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COUNCIL OF FRESNO COUNTY GOVERNMENTS AGENDA

Date: Thursday, May 31, 2007

Time: 7:00 p.m.

Place: Council of Fresno County Governments
2035 Tulare St., Suite 201, Fresno, CA

Americans with Disabilities Act (ADA) Accommodations

The Fresno COG offices and restrooms are ADA accessible. Representatives or individuals with disabilities should contact Fresno COG, (559) 233-4148, at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting / public hearing. If Fresno COG is unable to accommodate an auxiliary aid or translation request for a public hearing, after receiving proper notice, the hearing will be continued on a specified date when accommodations are available.

Item	Description	Enclosure	Action
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Fresno COG Sitting As the Transportation Policy Committee

I. PRESENTATIONS

A. Public Presentations

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

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|--|-----|-------------|
| B. Presentation Regarding Aggregates by John Buada | Yes | Information |
|--|-----|-------------|

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 Board 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 Board concerning the item before action is taken.

A. Transit Planning Documents

- | | | |
|--|-----|-----------------|
| 1. Urban & Rural Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, 2007-08 | Yes | Concur w/Review |
| 2. Clovis Consolidated Transportation Services Agency (CTSA) 2007-08 Operations Program & Budget | Yes | Concur w/Review |
| 3. Short Range Transit Plan for the Fresno Urban Area 2007-12 | Yes | Concur w/Review |
| 4. Short Range Transit Plan for the Rural Fresno County Area 2007-12 | Yes | Concur w/Review |
| B. Appointments to the COG Social Services Transportation Advisory Council | Yes | Approve |
| C. Letter Supporting Full Funding of High-Speed Rail Authority | Yes | Info/Discussion |

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

III. TRANSPORTATION ACTION / DISCUSSION ITEMS

A. Transportation Development Act Final Estimates, Resolution 2007-13, Resolution 2007-14	Yes	Approve
B. Environmental Impact Report (EIR) - 2007 RTP, 2007 FTIP Amendment #7, and Conformity Analysis, Resolution 2007-15	Yes	Approve
C. 2007 Regional Transportation Plan (RTP), FTIP Amendment #7, and Conformity Analysis, Resolution 2007-16	Yes	Approve
D. Cost Effectiveness Congestion Mitigation Air Quality (CMAQ) Policy, Resolution 2007-17	Yes	Approve
E. Measure "C" Update	Yes	Info/Discussion
F. Caltrans Monthly Report	No	Info/Discussion

Fresno COG Sitting As the Council of Fresno County Governments

IV. REAFFIRM ALL ACTIONS TAKEN WHILE SITTING AS THE TRANSPORTATION POLICY COMMITTEE

No Reaffirm

V. ADMINISTRATIVE CONSENT ITEMS

Approve Calendar 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 Board 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 Board concerning the item before action is taken.

A. Executive Minutes of April 26, 2007	Yes	Approve
B. On-Call Modeling Assistance Contract Extension	No	Approve
C. San Joaquin Valley COG's Video Teleconferencing Project	No	Information
D. San Joaquin Valley 511 System Update	No	Information
E. Status Report on the Regional Housing Needs Allocation Plan	No	Info/Discussion
F. Monthly Legislative Update	Yes	Information
G. Federal Grant Opportunity	Yes	Information
H. Regional Clearinghouse	Yes	Information

	Project	Applicant
1.	USDA Rural Development Community Facilities Grant – Police Protection Equipment and Emergency Generators	City of Mendota
2.	USDA Rural Development Community Facilities Grant – Fire Protection Equipment	City of Mendota
3.	US Department of Housing and Urban Development – Supportive Housing for the Elderly	Southern California Presbyterian Homes
4.	US Department of Housing and Urban Development – Community Development Block Grants	County of Fresno

VI. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. PUBLIC HEARING: Adoption of Annual Availability Advisory Percentages for Disadvantaged Business Enterprise (DBE) Participation, Resolution 2007-12	Yes	Approve
B. FY2007-08 Overall Work Program and Budget, Resolution 2007-06	Yes	Approve
C. Legislative Positions	Yes	Approve
D. Blueprint Update	Yes	Info/Discussion
E. Status Report on Sacramento Lobbying Activities—Steve Samuelian, California Consulting, Inc.	Yes	Information

F. Contract Renewal with California Consulting	Yes	Approve
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VII. OTHER BUSINESS

- A. Items from Staff
- B. Items from Members

Fresno COG Sitting As the Abandoned Vehicle Abatement Authority

VIII. PROPOSED LEGISLATION AFFECTING ABANDONED VEHICLE ABATEMENT PROGRAM	Yes	Information
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Fresno COG Sitting As the Council of Fresno County Governments

IX. BOARD PRESENTATIONS

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|---|----|-------------|
| A. Request for Presentation at COG Policy Board on 6-28-07 from
Dr. Ed Moreno regarding "Emerging Infectious Diseases" | No | Information |
|---|----|-------------|

*Items listed as Information still leave the option for guidance/direction actions by the Board.



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COUNCIL OF FRESNO COUNTY GOVERNMENTS ANNOTATED AGENDA

Date: Thursday, May 31, 2007
Time: 7:00 p.m.
Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

Fresno COG Sitting As the Transportation Policy Committee

I. PRESENTATIONS

A. Public Presentations

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

B. Presentation Regarding Aggregates by John Buada

Summary: At the request of the Policy Board, John Buada will make a presentation to the Board on May 31, 2007 regarding the aggregate issue and aggregate needs in Fresno County. Included on our website is a link [SMARA Mineral Land Classification page and report](#) which provides aggregate information for California. Additional information is included in your agenda packet. [GOODWIN]

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 Board 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 Board concerning the item before action is taken.

A. Transit Planning Documents

1. Urban & Rural Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, 2007-08

Summary: Included in your agenda packet is the Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget, 2007-08 for the Fresno Urban and Rural CTSA. The document is designed to provide an overview of how and in what manner the Consolidated Transportation Service Agencies will be providing service over the next fiscal year. The Social Service Transportation Advisory Council (SSTAC) reviewed the document on May 8th. [JOSEPH]

Action: Staff, SSTAC, TTC and PAC recommend concurrence with the initiation of the 45 day review for adoption on June 28, 2007 by the COG Policy Board.

2. Clovis Consolidated Transportation Services Agency (CTSA) 2007-08 Operations Program & Budget

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

Summary: Included in your agenda packet is the Clovis Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget, 2007-08 for the Clovis Urban Area. The document is designed to provide an overview of how and in what manner the Clovis Consolidated Transportation Service Agency will provide service over the next fiscal year. The Social Service Transportation Advisory Council (SSTAC) reviewed the document on May 8th. [HALTERMAN]

Action: Staff, SSTAC, TTC and PAC recommend concurrence with the initiation of the 45 day review for adoption on June 28, 2007 by the COG Policy Board.

3. Short Range Transit Plan for the Fresno Urban Area 2007-12

Summary: The Short-Range Transit Plan for the Fresno-Clovis Urbanized Area (SRTP) is the annual update to the operating plan and capital programs for Fresno Area Express (FAX) and Clovis Transit. The purpose of this Plan is to promote a comprehensive, coordinated and continuous planning process for transit service in the Fresno-Clovis Metropolitan Area (FCMA). This Plan represents a short-range evaluation of transit needs and proposes specific recommendations for implementing the long-range objectives of Fresno County's Regional Transportation Plan. The Plan will guide the provision of transit services in the FCMA over the next five years.

The Draft Short-Range Transit Plan must undergo a 45 day review process before the plan can be adopted by the Council of Fresno County Governments (COG) Policy Board. Upon completion of the 45 day review period, COG staff will prepare a final draft of the Plan. The Plan is scheduled for adoption by the COG Board on June 28, 2007. The Social Service Transportation Advisory Council (SSTAC) reviewed the document on May 8th. [LONG]

Action: Staff, SSTAC, TTC and PAC recommend concurrence with the initiation of the 45 day review for adoption on June 28, 2007 by the COG Policy Board.

4. Short Range Transit Plan for the Rural Fresno County Area 2007-12

Summary: Included in your agenda package is a copy of the draft Short Range Transit Plan for the Rural Fresno County Area, 2007-12. The document addresses public transportation for the cities of Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, Selma and the County of Fresno. The Plan provides a five-year, action-oriented program designed to implement the Public Transportation Element of the Regional Transportation Plan. The Plan will also provide a basis for local governments to demonstrate that public transportation needs within their jurisdiction have been, and may continue to be, reasonably met. The Social Service Transportation Advisory Council (SSTAC) reviewed the document on May 8th. [WEBSTER]

Action: The General Manager, SSTAC, TTC and PAC recommend concurrence with the initiation of the 45 day review for adoption on June 28, 2007 by the COG Policy Board.

B. Appointments to the COG Social Services Transportation Advisory Council (SSTAC)

Summary: The SSTAC was formed in May 1988 by the Council of Fresno County Governments (COG) Policy Board to: respond to State legislation and to coordinate social service transportation; assist the COG Board in identifying transit needs throughout Fresno County; review and recommend action for the COG to address at its unmet transit needs hearing; and advise the COG on any other major transit issues. The COG Board appoints SSTAC members for a term of three years.

During the April 17, 2007 meeting, Mr. Bob Hand, Executive Director of the Center for Independent Living – Fresno requested to become a member of the Social Services Transportation Advisory Council (SSTAC). Mr. Hand is being recommended by SSTAC for membership. [DOWNS]

Action: Staff, SSTAC, TTC and PAC recommend the COG Policy Board appointment of one new member to the SSTAC.

C. Letter Supporting Full Funding of the High-Speed Rail Authority

Summary: The Fresno COG Rail Committee met on May 11, 2007, and recommended a letter be sent to the Governor and our legislative delegation proposing full funding of the California High-Speed Rail Authority. The Rail Committee noted that the Fresno COG has consistently supported the activities of the Authority and the development of a high-speed rail network throughout the state. In fact, our recent "One Voice" trip to Sacramento included high-speed rail as one of the issues of greatest importance to the residents of Fresno County. By connecting Fresno County to the major metropolitan areas in the north and south, high-speed rail will contribute to significant economic development opportunities in our region. Also, high-speed rail will result in fewer vehicles on our major highways, particularly State Route 99, making these routes safer and improving our air quality.

