form is available on the Fresno COG website: www.fresnocog.org
 - Each vanpool passenger requesting Measure "C" Commuter Vanpool funds must complete a Measure "C" Vanpool Incentive Program – Passenger Application and submit it with the Measure "C" Commuter Vanpool Request for Subsidies/Reimbursements. The application form is available on the Fresno COG website: www.fresnocog.org
 - All carpoolers applying for Measure "C" Carpool funds must complete and submit a Measure "C" Carpool Gift Card Application. The application form is available on the Fresno COG website: www.fresnocog.org
 - Fresno COG, as the implementing agency, will claim Subprogram funds from the Authority to be allocated through the competitive process as follows:
 - Upon request by Fresno COG to the Authority in March or April of each year, an estimate of Subprogram funds available for the next Fiscal Year can be provided (reference Table 2). The claim form (reference Appendix A) along with the final fund estimate will be forwarded to Fresno COG following the Authority Board meeting in May.
 - Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 5

- Fresno COG shall submit its claims to the Authority once the claim forms are approved by Fresno COG Policy Board
- The Authority will consider and approve Fresno COG claims as they are received
- The Annual Reporting Form (Appendix B) will be submitted by Fresno COG to the Authority at the time its claim form is filed along with Fresno COG's Resolution claiming the funds. Fresno COG may indicate in the claim form and in the Resolution, its intent to complete and return the Annual Reporting Form to the Authority no later than October 15th. If Fresno COG does not return the Annual Reporting to the Authority by that deadline, the Authority will withhold Measure "C" funds until such time as the form(s) is returned by Fresno COG and reviewed for correctness by the Authority

◆ **Step 6 – How to Monitor Subprogram Projects and Report Accomplishments**

- Program monitoring and reporting to Fresno COG as the implementing agency is the responsibility of each vanpool provider. Simple quarterly reports will be required and will be submitted to Fresno COG
- Fresno COG, acting as the implementing agency, will file an annual report form (Appendix B) as specified in Step 5 above, which will consist of the following items:
 - Expenditure of funds to date
 - Other funding sources applied to provide eligible services
 - Compliance with the required performance criteria (reference Step 4)
- The completed annual report form will be transmitted to the Authority for evaluation and report compliance
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs
- Funds determined by audit not to have been expended as provided for in Fresno COG's claim for Category funds shall be repaid in full plus interest that would have been accrued

◆ **Step 7 – The Annual Audit Process**

Funds under this Subprogram are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

Farmworker Van Pools Category

◆ Step 1 – Understanding the Funding Subprogram/Category

Approximately .6% of Measure "C" is provided to fund carpool and vanpool subsidy programs originating within Fresno County. This will get commuters to their destinations safely, improve air quality, and provide a cost-effective alternative to the single occupant vehicle.

➤ Farmworker Van Pool Performance Criteria

- Fresno COG will issue a Request for Proposals to qualified entities to provide such a service
- All Farmworker Vanpools using Measure "C" funds allocated for this purpose must originate within Fresno County. This does not preclude an agency from using other Measure "C" funds (e.g., Regional Public Transit, Local Transportation Program) to subsidize additional Farmworker Vanpools
- Allocations of Measure "C" funds for Farmworker Vanpools will be prioritized based on overall cost effectiveness and air quality benefit

◆ Step 2 – Available Subprogram Funds

The estimated Measure "C" Extension funding available under this category is provided in Table 5.

During FY 2007/08, a maximum of \$360,000 would be allocated to the Vanpools Program.

To ensure that Measure "C" funds are utilized appropriately, Fresno COG, at yearly intervals, will conduct a performance evaluation to determine if the Category is meeting its intended goals and assess whether or not to continue, or to design and implement a different strategy for the Category funds.

◆ Step 3 – Identifying Eligible Subprogram Projects

Measure "C" funds can subsidize Farmworker Vanpool programs that originate within Fresno County. There are funds available for a variety of vanpool incentives, designed to spark the development of new vanpools and offer financial support and assistance to existing vanpools.

➤ Eligible subsidies and reimbursements for new Farmworker Vanpools:

1. Vanpool start-up costs such as medical exams
2. Driver replacement cost
3. Emergency Ride Home Program
4. Driver Incentive
5. Monthly Vouchers issued by an eligible operator

Project descriptions:

1. Monthly Lease Subsidy for New Vanpools:

Measure "C" funds will subsidize newly formed vanpools--originating in Fresno County--\$350 per vanpool, per month for up to one year.

2. Medical Exam Expense:

All primary and alternate drivers are required to have medical exams prior to driving. Measure "C" funds will reimburse that expense up to \$50 per driver. A maximum of three (3) drivers (one primary and two alternate) from each new vanpool.

3. Driver Replacement Cost:

Should a primary or alternate driver need to be replaced, the new driver/s may be reimbursed up to \$75 per driver for a medical examination. A maximum of three (3) drivers (one primary and two alternate) from any single vanpool may receive the subsidy.

4. Emergency Ride Home:

This reimbursement covers costs for Emergency Ride Home (ERH) services provided by a vanpool provider to the Vanpool participants. ERH programs offer vanpoolers a free ride to needed destinations in the case of an unforeseen emergency (illness, family crisis, unscheduled overtime). There is a variety of transportation options available to vanpool providers and participants including taxi service, rental cars, company fleet cars and having fellow employees or supervisors take the vanpooler to their desired destination (home, hospital, etc.). It is up to the vanpool provider and their vanpoolers to decide which options will be provided.

5. Driver Incentive:

At the end of the first year of successful operation, the qualifying vanpool primary driver receives \$100 per current vanpool participant. Participants must have been in the vanpool for one full month or more to be counted, and must have all fees paid up-to-date on the vanpool's one year anniversary.

6. Monthly Voucher:

Vanpool providers may request funding for voucher programs that they develop and administer. Vouchers allow participants to join, switch or start vanpool groups.

➤ Eligible subsidies and reimbursements for existing vanpools:

1. Driver-replacement costs
2. Emergency Ride Home Program

➤ Administrative, planning and implementation services associated with this Category

◆ **Step 4 – Verifying Eligibility**

The operator will maintain an active list of all farmworkers receiving vouchers. The vouchers, along with the driver log, shall be used to verify use as basis for reimbursement.

◆ **Step 5 - Reimbursement Process**

The operator shall submit requests for reimbursement that include vouchers used and signed by the rider. Drivers log for van listing the rider for the period being claimed.

1. Driver Replacement Cost:

Should a primary or alternate driver need to be replaced, the new driver/s may be reimbursed up to \$75 per driver for a medical examination. A maximum of three (3) drivers (one primary and two alternate) from any single vanpool may receive the subsidy.

2. Emergency Ride Home:

This reimbursement covers costs for Emergency Ride Home (ERH) services provided by a vanpool provider to the vanpool participants. ERH programs offer vanpoolers a free ride to needed destinations in the case of an unforeseen emergency (illness, family crisis, unscheduled overtime). There is a variety of transportation options available to vanpool providers and participants including taxi service, rental cars, company fleet cars and having fellow employees or supervisors take the vanpooler to their desired destination (home, hospital, etc.). It is up to the vanpool provider and their vanpoolers to decide which options will be provided.

3. Parking Permits:

Reimbursement up to \$100 per month for parking permits/fees per vanpool. Excludes parking tickets or any other violation of parking laws.

◆ **Step 6 – Other Subprogram Requirements**

Implementation Guidelines affecting the Farmworker Vanpool Subprogram include:

➤ New vanpools applying for subsidies or reimbursements must include the following:

- At least six (6) riders and one (1) driver
- Vanpool should operate at least five (5) days per week.
- An ERH provided or arranged by the vanpool provider or signed waivers from all participating vanpool riders/driver that they don't want ERH provided to their vanpool
- Must originate within Fresno County
- A qualifying "new" vanpool is one that is formed but not yet on the road, or a vanpool that has been on the road for less than two (2) months. No new vanpool may receive the subsidies or incentives unless 50 percent of the vanpool's riders have not traveled in a vanpool on a regular basis for a period of six (6) months from the time of application submission to the program
- Participants are required to use an authorized vanpool vendor such as Enterprise Rideshare, VPSI, KART or other agency, or form an employer sponsored vanpool. Owner-Operator vanpools are not eligible to receive these subsidies
- Vanpools may supplement this incentive with other subsidies. Examples include employers, the Air District and Commuter Checks