Because budget negotiations are underway, it was important the letter be sent immediately. Consequently, staff contacted Board Chair Trinidad Rodriguez directly who, because of the Board's longtime support of high-speed rail and the focus on high-speed rail in the recent "One Voice" trip, authorized staff to send the enclosed letter. [THOMPSON]

Action: Information/discussion item. Direction may be provided at the discretion of the Board.

III. TRANSPORTATION ACTION / DISCUSSION ITEMS

A. Transportation Development Act Final Estimates, Resolution 2007-13, Resolution 2007-14

Summary: Preliminary estimates for the 2007/08 Transportation Development Act Local Transportation Fund (LTF) and State Transit Assistance (STA) were released in February based on the January 2006 population numbers. Final revised estimates are provided when the State Department of Finance releases the January 2007 population numbers on May 1.

The LTF apportionment table has been modified to reflect the staff recommendation that \$58,845 Article 4 & 8 funds be claimed to provide matching funds for the Blue Print Planning Process. A memorandum explaining the recommendation is included with the apportionment tables. The Air District has agreed to contribute \$250,000 of the \$487,500 matching funds required for the grant with the MPO contributing the balance. Two apportionment tables are provided comparing the LTF apportionment with the claim for Blue Print Matching funds (worst case) to the LTF apportionment without the claim.

Action: Staff, TTC and PAC recommend the COG Board adopt the final LTF estimate including a claim for Blueprint Matching funds by approving Resolution 2007-13, and the final STA estimate Resolution 2007-14.

B. Environmental Impact Report (EIR) - 2007 RTP, 2007 FTIP Amendment #7, and Conformity Analysis, Resolution 2007-15

Summary: The Regional Transportation Plan (RTP) consists of a policy, action, financial and environmental element; the Environmental Impact Report (EIR) serves as the RTP's environmental element. Consistent with California Environmental Quality Act (CEQA) regulations, a new programmatic EIR for the RTP was developed to evaluate potentially significant environmental effects of the plan and to identify strategies to avoid or mitigate significant environmental effects. The Draft EIR was made available for a 45-day review and public comment period beginning on

March 13, 2007. The Draft EIR was mailed to interested stakeholders, the State Clearinghouse, and made available on the Fresno COG website. A public hearing was held on April 26, 2007. Comments were received from the Native American Heritage Commission, the Attorney General's Office, CA Fish and Game, and Central Transit Development Corporation. Due to the timing of the close of the comment period and committee schedule, final documents will not be available until mid-May 2007. The final EIR will include copies of the comments; staff and consultants will work to develop appropriate responses. [PAUKOVITS]

Action: Staff, TTC and PAC recommend the COG Board certify the final EIR by approval of Resolution 2007-15.

C. 2007 Regional Transportation Plan (RTP), FTIP Amendment #7, and Conformity Analysis, Resolution 2007-16

Summary: In March 2007, Fresno COG released the draft Regional Transportation Plan (RTP), Federal Transportation Improvement Program (FTIP), and Conformity Analysis for a 45-day review and public comment period. Public comments were received in March and April, and a public hearing was held on April 26, 2007.

Regional Transportation Plan (RTP): The 2007 RTP represents the long range planning vision for Fresno County's regional transportation system through the year 2030. Comments were received from Caltrans, the Air District, and members of the public regarding a number of issues. The final RTP will address these comments, which relate to planning requirements, Air District rules, safety and security of the transit system, public private partnerships, Personal Rapid Transit (PRT), and airports.

Federal Transportation Improvement Program (FTIP) Amendment #7: The FTIP is the incremental implementation of the long-range Regional Transportation Plan. SAFETEA-LU changed the timeframe of the FTIP from 3 to 4 years. Amendment #7 includes the fourth year of programming, updates to other projects, and modification of Fresno COG's Expedite Project Selection Procedures. Technical comments were received from Caltrans and will be included in the FTIP amendment to be adopted on May 31, 2007.

Conformity Analysis: An air quality conformity analysis is required in nonattainment areas to ensure that transportation plans and programs are (1) consistent with the state and local air quality plans, and (2) do not interfere with the timely implementation of transportation control measures. The Draft Conformity Analysis for the 2007 RTP and FTIP Amendment #7 demonstrates that all of our adopted transportation plans and programs are in conformance with the rules for the applicable air quality standards. Minor editorial comments were received from the Federal Highway Administration (FHWA) and the Air District.

Final documents will include responses to comments and edits as appropriate. Due to the timing of the close of the comment period and committee schedule, final documents will not be available until mid-May 2007. Documents will be available on the website at www.fresnocog.org. CDs and hard copies will be made available upon request. Caltrans and FHWA approval is expected to occur prior to July 1, 2007. [PAUKOVITS/DEVERE]

Action: Staff, TTC and PAC recommend the COG Board adopt the 2007 RTP, 2007 FTIP Amendment #7, and Conformity Analysis by approval of Resolution 2007-16.

D. Cost Effectiveness Congestion Mitigation and Air Quality (CMAQ) Policy, Resolution 2007-17

Summary: As part of the development of local air quality measures for the 8-hour Ozone Plan, the San Joaquin Valley Metropolitan Planning Organizations (MPOs) proposed to develop a process across the Valley for distributing 20% of the Congestion Mitigation and Air Quality (CMAQ) funds to projects that meet a minimum cost-effectiveness beginning in FY 2011. The CMAQ program funds transportation projects or programs that will contribute to attainment or

maintenance of the national ambient air quality standards. The CMAQ program was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and continued under subsequent transportation legislation, TEA-21 and SAFETEA-LU. The eight San Joaquin Valley Metropolitan Planning Organizations (MPOs) currently receive approximately \$40 million per year in CMAQ funding, subject to state and federal formulas; Fresno COG receives approximately \$9 to \$11 million per year.

While all CMAQ funding must go to transportation-related projects that demonstrate an air quality benefit, the eight San Joaquin Valley MPOs currently have different criteria and processes for allocating funding to eligible agencies and projects. There is currently no minimum cost-effectiveness established for the CMAQ program, and according to recent national studies, the numbers vary widely across the country. SAFETEA-LU, including new CMAQ guidance released by the Federal Highway Administration (FHWA) in 2006, directs States and MPOs to give priority to cost-effective congestion mitigation activities that provide air quality benefits. Though SAFETEA-LU establishes these investment priorities, it also retains local authority in project selection, meaning that changes to local procedures are not required by the SAFETEA-LU.

The San Joaquin Valley MPOs, including Fresno COG, propose to adopt the local cost-effectiveness CMAQ policy through the enclosed Policy Board Resolution. The percentage (20%) of funds will be converted to a dollar amount as part of periodic reviews and updates to the CMAQ policy. The policy is scheduled to be implemented in FY 2011 since the current federally approved 2007 Federal Transportation Improvement Programs (FTIPs) have committed CMAQ funds through FY2010.

Due to changes in technology and costs over time, Fresno COG and other MPOs will revisit the minimum cost-effectiveness standard, as well as policy feasibility, at least once every four years. A periodic review of the policy is also necessary due to potential changes in federal transportation legislation, apportionments, and project eligibility. [PAUKOVITS]

Action: Staff, TTC and PAC recommend the COG Board approve the policy by adoption of Resolution 2007-17.

E. Measure "C" Update

Summary: Staff will provide an update on Measure "C" progress at the Committee meetings this month. Included in your agenda packet is a list of the Board approved Measure C Citizens Oversight Committee. [GOODWIN/BOREN]

Action: Information/discussion item. Direction may be provided at the discretion of the Board.

F. Caltrans Monthly Report

Summary: Caltrans staff will provide an update on Caltrans activities. [CALTRANS]

Action: Information/discussion item. Direction may be provided at the discretion of the Board.

Fresno COG Sitting As the Council of Fresno County Governments

IV. REAFFIRM ALL ACTIONS TAKEN WHILE SITTING AS THE TRANSPORTATION POLICY COMMITTEE

V. 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 Board 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 Board concerning the item before action is taken.

A. Executive Minutes of April 26, 2007

B. On-Call Modeling Assistance Contract Extension

Summary: The On-Call Modeling Services contract provides COG staff with needed assistance in creating specialized script files, trouble shooting modeling problems and providing specialized training in dealing with the latest air quality regulations. The contract provides the following benefits:

- Assists COG staff with development of new and refined script when needed especially for air quality and conformity purposes.
- Research and develop new scripts and processes that will help staff use the model more effectively.
- Troubleshoots major and minor problems.
- Assists in the professional development of the COG modeling and demographic staff.
- Assures that staff is aware of the latest land use techniques and data.
- Keeps staff informed on the latest modeling techniques and software.

Dowling Associates has developed the Fresno COG model and is currently completing our land use update and revalidating the model. Because of Dowling's experience with our model and our experience with their technical staff we recommend the extension of the On-Call Modeling services contract. [BITNER]

Action: Staff, TTC and PAC recommend approval to the COG Board of the contract extension and authorization for the Executive Director to contract with Dowling Associates for on-call modeling assistance in the amount not to exceed \$10,000 per year.

C. San Joaquin Valley COG's Video Teleconferencing Project

Summary: In April, 2007 Fresno COG staff researched the cost and feasibility of connecting the eight San Joaquin Valley COGs through a video-conferencing system. The system will allow the COGs to communicate via camera and video screen display in much the same way as web-cams. The goal of the project is to reduce the vehicle miles traveled (VMT), by reducing or eliminating the need to travel long distances for face-to-face meetings.