- The subsidy must be revoked if a vanpool's ridership falls below seven members (including the driver) for more than 4 consecutive months
 - If an "offshoot" vanpool is formed from members of a vanpool that previously applied for a subsidy from this program, and the route is essentially the same, the original vanpool must remain viable or the new vanpool will not qualify for the subsidy
- Existing vanpools must comply with the following requirements:
- At least six riders and one driver
 - Vanpool should operate at least five (5) days a week, unless participants are working full-time on an alternate work schedule that requires fewer commute days.
 - An Emergency Ride Home Program (ERH) provided or arranged by the Vanpool Provider or signed waivers from all participating vanpool riders/driver that they don't want ERH provided to their vanpool
 - Must originate within Fresno County
 - Participants are required to use an authorized vanpool vendor such as Enterprise Rideshare, VPSI, KART or other agency, or form an employer sponsored vanpool. Owner-Operator vanpools are not eligible to receive these subsidies
 - Vanpools may supplement this incentive with other subsidies. Examples include employers, the Air District and Commuter Checks
 - The subsidy must be revoked if a vanpool's ridership falls below seven members (including the driver) for more than four (4) consecutive months
 - If an "offshoot" vanpool is formed from members of a vanpool that previously applied for a subsidy from this program, and the route is essentially the same, the original vanpool must remain viable or the new vanpool will not qualify for the subsidy
- ◆ **Step 7 – How to Claim the Subprogram Funds**
- The programs are to be evaluated for funding allocation from Fresno COG based upon an open competitive process. The Farmworker Vanpool Program should provide an equal opportunity for both public and private industry competition, as well as potential public/private partnerships. Funds are available for eligible projects on a first-come, first-serve basis until the program funds are exhausted
- Fresno COG, as the implementing agency, will claim Subprogram funds from the Authority to be allocated through the competitive process as follows:
- Upon request by Fresno COG to the Authority in March or April of each year, an estimate of Subprogram funds available for the next Fiscal Year can be provided (reference Table 2). The claim form (reference Appendix A) along with the final fund estimate will be forwarded to Fresno COG following the Authority Board meeting in May.
 - Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 5
 - Fresno COG shall submit its claim to the Authority once the claim forms are approved by the Fresno COG Policy Board
 - The Authority will consider and approve Fresno COG claims as they are received

- The Annual Reporting Form (Appendix B) will be submitted by Fresno COG to the Authority at the time its claim form is filed along with Fresno COG's Resolution claiming the funds. Fresno COG may indicate in the claim form and in the Resolution, its intent to complete and return the Annual Reporting Form to the Authority no later than October 15th. If Fresno COG does not return the Annual Reporting to the Authority by that deadline, the Authority will withhold Measure "C" funds until such time as the form(s) is returned by Fresno COG and reviewed for correctness by the Authority

◆ **Step 8 – How to Monitor Subprogram Projects and Report Accomplishments**

- Program monitoring and reporting to Fresno COG as the implementing agency is the responsibility of each vanpool provider. Simple quarterly reports will be required and will be submitted to Fresno COG.
- Fresno COG, acting as the implementing agency, will file an annual report form (Appendix B) with the Authority as specified in Step 7 above, which will consist of the following items:
 - Expenditure of funds to date
 - Other funding sources applied to provide eligible services
 - Compliance with the required performance criteria (reference Step 4)
- The completed annual report form will be transmitted to the Authority for evaluation and report compliance
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs
- Funds determined by audit not to have been expended as provided for in Fresno COG's claim for Category funds shall be repaid in full plus interest that would have been accrued

◆ **Step 9 – The Annual Audit Process**

Funds under this Subprogram are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

New Technology Reserve Subprogram

Funding for this Subprogram would be reserved to implement new transit technologies such as Personal Rapid Transit (PRT) or a similar system within the Fresno-Clovis Metropolitan Area (FCMA). System benefits would include the following:

- ◆ Reduced traffic congestion, energy consumption, and air emissions resulting from less vehicular traffic and less surface street congestion
- ◆ Improved mobility in densely developed areas by providing convenient and direct transit service

To accomplish these outcomes, approximately \$36.3 million or 2.1% of Measure "C" funding over 20-years has been allocated specifically for the implementation of new transit technologies within the FCMA.

◆ Step 1 – Understanding the Funding Program

The goal of the New Technology Reserve Subprogram is to set-aside Measure "C" funding to finance new transit technologies that may be developed in the future. The funding would likely provide matching funds to leverage other State, federal or other funding.