Fresno COG has received consultations/proposals from two qualified videoconferencing firms with a third proposal pending. These proposals include all necessary equipment and installation for the SJV COGs video-conferencing platform:

Consulting Firm	Proposed Cost
KerTel Communications Inc.	\$248,000.00 High \$155,000.00 Low
Commercial Video and Sound	\$180,000.00 High \$135,000.00 Low

On April 26, 2007 COG staff submitted a grant application to Valley Clean Air Now (Valley CAN) requesting \$30,000.00 to help fund the project. In addition, COG is requesting \$25,740.00 in grant funds from the SJVAPCD. The remaining balance for the project is to be divided between the participating SJV COGs on a pro-rated basis. Once all proposals have been received and consensus reached among the valley COGs on the type of technology to be utilized and the cost sharing, staff will bring forward an action item for the Policy Board's consideration. [TWEBSTER]

Action: Information item. Direction may be provided at the discretion of the Board.

D. San Joaquin Valley 511 System Update

Summary: In the spring of 2006, the Sacramento Area Council of Governments (SACOG) extended an offer to the eight valley COGS to join the SACOG 511 or traveler information system. While there has been dialogue regarding the offer, it is just recently that the San Joaquin Valley COGs have discussed the feasibility of this offer in terms of the entire Central Valley.

A 511 or traveler information system is a one-stop shop for traveler-related information within a region. The Sacramento region, the Bay Area, Los Angeles and San Diego all have 511 systems in place. By providing access to traveler information through 511 in the San Joaquin Valley, commuters and travelers will be able to access traveler information through 511 from everywhere in California.

This past month, the Fresno COG in partnership with Caltrans Districts 6 and 10 as well as Kern COG, Tulare COG, Kings COG, Madera COG, Merced COG, Stanislaus COG, and San Joaquin COG applied for a special planning grant through Caltrans to plan and implement a 511 system for the San Joaquin Valley. The grant was very well received by program partners with results expected to be released in July 2007.

Within SAFETEA-LU, Congress and President Bush issued a mandate that a nationwide 511 system be in place by 2010. To facilitate access to travel information through 511 within the eight Valley COGs, Fresno COG worked with Caltrans and SACOG to define a 'base-line' or basic 511 system for the San Joaquin Valley for as little cost as possible.

This past week, a 'base-line' system was defined for the San Joaquin Valley that is being made available to the eight Valley COGs at no cost. Discussion will be taking place in the coming weeks between the eight Valley COGs to determine if action should be taken on the offer. When implemented, commuters and travelers throughout the San Joaquin Valley will be able to access Caltrans road information through the SACOG 511 using their cell phones.

If the eight Valley COGs choose to proceed with the base-line 511 system through SACOG, access to road conditions could be made available throughout the San Joaquin Valley through 511 within a matter of months. It is worthwhile to note that joining the SACOG 511 system does not obligate the eight Valley COGs to remain a part of the SACOG 511 system. If as part of the planning process for the San Joaquin Valley 511 grant, it is determined that the needs of the eight Valley COGs are best met by implementing our own system, access to 511 information for the San Joaquin Valley through the SACOG system can be redirected elsewhere.

A 'base-line' 511 system consists of access to Caltrans road conditions through the SACOG 511 system in the San Joaquin Valley. Should Fresno COG or any of the other Valley COGs desire to provide 511 system access to wireline or 'land-based' phones or add additional information or features such as access to transit agencies, there will be additional costs involved. Each Valley COG that elects to add such access or features will be responsible for their payment.

Once the eight Valley COGs approve of the 'base-line' 511 system and are on the system, they can select access and additional features that they would like to make available through 511 in the San Joaquin Valley. [SOBRADO]

Action: Information item. Direction may be provided at the discretion of the Board.

E. Regional Housing Needs Allocation Plan Status Report

Summary: The Draft 2007 Fresno County Regional Housing Needs Allocation Plan has been posted on the COG website and provided to each of our member agencies. The Government Code provides that within 60 days following receipt of the draft allocation, a local government may request from the Fresno COG a revision of its share of the regional housing need in accordance with the factors described in paragraphs (1) to (9), inclusive, of subdivision (d) of

Section 65584.04. The request for a revised share shall be based upon comparable data available for all affected jurisdictions and accepted planning methodology, and supported by adequate documentation. The Draft Plan was also submitted to the State Department of Housing and Community Development for its review. **The 60-day local revision process is set to expire June 7, 2007.**

COG staff conducted a meeting on April 23 to review the Draft Plan with interested individuals and staff from various agencies. In addition, staff offered to meet with each jurisdiction separately to review the document, and has met with Clovis and County staff. If interested, there is still time for COG staff to meet separately with your agency to review the Plan and discuss its meaning for your community. [THOMPSON]

Action: Information/discussion item. Direction may be provided at the discretion of the Board.

F. Monthly Legislative Update

Summary: A summary of current state and federal legislative activity is in your agenda packet for committee review and information.

Please contact staff person Renee DeVere if you have any questions regarding the listed bills, or if you require a more in-depth analysis of any particular bill. [DEVERE]

Action: Information item. Direction may be provided at the discretion of the Board.

G. Federal Grant Opportunity

Summary: Our Washington D.C. lobbyist has forwarded information on FY 07 Economic Development Assistance Programs. The memo is included in your packet. [STECK]

Action: Information item. Direction may be provided at the discretion of the Board.

H. Regional Clearinghouse

	Project	Applicant
1.	USDA Rural Development Community Facilities Grant – Police Protection Equipment and Emergency Generators	City of Mendota
2.	USDA Rural Development Community Facilities Grant – Fire Protection Equipment	City of Mendota
3.	US Department of Housing and Urban Development – Supportive Housing for the Elderly	Southern California Presbyterian Homes
4.	US Department of Housing and Urban Development – Community Development Block Grants	County of Fresno

Summary: Your agenda package includes this month's Clearinghouse Calendar containing "Project Notification and Review Reports" for grant proposal.

City of Mendota is applying for USDA Rural Development Community Facilities Grant for public safety equipment for police protection equipment and emergency generators in the amount of \$58,300 (Federal) and \$47,700 in matching funds for a grant total in the amount of \$106,000.

Southern California Presbyterian Homes is applying for a 2007 Section 202 Supportive Housing Capital Advance Grant Program for affordable housing for seniors aged 62 and over in

the amount of \$9,736,600 (Federal), \$25,000 in matching funds, and \$1,557,857 in local funds for a grant total amount of \$11,319,457.

Fresno County is applying for a US Department of Housing and Urban Affairs for a community redevelopment block grant for a total of \$5,654,371 (Federal) and \$1,785,125 in other funds for a total of \$7,439,496. [SOBRADO]

Action: Per Board procedure, unless an item is pulled from the Consent Calendar, tacit authorization is given for staff to forward any comment(s) received, or any Committee/Board comment(s) generated as a result of this informational item, to the appropriate agency. It is understood that if in the event this item should be pulled from the consent calendar, discussion and comment by the Committee members and the public will be taken.

III. ADMINISTRATIVE ACTION / DISCUSSION ITEMS

A. Public Hearing: Adoption of Annual Availability Advisory Percentages for Disadvantaged Business Enterprise (DBE) Participation, Resolution 2007-12

Summary: We have completed the annual update to our DBE bidders list. Everyone on the list was contacted and requested to update vendor information that we are required to compile per 49CFR Part 26. The results were compiled in the database. We presently have 266 vendors in our program of which 36 claim DBE status. This equates to a 13% "Annual Anticipated DBE Participation Level" (AADPL).

A public notice was put in the Fresno Bee noticing this public hearing identifying the ADDPL, and \$600,000 in state and federal contracting opportunities programmed in the 2007/08 Overall Work Program and Budget.

During the 2006/07 fiscal year we did eight procurements totaling \$1,068,000. DBE participation was \$382,959 or 36% exceeding our adopted goal of 13%. This goal was met using 100% race neutral methodology. [BESHEARS]

Action: Staff and PAC recommend that the COG Board adopt Resolution 2007-12 setting our 2007/08 voluntary Annual Anticipated DBE Participation Level at 13%, to be obtained by Race Neutral Methods.

B. FY2007-08 Overall Work Program and Budget, Resolution 2007-06

Summary: The draft FY 2007-08 Overall Work Program and Budget (OWP) containing an annualized budget of \$5,746,810 and a total budget of \$6,996,810 (including carryover projects) was presented to our COG committees and released for its required 45 day public review and comment period in February 2007. The Final FY 2007-08 OWP presented for adoption this month reflects several administrative and fiscal changes to the draft presented in February. The final FY 2007-08 OWP presented for adoption this month reflects an increase of \$377,475 from the draft OWP and now totals \$7,374,285 (including carryover). The revisions are due to the following:

- WE 110-Regional Streets and Highways: \$11,220

The American Association of State Highway and Transportation Officials (AASHTO) is conducting a nationwide Census Transportation Planning Products (CTPP) effort which provides census data on demographic characteristics, home and work locations and journey to work travel flows. Historically AASHTO has partnered with all states (including California) and shared the cost for developing the information. California's share of the match for the national effort is \$720,140. Caltrans will be providing \$120,140 of the match and are looking for the state's Metropolitan

Planning Organizations to provide the remaining \$600,000. Fresno COG's pro-rata share of the match is \$11,220.

- WE 121-Job Access and Reverse Commute Program (JARC) & WE 122-New Freedom: \$166,469

Last year a new single Work Element (314-Public Transit-Human Services Transportation) was added to the OWP. This work element provides funding for new federal transit programs established in SAFETEA-LU. These new programs, *Section 5316-Jobs Access Reverse Commute* and *Section 5317-New Freedom Program* are focused on providing transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that agencies coordinate transportation resources provided through multiple federal programs. At the request of Federal Highways Administration, this work element is now being broken into two work elements WE 121-JARC and WE 122-New Freedom. The New Freedom program requires a match ranging from 50% to 80%, therefore COG must show a source of those funds for OWP purposes, however, the match will be funded by the agencies who are awarded the grants. We are adding \$166,469 to the budget to reflect this.

- WE 410-San Joaquin Valley Blueprint: -\$214

The Blueprint planning process has entered its second year of activity with a \$1.95 million grant from Caltrans. The first year's planning process was funded at the \$2 million level. We were fortunate to have the entire 20% first year match of \$500,000 contributed by the Valley Air District. We have asked them to provide the second year's match as well. The Air District Board has agreed to provide up to \$250,000 in matching funds on a one-to-one basis with other Blueprint participants and stakeholders.

As is typical of many of our Valleywide endeavors, we share costs and revenues with our fellow Valley COGs on a population based formula (Fresno = 23.54%). Based on the Air District's offer, Fresno COG's share of the match is \$58,845. Merced COG, the fiscal agent for the Valleywide project is distributing \$1,525,000 off the top for grant administration, Great Valley Center regional planning activities and to guarantee a \$150,000 base amount for the smaller COG's – leaving a net pro rata distribution of \$925,000. Our share of that, plus our \$150,000 base amount is \$367,728.

We are proposing to use Local Transportation Fund (LTF) Article 4 and 8 monies for our share of the match, which would also use population to determine the share for each of our member agencies (see attached LTF Apportionment to Member Agencies Table). We are proposing LTF to match the grant as it is the only local funding source we have available to us at this time.

A point of comparison: As you may recall, our 2005/06 surplus LTF amounted to over \$3.6 million. The \$58,845 match we need for the second year of the Blueprint would have taken only 1.6% of that surplus. We believe that using LTF Article 4 and 8 funds is the most prudent approach for us to pursue in accounting for the Blueprint match.

- WE 411-Farmland Model Conservation Program: \$200,000

Fresno COG was successful in obtaining a San Joaquin Valley Partnership Seed Grant in the amount of \$200,000 to develop a Farmland Model Conservation Program. This required development of a new work element (411) and the addition of the \$200,000 grant into our FY 2007-08 OWP

Appendix I of the final OWP summarizes all comments received during the review period together with responses to those comments. The Intermodal Planning Group, consisting of representatives from the Federal Highways Administration, Federal Transit Administration and Caltrans met on March 21, 2007 to review the document. The responses to comments and the OWP itself were found to be adequate. The document has completed the 45-day review and is ready for adoption. [BOREN]

Action: Staff, TTC and PAC recommend the COG Board approve the FY 2007-08 OWP by adoption of Resolution 2007-06.

C. Legislative Positions

Summary: In an effort to be responsive to pending legislation Fresno COG will be actively reviewing and making recommendations on priority legislation to the PAC and Policy Board. As pieces of legislation are brought to our attention by action request or by research, staff will make available the necessary background information to allow for formal position recommendation by both the PAC and Policy Board. In an effort to formalize this process, staff is developing a policy document to determine both goals and strategies on how to best track and respond to legislation.

Currently staff is in the process of analyzing the following bills to determine the benefits and impacts these pieces of legislation will have on Fresno COG and its member agencies:

- Torlakson SB 445-Road Users Taskforce (per request)
- Lowenthal SB 974-Ports: congestion relief: environmental mitigation: regulatory fee.
- Ruskin AB 468-Abandoned Vehicle Abatement (per request)
- Arambula AB 575-The Highway Safety Traffic Reduction, Air Quality, and Port Security Fund of 2006: emission reductions.
- Arambula AB 997-Infill capital outlay project and planning grants and loans (per request)
- Arambula AB 1129-Rural regional affordable housing trust (per request)

A verbal update will be made at the PAC meeting. Enclosed in your package is general background information on these bills. [DEVERE]

Action: Staff and PAC recommend the Board determine the extent of support on the aforementioned pieces of legislation after committee discussion.

D. Blueprint Update

Summary: We are now moving into Phase 2 of the Blueprint planning process where we will determine planning principles, goals and measurable outcomes that reflect the values and vision that members of the community identified during Phase 1. We will also be discussing a range of alternative growth scenarios we will be modeling as we move forward. A map of the base case scenario – the "Status Quo Alternative" is included in your packet. A copy of a power point presentation outlining modeling issues is also included in your packet. More detailed versions of the Status Quo maps are on our website at www.fresnocog.org under Blueprint. [STECK]

Action: Information/discussion item. Direction may be provided at the discretion of the Board.

E. Status Report on Sacramento Lobbying Activities—Steve Samuelian, California Consulting, Inc.

Summary: California Consulting staff will provide an update to the Policy Board. [Samuelian]

Action: Information/discussion item. Direction may be provided at the discretion of the Board.

F. Contract Renewal with California Consulting

Summary: Fresno COG's contract with California Consulting is in effect until June 30, 2007, having been extended by the COG Policy Board in October 2006 so the annual contracting process for state lobbying services would better align with both the COG's and its member agency budget cycles. Direction by the Policy Board at that time was to enter into negotiations with California Consulting prior to the contract's end. If a successful negotiation (approvable by

the Board) was not achieved, then the Board would have the option of instructing staff to initiate a Request for Proposal from eligible firms.

The COG Policy Board has received regular reports from California Consulting on its efforts, and has at previous meetings indicated its satisfaction including complimentary remarks with the services thus far rendered. Staff is also satisfied with the efforts, finds our working relationship to be very good, and is pleased with the firm's responsiveness to our requests.

In March, California Consulting submitted a request to renew the contract with a monthly retainer of \$3000 per month, plus expenses. This was based on the scope of services within the contract and per direction provided by the COG Policy Board for its Sacramento One Voice agenda. The current contract is \$2084 inclusive of "normal" business expenses (i.e. Sacramento One Voice expenses were additional). California Consulting noted that they have business expenses reimbursed in addition to the monthly retainer from their other clients.

Fresno COG staff opened negotiations, noting that the proposed monthly retainer would be a 43% increase over the existing contract, not including the added expense reimbursements. Staff pointed out that the funds available for COG's lobbying services come from the same fund source that each of its members would themselves use to pay for their individual lobbying efforts. Staff and California Consulting have subsequently negotiated the following agreement, subject to the Policy Board's approval:

- \$2,500 monthly retainer (\$30,000 annually, a 20% increase)
- 600 annual filing fees (October 2006 Policy Board agreement reflected in current contract)
- 1,200 annual expense reserve (requires itemizing for reimbursement, and travel is subject to pre-approval. California Consulting states normal expenses are generally around \$30/month. The reserve allows room for unusual expenses, including the Sacramento One Voice trip.)

Member dues would be affected, with a 10.29% increase. A spread sheet is included in your package which shows the net difference between the 2006-07 level and the proposed 2007-08 level.

PAC offered several comments related to Mr. Samuelian's contract and performance, these included the concept of going to a three-year contract in order to provide a level of certainty regarding member agency budget development (Kingsburg); general uneasiness with the concept of a contract increase in light of the budgeting challenges facing cities (Kingsburg/Clovis) and a desire to see improved policy analysis and follow-up as it relates to the meetings Mr. Samuelian arranges (Clovis). Huron (Alan Bengyel) provided kudos to Mr. Samuelian for the work he is doing on behalf of the cities and offered that oftentimes solving problems in Sacramento takes more than one meeting and much follow-up. Following completion of the discussion the PAC voted 12-2 to recommend approval of California Consulting Inc's contract as negotiated. [GOODWIN]

Action: Staff and PAC recommend approval of the negotiated contract as outlined above.

VII. OTHER BUSINESS

- A. Items from Staff
- B. Items from Members

Fresno COG Sitting As the Abandoned Vehicle Abatement Authority

VIII. PROPOSED LEGISLATION AFFECTING ABANDONED VEHICLE ABATEMENT PROGRAM

Summary: Assembly Bill 468 (Ruskin) proposes changes to state code governing the Abandoned Vehicle Abatement (AVA) Program. The bill addresses several concerns that exist with our own program and many other programs up and down the state and that have been discussed previously with your Committee and the Board.

The purposes of the proposed bill are to:

1. Clarify terms. The definition of "abandoned vehicle" is clarified to mean a motor vehicle that meets any of several conditions including left on a street or highway for a period of 72 hours or more in violation of a local ordinance. The definition of "abandoned vehicle abatement" is clarified to mean the voluntary or involuntary removal of an abandoned vehicle from public or private property and that the vehicle does not need to be made inoperable or scrapped after it has been removed. Cost recovery is clarified to mean costs for both voluntary and involuntary removal and disposal.
2. Allow each Service Authority to define conditions for eligibility within the limits of the code for their geographic area. Differences in geographical area, population density, and social-economic makeup of the various jurisdictions require different approaches to the distribution of funds to member agencies within the service authority in order to recover a portion of the actual costs of abating vehicles.
3. Permit any funds unexpended in a fiscal year to be used by the service authority in the following fiscal year for certain motorist aid programs for the service authority's jurisdiction and capital purchases for the implementation of the abandoned vehicle abatement program by the service authority. Unexpended funds would not be returned to the State Transportation Fund as the current CHP guidelines require.

The City/County Association of Governments of San Mateo County serves as the AVA Service Authority for San Mateo County and is the sponsor of AB 468. They have requested a letter of support from all the AVA Service Authorities throughout the state. Our normal practice would be to present the matter to your Board to receive your authorization for a support letter. However, in this case, because of the time-sensitive nature of the request, the clear benefits to our program from the legislation, and the Board's familiarity with the issues that the legislation will address, staff recommended the PAC authorize the Executive Director to submit a letter of support for Assembly Bill 468. The PAC concurred with the staff recommendation and authorized staff to submit the enclosed letter. [THOMPSON]

Action: Information/discussion item. Direction may be provided at the discretion of the Board.

Fresno COG Sitting As the Council of Fresno County Governments

IX. BOARD PRESENTATIONS

A. Request for Presentation at COG Policy Board on 6-28-07 from Dr. Ed Moreno regarding "Emerging Infectious Diseases"

Summary: Dr. Ed Moreno, has requested an opportunity to make a presentation before the Policy Board at their June 28, 2007 meeting regarding "Emerging Infectious Diseases". [GOODWIN]

Action: Approve request for presentation at the June 28, 2007 COG Board Meeting.

*Items listed as information still leave the option for guidance/direction actions by the Board.



Agenda Item 18

DATE: May 16, 2006

TO: Board of Supervisors

FROM: Bart Bohn, County Administrative Officer

Bart Bohn

for Alan Weaver, Director
Department of Public Works and Planning

Frank Fowler

SUBJECT: Receive Presentation on Aggregate Needs in Fresno County

RECOMMENDED ACTION:

Receive presentation on aggregate needs in Fresno County.