◆ Step 2 – Identifying Available Subprogram Funds

The current estimated Measure "C" Extension funding available for FY 2007/08 is provided in Table 6. An updated table will be provided annually.

TABLE 6		
MEASURE "C" EXTENSION		
ESTIMATED 2007/08 MULTI-MODAL FUNDING ALLOCATION		
New Technology Reserve Subprogram		
12/19/07		
MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	2007-08 MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
	\$62,200,000	100.00%
<i>Total FY 2007/08 Measure "C" Funds - \$62,200,000</i>		
Regional Public Transit Program	\$14,928,000	24.00%
<i>New Technology Reserve</i> (If construction is not imminent in 15 years, money will be reallocated based on greatest need.)	<i>\$1,306,200</i>	<i>2.10%</i>

◆ **Step 3 – Identifying Eligible Projects**

Eligible Subprogram projects include the evaluation, planning, design and construction of new transit technologies. Specifically, the following projects would be eligible:

- A portion of the funds may be allocated (allowed) to fund a study(ies) of new transit technologies that may be viable within or applicable to the FCMA. Such studies would contain a feasibility analysis including on-going maintenance and operating costs of the project/system. This effort would be concurrent with development of Phase 2 of the Public Transportation Infrastructure Study (PTIS) and the results of the analysis would be incorporated into the PTIS
- Staff resources to seek additional funding necessary to implement results of the New Transit Technologies Study incorporated into the PTIS. This would include securing the services of a lobbyist for the project/service. The cities of Fresno and Clovis would work with the Authority to pursue the additional funding
- Environmental Review
- Design
- Right-of-way acquisition
- Construction of track and ancillary improvements
- Administrative, planning and implementation services associated with this Subprogram
- Other necessary projects/systems/services as determined by Fresno COG and the Authority

Eligible entities include Fresno COG, Fresno County, and the cities.

◆ **Step 4 - Performance Criteria**

To ensure that Measure "C" funds are allocated appropriately and provide "measurable" outcomes identified in studies referenced in Step 3, funding for this Subprogram may be eliminated if during the biennial Expenditure Plan update, a detailed evaluation of the feasibility and likelihood of implementing such a new technology transit project/system(s) after ten (10) years is not imminent, or if construction is not imminent within 15 years after the Measure passes. The funds would then revert to the Expenditure Plan update process to be allocated where the greatest need exists as determined by Fresno COG and the Authority.

◆ **Step 5 – How to Claim Subprogram Funds**

- Upon request by an eligible entity to the Authority in March or April of each year, an estimate of Subprogram funds available for the next Fiscal Year can be provided (reference Table 2). The claim form (reference Appendix A) along with the final fund estimate will be forwarded to each eligible entity following the Authority Board meeting in May of each year.
- Each eligible entity shall submit a claim for funding (reference Appendix A – Measure "C" Claim Form) to the Authority once the claim form is approved by the eligible entity along with a statement of no substitution of property tax
- The Authority will consider and approve an eligible entity's claim as it is received
- The Annual Reporting Form (Appendix B) will be submitted by an eligible entity to the Authority at the time its claim form is filed along with the eligible entity's Resolution claiming the funds.

An eligible entity may indicate in the claim form and in the Resolution, its intent to complete and return the Annual Reporting Form to the Authority no later than October 15th. If an eligible entity does not return the Annual Reporting to the Authority by that deadline, the Authority will withhold Measure "C" funds until such time as the form(s) is returned by the eligible entity and reviewed for correctness by the Authority

◆ **Step 6 – How to Monitor the Subprogram and Report Accomplishments**

- An eligible entity will file an annual report form (Appendix B) as specified in Step 5 above, which will consist of the following items:
 - Expenditure of funds for each project/system
 - Other funding sources applied to fully fund a project/system
 - Compliance with the required performance criteria (reference Step 4)
- The completed annual report form will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs
- In addition, the eligible entity will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Subprogram so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C)
- Funds determined by audit not to have been expended as provided for in the eligible entity's claim for Measure "C" New Technology Reserve Subprogram funds shall be repaid in full plus interest that would have been accrued

◆ **Step 7 – The Annual Audit Process**

Funds under this Subprogram are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

◆ **Step 8 - Other Provisions**

Given the likelihood that a majority of New Technology Reserve Subprogram funds will be available on an annual basis during the short-term period (next 5-years), the Authority reserves the right to allocate specified amounts of Subprogram funds to other Measure "C" Extension Programs. Such funds shall be repaid to the New Technology Reserve Subprogram consistent with Authority policy.

3. ALTERNATIVE TRANSPORTATION PROGRAM

The funding for this Program would be reserved to provide local matching funds for the consolidation of rail lines through Fresno. Specifically, consolidation of the tracks 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
- ◆ Fund efforts to secure an additional \$600 to \$900 million of needed funding from state, federal, or other agencies to fully fund rail consolidation

Rail Consolidation Subprogram

To accomplish these outcomes, \$102.5 million or 6% of Measure "C" funding over 20-years has been allocated specifically for the consolidation of UP and BNSF tracks through the City of Fresno.

◆ Step 1 – Understanding the Funding Program

The goal of the Rail Consolidation Subprogram is to provide matching funding to leverage other state, federal or other funding. This funding would be used to consolidate tracks through Fresno, which has been planned since 1918. This level of locally generated funding has never been in place in the past to leverage other funding until the passage of the Measure "C" Extension. Measure "C" now provides the opportunity to begin serious discussions with other funding agencies.

◆ Step 2 – Identifying Available Subprogram Funds

The current estimated Measure "C" Extension funding available for FY 2007/08 is provided in Table 7. An updated table will be provided annually.

TABLE 7		
MEASURE "C" EXTENSION		
ESTIMATED 2007/08 MULTI-MODAL FUNDING ALLOCATION		
Alternative Transportation Program		
11/13/07		
FUNDING ALLOCATION PROGRAMS	FY 2007/08 MEASURE "C" FUNDING ESTIMATE	% OF TOTAL MEASURE "C" FUNDING
<i>Total FY 2007/08 Measure "C" Funds - \$62,200,000</i>		
Alternative Transportation Program	\$3,732,000	6.00%
<i>Rail Consolidation (If construction is not imminent in 15 years, money will be used for grade separations instead.)</i>	<i>\$3,732,000</i>	<i>6.00%</i>

◆ **Step 3 – Identifying Eligible Projects**

The eligible Subprogram projects include:

- Rail Consolidation Study. Before significant funding is allocated to specific projects in this Subprogram during the short-term period (2007 through 2012), Fresno COG shall commission a Rail Consolidation Study to include the following elements:
 - **Phase 1**
 - General Right-of-Way (ROW) assessment considering ROW needs for Rail Consolidation and High Speed Rail implementation.
 - Consideration of Rail Consolidation alignment location including coordination with Madera County
 - **Phase 2**
 - Consideration of Rail Consolidation alignment location including coordination with Madera County
 - Corridor design considering current and future land availability/entitlements and consolidated rail operation requirements
 - Construction costs including right-of-way requirements and costs
 - Right-of-way requirements and additional costs considering high speed rail improvements within the UP corridor
 - Cost and other benefits to the general public (vehicle delay and energy savings, reduced air emissions, etc.)
 - Cost and other benefits to the railroads
 - Environmental base line assessment and associated mitigation costs
 - The potential for and extent of public/private partnership
 - Financing mechanisms
 - Coordination with affected agencies including the Madera County Transportation Commission (MCTC) and the California High Speed Rail Authority (CHSRA)
 - Identification of the implementing or other eligible agencies to receive Measure "C" Extension funding
 - Chronology of steps necessary to implement Study findings
- A portion of the funds should be allocated (allowed) to fund the effort of securing additional funding from State, federal, or other agencies to fully fund rail consolidation. This would include financing a position to seek the additional funding, securing the services of a lobbyist for the project, and working on operations issues along the corridors. The Fresno Area Residents for Rail Consolidation (FARRC) and the City of Fresno would work with the Fresno County Transportation Authority (Authority) to pursue the additional funding
- Environmental Review Document (EIR/EIS)
- Project design/engineering
- Right-of-way acquisition
- Construction of rail and ancillary improvements
- Costs to secure agreements for consolidation from BNSF and UP Railroads
- Administrative, planning and implementation services associated with this Subprogram

Eligible entities include Fresno COG, Fresno County, and the City of Fresno.

Should rail consolidation occur, the land along the BNSF tracks will revert to the City and County of Fresno for trails, bikeways, and pedestrian facilities.