Aggregates (sand, gravel, and rock materials) are a necessary element in virtually all public and private infrastructure and capital construction projects. Their continued local availability in sufficient quantity and quality are necessary for both maintenance of road and highway and other infrastructure, and sustained economic growth at competitive prices.

Aggregate prices have risen substantially recently as available sources have not kept pace with construction demands. A 50-year forecast by the State Department of Conservation – California Geological Survey has indicated that the State will experience a 30% shortfall in construction aggregates through 2050. The most recent (1999) State Mineral Lands Classification Study indicates that Fresno County's identified aggregate reserves were projected to last through 2013, and may be depleted earlier due to recent growth.

Will Kempton, California Department of Transportation Director, has sent a letter highlighting the importance of aggregate resources to the strategic growth of California's economy, and encouraging the responsible development of new sources of aggregate (Attachment A).

The California Geological Survey Study, Aggregate Availability in California, indicates that Statewide demand for aggregate is approximately 240 million tons per year, the equivalent of 7 tons per capita. The Construction Materials Association of California (CMAC) has conducted economic analysis of the aggregate and construction industries Statewide, and in Fresno County. These studies are included in the CMAC materials package, and summarized in Attachment B. Aggregate use in Fresno County is estimated at nearly 6 million tons per year.

ADMINISTRATIVE OFFICE REVIEW

BOARD ACTION: DATE

Peace Gomez / J. Godwin
MAY 16 2006

Page 1 of 3

APPROVED AS RECOMMENDED

OTHER



Official Action of
Board of Supervisors

RECEIVED PRESENTATION AND BOARD COMMENTS.

UNANIMOUS

ANDERSON

CASE

LARSON

PEREA

WATERSTON

FISCAL IMPACT:

The recommended action will have no impact on net county cost.

REGIONAL JOBS INITIATIVE IMPACT:

Aggregate materials are a foundation of the construction industry, and their availability and cost are important factors in the overall costs of construction and ability of local agencies to keep up with public infrastructure needs. A 2003 economic analysis of the construction and aggregate industries in Fresno County (commissioned by the Construction Materials Association of California, Fresno County Chapter) indicate that the annual total economic impact in Fresno County from aggregate and construction industries is \$4.4 billion dollars, and that the aggregate and construction industries employed over 24,000 people in Fresno County (2000 data).

Supportive infrastructure is an important factor is a region's ability to expand business and attract new jobs. The agricultural sector especially relies on the road system to transport its products. Increased investment in infrastructure will be needed for Fresno County and the San Joaquin Valley to improve economic competitiveness and attract and retain businesses. Reliable sources of local aggregate are needed for cost-effective construction and maintenance of both private and public works projects.

DISCUSSION:

Aggregates are used in virtually all public and private construction activities, including new construction and/or maintenance of streets and highways, bridges, curb and gutters, airport facilities, water, sewer, and irrigation systems, canals and water storage facilities, commercial, public, and residential buildings (foundations and structures), sidewalks, driveways, parking lots, patios, swimming pools, and in landscaping, just to name some of the most common applications. The CMAC estimates that construction of an average home requires 400 tons of aggregate.

The attention drawn to the need for aggregate materials by CalTrans Director Will Kempton is precipitated by the serious underfunding of infrastructure, including preventive maintenance, in California over the preceding decades. California remains last in the nation in per-capita investment in transportation. California's investment in infrastructure has declined from near 20% of State spending in the 1960s to about 3% today. The deterioration of infrastructure Statewide has led to recent efforts to craft massive State infrastructure bonds to fund water, transportation, and school infrastructure. These efforts will increase demands for aggregate even above current levels.

The local availability of aggregate materials is important for two key reasons: cost and air quality. Air quality, especially fine particulate emissions from diesel trucks, is a critical issue for Fresno County and the San Joaquin Valley. Fuel consumption and related emissions increase as aggregate materials are hauled from distant locations. An estimated annual aggregate consumption of near 6 million tons in Fresno County roughly corresponds to a minimum of 225,000 heavy truck trips (not factoring primary and secondary trips to/from concrete or asphalt-concrete plants). The difference between an [assumed] 50-mile round trip and a 150-mile round trip would result in an additional 25 million vehicle-miles of diesel truck travel per year, with corresponding fuel consumption and pollution emissions.

In addition, longer trips increase wear and tear on highway and roads, leading to increased maintenance costs. If materials aren't available locally, the transportation costs can rapidly exceed the value of the aggregate, substantially adding to construction costs. The CMAC Study concluded that reliance on Coalinga-area aggregate sources following local depletion within the Fresno production-consumption region would add \$50 million annually to local construction costs.

Last year Fresno County used approximately 120,000 tons of asphalt-concrete for repair and maintenance of its 3,600 mile road system. Costs for asphalt-concrete for Fresno County's road maintenance program have increased 48% over a year ago, due to increased oil prices, higher transportation costs, and increased aggregate costs. This causes a corresponding reduction in the miles of roads able to be rehabilitated and further deterioration of the overall system and impacts to users.

The amount of aggregate needed to build County public road projects currently under design, and the extension of State Highway 180 expressway from Temperance to Frankwood Avenue, is estimated to be 109,000 tons of aggregate for concrete, 143,250 tons of aggregate for asphalt concrete, and 82,400 tons of aggregate for base material, totaling 334,000 tons.

Recycling of construction materials, including pavement recycling, continues to be actively pursued by public agencies and industry as a means to reduce costs and waste. The CMAC report notes, however, even if all demolished construction material could be recycled, it would constitute only about 5% of the aggregate need.

Surface mining for aggregate materials is governed by local land use agencies such as Fresno County, and by the State under the Surface Mining and Reclamation Act. Active permits in Fresno County are listed on Attachment C.

DEPARTMENT OF TRANSPORTATION

OFFICE OF DIRECTOR

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-5266

FAX (916) 654-6608

TTY (916) 653-4086

*Flex your power!
Be energy efficient!*

RECEIVED

MAR 16 2006

BY: [signature]
TECHNOLOG

February 27, 2006

Dear Transportation Partners:

As I am sure you are aware, the Governor has proposed the Strategic Growth Plan, which calls for \$105 billion to be invested in transportation over the next ten years, plus \$2 billion for mitigation of existing air quality impacts from ports and goods movement. In all, nearly half of the estimated \$222 billion expected to be raised under the plan is slated for transportation.

Part of the Governor's Strategic Growth Plan is a historic comprehensive transportation investment package that incorporates *GoCalifornia*, a mobility action plan designed to decrease congestion, improve travel times, and increase safety. Last fiscal year, the California Department of Transportation (Department) delivered about \$900 million in highway construction. This year we are on track to deliver over \$3 billion. If the Legislature adopts the Governor's infrastructure program, the Department will be challenged to deliver an even larger program over the next few years. Although highway construction is a relatively minor component in overall aggregate consumption in California, we are concerned about availability and pricing. As part of *GoCalifornia*, the Department's statewide strategy is to work with communities and other State agencies in securing adequate industry capacity for California's needs.

Towards this effort, I would like to bring to your attention the tremendous amount of aggregate needed to supply the projects that support the improvement of the State's transportation infrastructure and the need for new aggregate sources. In recent industry capacity expansion workshops, our construction industry partners shared their concern about the availability of aggregate and other commodities in California. Based upon information from the Department of Conservation, possible cost increases because of potential shortages of aggregate would impact the fiscal budgets of local, regional, and State public works agencies (see enclosed reduced copy of Map Sheet 52, and visit the following Internet site http://www.conservation.ca.gov/CGS/geologic_resources/mineral_production/ms52.htm).

At these workshops, the industry also informed the Department of the many years it can take to get a new aggregate source through the permitting process. We encourage the development of new material sources for aggregate reserves that are identified and developed within California, but recognize that the permitting of any new mining locations must be done in accordance with federal, State, and local laws and regulations while being environmentally sensitive.

Transportation Partners
February 27, 2006
Page 2

Please share this information with your planning commissions, city councils, and county board of supervisors. Thank you in advance for your assistance in helping the Department in its mission to improve mobility across California.

Sincerely,



WILL KEMPTON
Director

Enclosure

c: Mr. Charlie Rea, Construction Materials Association of California
Mr. Sam Hassoun, ACG of California
Ms. Tara Haas, Engineering & Utility Contractors Association
Mr. Ed Kalish, Southern California Contractors Association, Inc.
RTPAs
MPOs
County Transportation Commissions

AGGREGATE AVAILABILITY IN CALIFORNIA

Fifty-Year Aggregate Demand Compared to Permitted Aggregate Resources

By

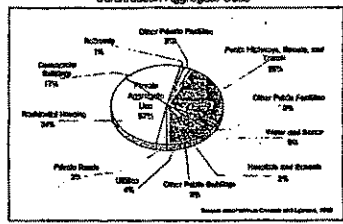
Susan L. Kohler

CALIFORNIA DEPARTMENT OF CONSERVATION
CALIFORNIA GEOLOGICAL SURVEY

July 2002

Contributions by:
R.L. Hill, D.J. Beeby, L.G. Youngs, D.L. Dupras,
R.V. Miller, B.M. Koshier, C.I. Downey,
L.L. Busch, and B.D. Foster

Construction Aggregate Uses



Map Usage and Limitations

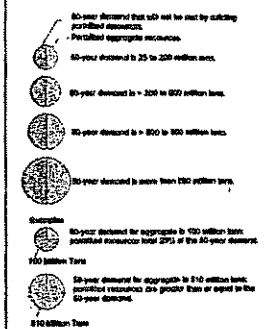
This map is intended to provide a general overview of aggregate resources in California. It is not intended to be used for legal purposes. The map is based on data from the California Geological Survey and other sources. The map is not a substitute for a detailed geological survey. The map is not a substitute for a detailed engineering study. The map is not a substitute for a detailed environmental impact study. The map is not a substitute for a detailed economic analysis. The map is not a substitute for a detailed social impact study. The map is not a substitute for a detailed cultural impact study. The map is not a substitute for a detailed historical impact study. The map is not a substitute for a detailed archaeological impact study. The map is not a substitute for a detailed paleontological impact study. The map is not a substitute for a detailed biological impact study. The map is not a substitute for a detailed geological impact study. The map is not a substitute for a detailed geophysical impact study. The map is not a substitute for a detailed geochemical impact study. The map is not a substitute for a detailed geobotanical impact study. The map is not a substitute for a detailed geozooecological impact study. The map is not a substitute for a detailed geosociological impact study. The map is not a substitute for a detailed geoeconomic impact study. The map is not a substitute for a detailed geocultural impact study. The map is not a substitute for a detailed geohistorical impact study. The map is not a substitute for a detailed geoeconomic impact study. The map is not a substitute for a detailed geocultural impact study. The map is not a substitute for a detailed geohistorical impact study.

Non-Permitted Aggregate Resources
Non-permitted aggregate resources are shown throughout the state of California. Also permitted aggregate resources are shown primarily in the Central Valley and the San Joaquin Valley. The map is not a substitute for a detailed geological survey. The map is not a substitute for a detailed engineering study. The map is not a substitute for a detailed environmental impact study. The map is not a substitute for a detailed economic analysis. The map is not a substitute for a detailed social impact study. The map is not a substitute for a detailed cultural impact study. The map is not a substitute for a detailed historical impact study. The map is not a substitute for a detailed archaeological impact study. The map is not a substitute for a detailed paleontological impact study. The map is not a substitute for a detailed biological impact study. The map is not a substitute for a detailed geological impact study. The map is not a substitute for a detailed geophysical impact study. The map is not a substitute for a detailed geochemical impact study. The map is not a substitute for a detailed geobotanical impact study. The map is not a substitute for a detailed geozooecological impact study. The map is not a substitute for a detailed geosociological impact study. The map is not a substitute for a detailed geoeconomic impact study. The map is not a substitute for a detailed geocultural impact study. The map is not a substitute for a detailed geohistorical impact study.

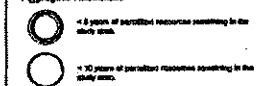
Explanation

Fifty-Year Aggregate Demand Compared to Permitted Aggregate Resources

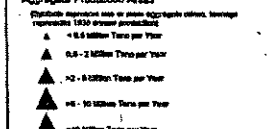
The pie diagram shows the projected 50-year demand for aggregate as of January 2001 compared to currently permitted aggregate resources (in short tons). The 50-year demand for a particular region is graphically represented by one of five pie diagrams. Each 50-year pie diagram is located in the central portion of the study area. The pie diagrams are shown on the map. The pie diagrams are shown on the map. The pie diagrams are shown on the map. The pie diagrams are shown on the map. The pie diagrams are shown on the map.



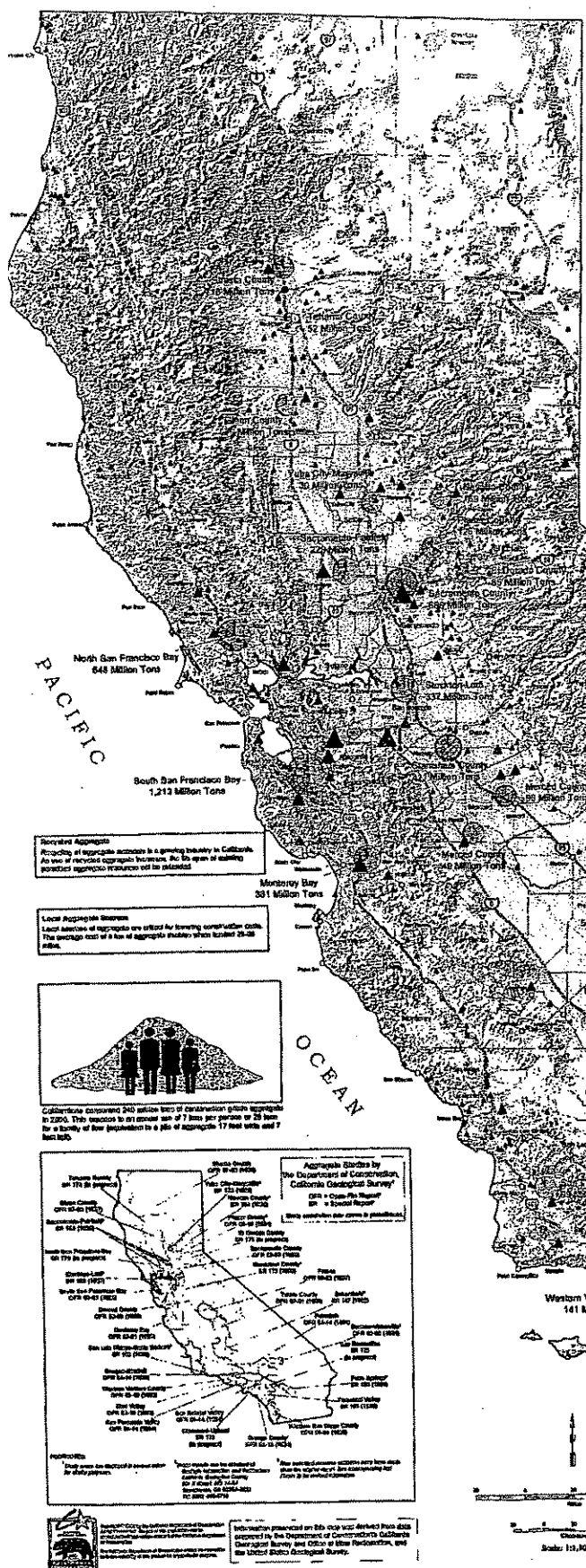
Areas With Less Than 5 or 10 Years of Permitted Aggregate Resources



Aggregate Production Areas

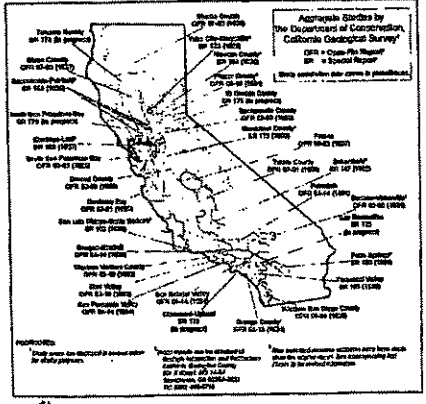
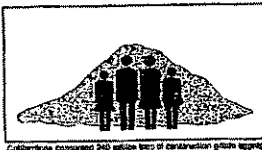


Population



Recorded Aggregate
Recorded aggregate resources are shown in California. The map is not a substitute for a detailed geological survey. The map is not a substitute for a detailed engineering study. The map is not a substitute for a detailed environmental impact study. The map is not a substitute for a detailed economic analysis. The map is not a substitute for a detailed social impact study. The map is not a substitute for a detailed cultural impact study. The map is not a substitute for a detailed historical impact study. The map is not a substitute for a detailed archaeological impact study. The map is not a substitute for a detailed paleontological impact study. The map is not a substitute for a detailed biological impact study. The map is not a substitute for a detailed geological impact study. The map is not a substitute for a detailed geophysical impact study. The map is not a substitute for a detailed geochemical impact study. The map is not a substitute for a detailed geobotanical impact study. The map is not a substitute for a detailed geozooecological impact study. The map is not a substitute for a detailed geosociological impact study. The map is not a substitute for a detailed geoeconomic impact study. The map is not a substitute for a detailed geocultural impact study. The map is not a substitute for a detailed geohistorical impact study.

Local Aggregate Resources
Local aggregate resources are shown in California. The map is not a substitute for a detailed geological survey. The map is not a substitute for a detailed engineering study. The map is not a substitute for a detailed environmental impact study. The map is not a substitute for a detailed economic analysis. The map is not a substitute for a detailed social impact study. The map is not a substitute for a detailed cultural impact study. The map is not a substitute for a detailed historical impact study. The map is not a substitute for a detailed archaeological impact study. The map is not a substitute for a detailed paleontological impact study. The map is not a substitute for a detailed biological impact study. The map is not a substitute for a detailed geological impact study. The map is not a substitute for a detailed geophysical impact study. The map is not a substitute for a detailed geochemical impact study. The map is not a substitute for a detailed geobotanical impact study. The map is not a substitute for a detailed geozooecological impact study. The map is not a substitute for a detailed geosociological impact study. The map is not a substitute for a detailed geoeconomic impact study. The map is not a substitute for a detailed geocultural impact study. The map is not a substitute for a detailed geohistorical impact study.



Map design by Milton Fennell

CMACConstruction Materials
Association Of California
Fresno County Chapter

1029 J St., Ste. 300

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95814

Ph 916.554.1000

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construction & aggregates

in Fresno County

Aggregate Resources Forecast the Future of Fresno County

Why Do We Need Aggregates?

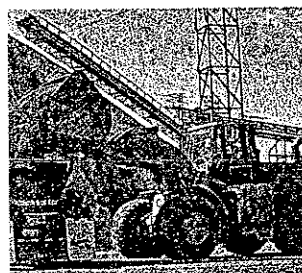
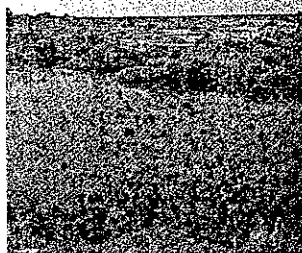
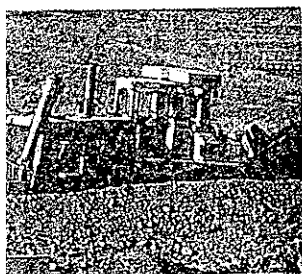
- Fresno County's aggregates industry supplies sand, gravel, and crushed stone for local construction. Millions of tons of aggregates are required to build and maintain our infrastructure: roads, highways, homes, buildings, schools, and public works.
- Investing in infrastructure improves quality of life, attracts new industries, generates economic benefits, and enhances community livability.