If rail consolidation is not programmed with construction imminent within 15 years after the Measure passes, the funds would revert to grade separation projects that coordinate with transit improvements and provide the greatest amount of congestion relief and air quality benefit.

◆ **Step 4 - Performance Criteria**

To ensure that Measure "C" funds are allocated appropriately and provide "measurable" outcomes identified previously, the issue of rail consolidation and an evaluation of its feasibility and likelihood of securing the additional funding are to be included in the biennial update of the Expenditure Plan. A more thorough review should take place at ten (10) years.

◆ **Step 5 – How to Claim Subprogram Funds**

- Upon request by an eligible entity to the Authority in March or April of each year, an estimate of Subprogram funds available for the next Fiscal Year can be provided (reference Table 2). The claim form (reference Appendix A) along with the final fund estimate will be forwarded to each eligible entity following the Authority Board meeting in May.
- By February or March of each year, the Authority will provide an estimate of the amount of Subprogram funds available for the next Fiscal Year (reference Table 7). The final allocation estimate will be provided in June of each year
- Eligible entities shall submit a claim (reference Appendix A – Measure "C" Claim Form) to the Authority once the claim form is approved by the eligible entity, along with a statement of no substitution of property tax
- The Authority will consider and approve an eligible entity's claim as it is received
- The Annual Reporting Form (Appendix B) will be submitted by an eligible entity to the Authority at the time its claim form is filed along with the eligible entity's Resolution claiming the funds. An eligible entity may indicate in the claim form and in the Resolution, its intent to complete and return the Annual Reporting Form to the Authority no later than October 15th. If an eligible entity does not return the Annual Reporting to the Authority by that deadline, the Authority will withhold Measure "C" funds until such time as the form(s) is returned by the eligible entity and reviewed for correctness by the Authority

◆ **Step 6 – How to Monitor the Subprogram and Report Accomplishments**

- An eligible entity will file an annual report form (Appendix B) as specified in Step 5 above, which will consist of the following items:
 - Expenditure of funds for each project
 - Other funding sources applied to fully fund a project
 - Compliance with the required performance criteria (reference Step 4)
- The completed annual report form will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance

- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs
- In addition, the eligible entity will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C)
- Funds determined by audit not to have been expended as provided for in the eligible entity's claim for Measure "C" Rail Consolidation Subprogram funds shall be repaid in full plus interest that would have been accrued

◆ **Step 7 – The Annual Audit Process**

Funds under this Subprogram are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

◆ **Step 8 - Other Provisions**

Given the likelihood that a majority of Rail Consolidation Subprogram funds will be available on an annual basis during the short-term period (next 5-years), the Authority reserves the right to allocate specified amounts of Subprogram funds to other Measure "C" Extension Programs. Such funds shall be repaid to the Rail Consolidation Subprogram consistent with Authority policy.

4. ENVIRONMENTAL ENHANCEMENT PROGRAM

This program's goal is to improve air quality and the environment through two (2) important programs:

- ◆ Transit Oriented Infrastructure for In-Fill Development (TOD)
- ◆ School Bus Replacement Program will replace the oldest school buses in the fleet that emit toxic fumes and emissions. Approximately 900 buses need to be replaced. All replaced buses will also be equipped with seat belts. Other funds in addition to Measure "C" funds will be leveraged to address the need. The result will be cleaner fueled and safer buses for our school age children and, as all school buses will be new, there will be seat belts for children providing added safety benefits.

An overview of the various Subprograms under the Environmental Enhancement Program and the steps necessary for each eligible agency to claim funds is provided for each Subprogram on the following pages:

- ◆ Transit Oriented Infrastructure for In-Fill Development (TOD) Subprogram – Page 33
- ◆ School Bus Replacement Subprogram - Page 36 (*Guidelines are under development and will be presented at a later date*)

Transit Oriented Infrastructure for In-Fill Development (TOD) Subprogram

◆ Step 1 – Understanding the Subprogram

Transit Oriented Infrastructure for In-Fill Development (TOD) refers to transportation facilities in new or revitalized developments that support increased demand for transit with higher density and mixed land use. This type of development reduces our dependence on the automobile by providing funding incentives for more public or alternative transportation. TOD supports increased demand for transit with higher density and mixed land uses accessible to transit nodes. Goals of TOD for the Measure "C" Transit Oriented Infrastructure for In-Fill allocation are to support community-based transit projects that are:

- Developed through an inclusive planning process with broad private-public partnerships and outreach
- Improve the range of transportation choices by supporting transit facilities and improving links between facilities and activity nodes
- Support well-designed, high-density housing and mixed uses near transit

Three kinds of programs are recommended with a community advisory committee providing details:

- Transportation infrastructure improvements to transit facilities to encourage safety and access to transit facilities, support in-fill development or revitalization, reduce traffic congestion at transit stations, and provide for a wider range of transportation choices and improved internal

mobility. Funds could be used for preliminary design and environmental studies, engineering, land acquisition, and construction

- Planning Program or matching money to identify nodal transit sites on transit corridors for transit oriented development, planning retrofit for existing neighborhoods, downtowns, commercial cores, and transit station areas and stops in order to create access to transit and mixed use development in transit friendly environments. The community planning process would result in transportation / land-use concept plans; streetscape design concept plans, environmental studies, detailed drawings, construction cost estimates, and implementation plans for specific capital projects
- Housing in-fill incentive program that would reward local governments for encouraging developers to build compact designs with higher housing densities, affordable, accessible housing, and mixed uses that are characteristic of well-implemented Transit Oriented Design in other cities developments at transit stops. Local government agencies could spend funds to supplement development fees or on a capital project that supports new housing development connections to transit

◆ **Step 2 – Identifying Available Subprogram Funds**

The current estimated Measure "C" Extension funding available to Fresno COG to plan and implement the Subprogram for FY 2007/08 is provided in Table 8. An updated table will be provided annually.

TABLE 8		
MEASURE "C" EXTENSION		
ESTIMATED 2007/08 MULTI-MODAL FUNDING ALLOCATION		
Environmental Enhancement Program		
December 11, 2007		
MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	2007-08 MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
<i>Total FY 2007/08 Measure "C" Funds - \$62,200,000</i>		
Environmental Enhancement Program	\$2,177,000	3.50%
<i>School Bus Replacement</i>	<i>\$1,430,600</i>	<i>2.30%</i>
<i>Transit Oriented Infrastructure for In-Fill ^{*1}</i>	<i>\$746,400</i>	<i>1.20%</i>
^{*1} Name of Funding Program to be determined		

◆ **Step 3 – Identifying Eligible Projects**

Eligible Subprogram projects include:

- The proposed Measure "C" Transit Oriented Infrastructure for In-Fill Program would fund the following planning services and incentives to cities for leveraging land use changes that increase demand for transit and the economics of transit:

- Identification of selected nodal transit sites and transit corridors for Transit Oriented Development (TOD) investment
- Environmental and design studies related to TOD implementation
- Incentives to developers to build compact designs with higher residential densities, mixed-uses, and open space that are characteristic of well implemented TOD in other cities
- Off-set for capital costs for TOD related infrastructure
- Leverage of costs for TOD related land acquisition
- Administrative, planning and implementation services associated with this Subprogram

◆ **Step 4 - Performance Criteria**

To ensure that Measure "C" funds are utilized appropriately and result in an effective Transit Oriented Infrastructure for In-Fill Subprogram, planning and implementation efforts will be evaluated in accordance with the following:

- A community advisory/technical committee is recommended to provide design specifics such as performance standards or criteria for the Subprogram. Revenues should be accumulated until Phase 2 of the Public Transit Infrastructure Study (PTIS) identifies transit corridors and transit nodes throughout the County

◆ **Step 5 – How to Claim Subprogram Funds**

Details regarding this Step will be developed following completion of Phase 2 of the Public transportation Infrastructure Study (PTIS).

◆ **Step 6 – How to Monitor Subprogram Progress and Report Accomplishments**

Details regarding this Step will be developed following completion of Phase 2 of the Public transportation Infrastructure Study (PTIS).

◆ **Step 7 – The Annual Audit Process**

Funds under this Subprogram are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

◆ **Step 8 - Other Provisions**

Given the likelihood that Transit Oriented Infrastructure for In-Fill Subprogram funds will be available on an annual basis during the short-term period (next 2 to 3 years), the Authority reserves the right to allocate specified amounts of Subprogram funds to other Measure "C" Extension Programs. Such funds shall be repaid to the Transit Oriented Infrastructure for In-Fill Subprogram consistent with Authority policy.

School Bus Replacement Subprogram

Guidelines for this Subprogram are under development and will be presented for adoption at a later date.

APPENDICES