Economic Impacts

- The combined annual impact of the construction and aggregates industries in Fresno County is **\$4.4 billion**.
- Construction and aggregates contribute over **8%** of Fresno County's **\$35 billion** output, comparing favorably with other leading industries, such as transportation and wholesale trade, and fruits and fruit processing.
- The county's major industries use **\$430 million** of aggregate and construction's goods and services. The industry sectors of finance, insurance, and real estate as well as transportation, communications, and public utilities have the greatest need for construction and aggregate products.
- The construction and aggregate industries employ **6%** of the county's workforce.
- The aggregates industry pays an average wage of **\$45,137** — nearly triple the county's per capita income.
- The construction and aggregate industries pay nearly half a billion dollars (**\$494 million**) in federal, state, and local taxes.

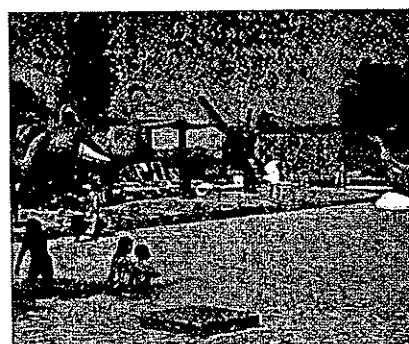
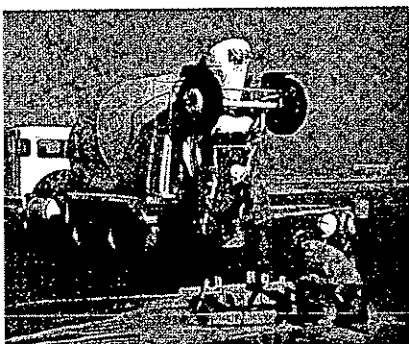
DID YOU KNOW local aggregate
supplies are running out?

With long-term planning today, we can protect a \$4.4 billion industry, ensuring a local supply of high quality building materials for Fresno County's future.



fast facts

About California's Aggregates Industry . . .



- **Aggregates are key to construction:** Sand, gravel, and crushed stone are the first step in the construction process. They are used for making cement, concrete, and asphalt, as well as many other building materials. Without aggregates construction can't commence.

- **California is the nation's leading producer of construction aggregates.**

- **Every Californian uses 7 tons of construction aggregates annually.** Statewide, that is a total of 230-240 million tons.¹

- **California's aggregate industry employs nearly 35,000 workers and provides over \$1.5 billion in wages.** Combined economic impact of the construction and aggregate industries in California is \$108 billion, or 10% of the state's \$1.2 trillion gross product.²

- **Nationwide, about 43% of all construction aggregates are for public works projects paid by taxpayers.** Applied to California, in 2001, public agencies would have spent over \$570 million for construction aggregates.³

- **California sand and gravel producers reclaim land to 44 different uses.** The most common usage is conservation – open space, wildlife habitat, and wetlands – followed by recreation and agriculture. While the state has lost 91% of its wetlands since European settlement, California's aggregate producers are creating or restoring thousands of acres of wetlands and wildlife habitat. During the 1990s, reclamation statewide exceeded 50 square miles, a size comparable to the City and County of San Francisco.⁴

- **Transportation costs greatly affect the price of aggregates.** Transporting aggregates 25-35 miles doubles the aggregates' cost. If nearby supplies don't exist, transportation costs quickly exceed the value of the aggregates and contribute to increased fuel consumption, air pollution, traffic congestion, and road maintenance.

- **Aggregate supplies for many California population centers are running out.** A recent government study projecting 50-year demand indicates 7 aggregate consumption areas have less than 10 years of permitted resources available, an additional 5 have less than 25% of their needs, and the remainder vary. These supply deficiencies will directly affect California's infrastructure and quality of life.⁵

- **Recycled concrete and asphalt help build sustainable communities.** California's aggregate producers are in the forefront for promoting the use of recycled construction materials. Many sand and gravel operators help keep these materials out of landfills by crushing millions of tons of used concrete and asphalt pavement into construction aggregates. Yet because recycled aggregates originate from demolished infrastructure, demand far exceeds supply.

¹Aggregate Availability in California, California Geological Survey

²The Aggregates Industry – Economic Study, CMAC

³Aggregate Availability in California

⁴Reclamation Survey, CMAC

⁵Aggregate Availability in California

construction & aggregates

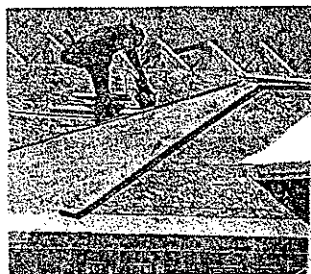
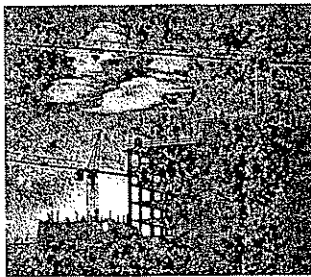
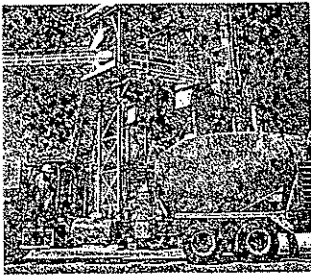
Build California's Economy

Aggregates and Construction Go Hand-in-Hand

- California's aggregates industry supplies sand, gravel, and crushed stone for local construction. Aggregates are necessary for making ready-mixed concrete, asphalt, and many other building materials. Millions of tons of aggregates are required to build and maintain our infrastructure: roads, highways, homes, buildings, schools, and public works.

Economic Impacts

- Aggregates and construction is California's **4th largest industry**.
- Statewide, the aggregates and construction industry's total economic impact is **\$230 billion** – 16% of all California industry output.
- Aggregates and construction contribute **\$13.8 billion** to other major California industries.
- Job growth in aggregates and construction outpaced other industries in California. Between 1998-2003 employment growth was **34%** compared to overall state job growth of 6%.
- Over **1.8 million California jobs** – a 49% increase since 1998 – are supported by the aggregates and construction industry.
- California workers earned over **\$86 billion** from aggregate and construction activities.
- Aggregates and construction employees earn **above average wages** and compensation. Compared to other industries, salary packages for California aggregate workers alone rank 4th highest overall.
- The aggregates and construction industry's economic impacts **benefit local California economies**, particularly in rapidly growing regional areas.
- Every Californian uses nearly 7 tons of aggregates per person per year. The State Department of Conservation forecasts a **30% shortfall of construction aggregates statewide – 3 billion tons** – over the next 4 decades.



WITH LONG-TERM PLANNING TODAY...

we can ensure that California has local supplies of high quality building materials tomorrow.

Nothing gets built without aggregates.

1029 J St., Ste 300
Sacramento, CA
95814
Ph 916.554.1000
Fx 916.554.1042

the future...

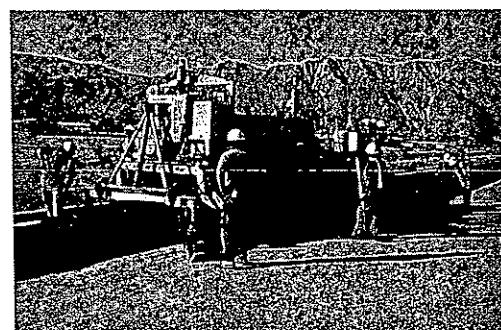
California's Permitted Aggregate Supplies Are Running Out

- Supplies of sand and gravel and crushed stone throughout California are being depleted much faster than replacement resources are being permitted. Shortages are already causing price increases, which will, in the longer-term, negatively affect California's quality of life, economy, and environment.
- Some regions are running out in a few years, or have already run out. For example:

San Fernando Valley – 1 year supply

Western Ventura County – 0 years' supply

Eastern Merced County – 4 years' supply



What Are Aggregates And Why Does It Matter If They're Running Out?

Time Is

Running Out

For Local, Low

Cost, And

Uninterrupted

Aggregate

Supplies

- Sand and gravel and crushed stone are "Aggregates." **Over 90% are used in construction.** Steady supplies are necessary for constructing and maintaining roads, housing, schools, buildings, and all other public and private infrastructure. Asphalt pavements and concrete are mostly made of aggregates.
- Approximately 60% of all aggregates are used in public works projects** – our public roads, highways, buildings, bridges, airports, sewer systems, schools, and other structures.
- An average home requires nearly 100 tons of aggregates. After adding neighborhood infrastructure, a 1500 sq. ft. home requires 328 tons of sand and gravel and 202 cubic yards of concrete.
- Between 1990-2000 **Californians used an average of 6 tons per person per year of aggregates.** Using conservative population estimates for the next 20 years, California will require 5 billion tons of aggregates, or an average of 250 millions tons per year.
- Supplying aggregates is a local business. Due to shipping costs, the price of aggregates doubles every 25 miles it's hauled. The farther away aggregates are shipped, the costlier they are for customers and taxpayers. Long distance shipping impacts the economy and the environment.
- The permitting process at the local government level ranges from 2-10 years or even longer. Considering that aggregate shortages have the ability to severely imperil the state's infrastructure – its basic health – a fast track permitting process is urgently needed.

Highway Transportation Funding Facts



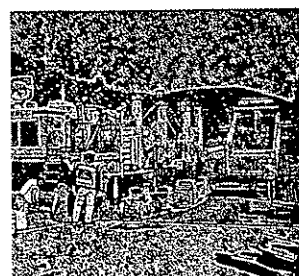
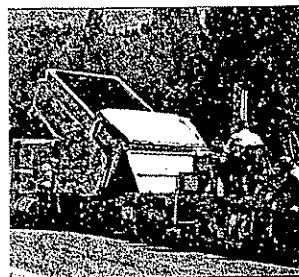
Gridlock is a Roadblock

- California is adding **600,000** people and **500,000** cars annually.
- Population has grown **50%** during the past 20 years, while road capacity has barely increased **7%**.
- Auto travel in California in the 1990s increased 10 times faster than new lane capacity was added.
- Truck traffic is expected to grow **50%** by 2020.



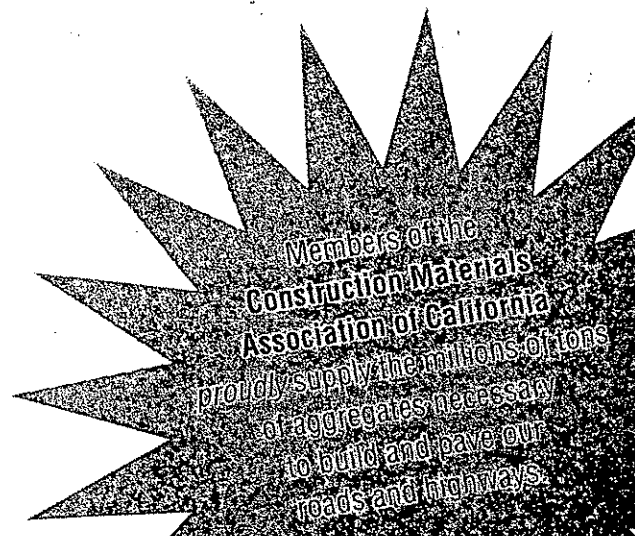
California's Economy Needs a Smooth Ride

- Delays in transportation spending cost the state **\$4.7 billion** per year in wasted time and fuel.
- **42,000** jobs are created for every **\$1 billion** invested in highway and transportation projects.
- Every **\$1** spent on highway construction results in **\$5.70** in economic benefits.
- Improved roads and highways relieve traffic congestion, increase traffic safety, and reduce fuel consumption costs.



Voters Want Stable Transportation Funding

- To remain a leading national and international economy, California needs to count on stable and predictable transportation funding.
- California voters have repeatedly passed laws dedicating gasoline taxes to transportation projects. Since 2001, **\$2.5 billion** has been diverted to the General Fund for other purposes.
- According to the California Transportation Commission, there is a 10-year total for unmet transportation needs of **\$117 billion**.
- As of 6/30/04, **\$2 billion** of approved transportation construction projects cannot commence due to lack of funding.



STOP the State's siphoning of gas taxes that Californians tagged for transportation!

FRESNO COUNTY SURFACE MINING PERMIT INFORMATION

SURFACE MINE – NAME/LOCATION(S)	PERMIT(S)		EFFECTIVE	EXPIRATION
Academy Quarry	CUP 2477	SPR 6438	2-11-1992	2009
Al's Concrete <i>(Vulcan Materials Co.)</i>	CUP 2291	SPR 6132	9-27-1988	2013
Artesia Ready Mix <i>(California Portland Cement Company)</i>	CUP 2532	SPR 6397	1-28-1992	2032
Avenal Aggregate <i>(formerly Acme Paving Co., Inc.)</i>	CUP 2461-R	SPR 6949	12-3-1998	2018
Bass Avenue <i>(Fresno County site)</i>	CUP 1505	N/A	6-19-78	N/A
Central Valley Ready-Mix	CUP 2203	SPR 5926	9-25-86	2006
Coalinga Pit #1 / Pit #2	CUP 2320	SPR 6190	1-10-1989	2009
Gale Sand Products	CUP 1803	N/A	3-12-1981	Indefinite
Maiorino Farms	CUP 2232	SPR 5909	9-11-1986	2006
Mont La Salle <i>(Fresno County site)</i>	CUP 2415	N/A	8-7-1990	2014
Petry Sand Pit <i>(currently idle)</i>	CUP 2354	SPR 6128	10-20-1988	2013
RMC Pacific Materials/Cemex - Beck site	CUP 361/2032/2241	SPR 5903	7-28-1987	2023
RMC Pacific Materials/Cemex - plant site	CUP 2235	SPR 5903	7-28-1987	2023
Tivy Valley Granite	CUP 2313	SPR 6114	2-9-1988	2003
Triple L / Panoche	CUP 2519	SPR 6648	8-17-1993	2013
Vulcan Materials - Fresno	CUP 2576	SPR 6465	9-10-1996	2016
Vulcan Materials - Sanger	CUP 1656	SPR 6131	11-20-80	Indefinite

Construction Aggregate Supply Limitations Estimates of Economic Impact

- Since transportation is a major element in the cost of delivered aggregate, and the cost depends on the distance of the delivery, permitting new aggregate sites would lead to shorter haul distance to minimize transport/shipping cost. According to the industry, shipping costs for aggregates can outweigh production costs if the material is trucked more than 20 miles.¹
- A recent UC Berkeley study² confirms that the most likely, and dominant, effect of the opening of new sites for the production of construction aggregates would be a *reduction in truck miles of travel for hauling aggregates* (i.e., new quarry will be located closer to the users to minimize transportation costs), *thus a reduction in emissions from trucks*.
- According to the California Geological Survey (CGS), California has an estimated 74 billion tons of aggregate resources underlying mineral lands classified by the State Geologist. However, only about 5.3 billion tons of aggregate (7.2 percent) have actually been permitted by cities and counties for mining activities. Permitting of mining sites takes between five and ten years. At the current rate of production of 177 million tons per year, the permitted reserves will be exhausted in about 30 years.
- According to the CGS, the state produced 176.4 million tons of construction sand and gravel in 2005, valued at \$1,269 million. The production of crushed stone in 2005 was estimated at 58.87 million tons, valued at \$361.5 million. According to the same source, California imported about 2.4 million tons of sand and gravel during 2005 from Canada and Mexico, a fairly small portion of the total use.
- The total aggregate production (or demand) in 2005, therefore, exceeded 235.3 million tons (176.4 + 58.87). This production level would generate about 9.4 million truckloads (@ 25 tons per truck), or a total of 18.8 million truck trips a year (including empty trucks returning to the aggregate sites) related to the transportation of construction aggregate in the state.
- According to the Teichert Construction and West Coast Aggregates, Inc. the average hauling distance for aggregates in California may be as high as 50 miles. Truck transportation accounts for about 99 percent of shipping aggregates for 40 miles or less.³ At an average 50-mile distance, the total aggregate-truck VMT would be 940 million miles per year (18.8 million trucks x 50 miles). This would account for 4% of total truck trips, or 6% of all truck miles of travel on the state highways.
- Let us assume that additional aggregate production resulting from permitting additional mining facilities would reduce the average hauling distance from 50 to 35 miles statewide. Using an average hauling distance of 35 miles, the total annual aggregate-truck miles of travel would be 658 million miles (18.8 million trucks X 35 miles). The 15-mile shorter hauling distance would reduce aggregate-truck miles of travel by 282 million miles per year (940 - 658), and annual diesel fuel consumption by 44 million gallons (using CARB diesel fuel consumption rate of 0.153 gallons per vehicle-mile at 55-60 mph speed).

¹ Therese Dunphy, "Evening the Playing Field," *Aggregates Manager*, August 2006.

² Peter Berck, "A Note on the Environmental Costs of Aggregates," *Working Paper No. 994*, Dept. of Agricultural and Resource Economics and Policy, University of California, Berkeley, January 2005.

³ Tina Grady Barbaccia, "Off-highway Transportation," *Aggregates Manager*, July 2006.

- Based on the California Air Resources Board emission factors estimates, and assuming an average 55-60 miles per hour speed, a reduction of 282 million miles of truck travel (or 44 million gallons of diesel fuel consumption) would reduce truck emissions (CO, NOx, PM10, SOx, VOC) by about **835.4 tons a year**.
- The total transportation cost of aggregates (at \$.10 per ton per mile) shipped 35-miles average distance throughout California would be \$1.6 billion (18.8 mil trucks x 25 tons x 35 miles x \$.10), and over \$2.3 billion if shipped an average 50 miles. The statewide transportation cost savings of reduced hauling distance would amount to **\$705 million a year** (or a 43% cost savings).
- The California Department of Transportation estimates that on average, about \$2.55 billion is spent on state and local capital outlay projects each year, and on average, aggregates account for 8-10% of total project costs, or **\$250 million annually**. A 43% increase/decrease in shipping cost of aggregates would increase/decrease the total annual project costs by **\$108 million per year**.
- The reduction in aggregate-related truck miles of travel would also reduce traffic congestion and traffic accidents on roads, but these impacts would be difficult to estimate. An additional benefit from truck trip reduction would be reduced pavement deterioration. The Department of Transportation on average spends about \$500 million annually on pavement rehabilitation projects. Assuming trucks account for 60% of the pavement damage on the state highways, and aggregate-trucks account for 4%-6% of all truck travel on the state highways (depending on the average distance of 35 or 50 miles), the trucks shipping aggregates would account for about **\$12-18 million** of potential savings in the cost of pavement rehabilitation each year.
- Project delays due to lack of aggregate supply in the area, would also result in project cost escalation and reduced user benefits (reduced travel time and accidents) that would have otherwise been generated. A delay of 10% of the projects (or \$255 million in capital outlay expenditures) for one year would increase the cost of the state and local capital outlay program by **\$9 million a year** (at 3.5% average cost escalation factor). It should be noted that the highway construction cost index in recent years has grown at much higher rates than the historical average of 3.5%. Therefore, the project cost escalation due to lack of aggregate supply and project delays could potentially be much higher than the figure above.
- Generalizing, and pro rating, the user benefits estimated for the 2006 Interregional Transportation Improvement Program (ITIP) projects, a delay of 10% of the capital outlay program for one year would also cost California about **\$97 million** in increased roadway congestion and traffic accidents.

In conclusion, permitting and expansion of additional construction aggregate supply sources in California suggests potentially significant benefits and cost savings that would provide a high payoff and worthwhile effort for the state to undertake. Again, those benefits include:

- A reduction in emissions from trucks with the reduction in truck miles of travel for hauling aggregates
- Shorter hauling distance reducing aggregate-truck miles of travel and the cost of the materials
- Reduction of pavement deterioration from fewer truck miles traveled
- Reduction in project delays due to lack of aggregate supply in the area, which leads to increased project costs
- Reduction in aggregate-related truck miles of travel would also reduce traffic congestion and potentially reduce traffic accidents on roads