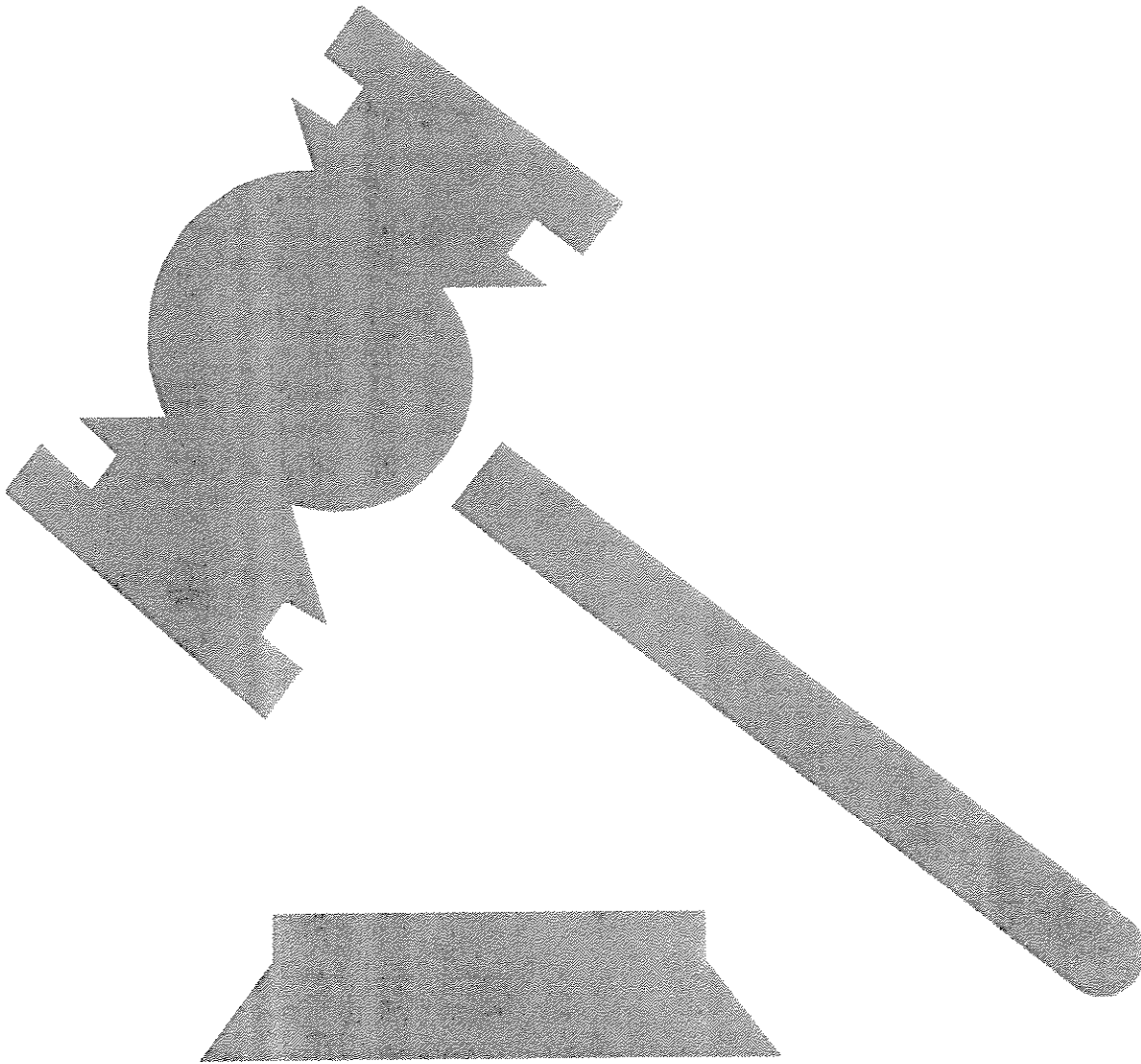




***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM III A.***

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-13

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

RESOLUTION SETTING FORTH
FINDINGS OF APPORTIONMENT
FOR THE LOCAL TRANSPORTATION
FUND

WHEREAS, the Council of Fresno County Governments (Fresno COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and

WHEREAS, Fresno COG is required to annually certify and adopt Findings of Apportionment under adopted Rules and Regulations concerning administration of the Local Transportation Fund.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments hereby certifies and adopts the attached schedule as Findings of Apportionment for fiscal year 2007-08, which is hereby made a part of this resolution.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 31st day of May, 2007.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 31st day of May, 2007.

Signed: _____
Barbara Goodwin, Executive Director

2007/08
COUNCIL OF FRESNO COUNTY GOVERNMENTS
LOCAL TRANSPORTATION FUND
APPORTIONMENT TO MEMBER AGENCIES
Final Estimate Without Blue Print Match

05/15/07

2007/08 Estimate per Fresno County Auditor Controller
Less Administration
Gross Amount Available for Allocation

\$30,000,000
127,000
29,873,000

MEMBER	CENSUS POPULATION 01/01/07	PERCENT	GROSS AMOUNT AVAILABLE	ART. 3 BIC. & PED.FAC. (2%)	SHARE TOWARD ART. 4.5 (5%)	RTP (3%)	NET FOR ARTICLES 4 & 8	ADD TO CTSA's ART. 4.5	NET ART. 4, 4.5 & 8
Clovis	92,269	10.04%	2,998,959	59,979	146,949	83,761	2,708,270	157,289	2,865,559
Coalinga	18,061	1.97%	587,024	11,740	28,764	16,396	530,124		530,124
Firebaugh	6,692	0.73%	217,506	4,350	10,658	6,075	196,423		196,423
Fowler	5,293	0.58%	172,036	3,441	8,430	4,805	155,360		155,360
Fresno City	481,035	52.34%	15,634,764	312,695	766,106	436,679	14,119,285		14,119,285
Huron	7,493	0.82%	243,540	4,871	11,933	6,802	219,934		219,934
Kerman	13,591	1.48%	441,740	8,835	21,645	12,338	398,922		398,922
Kingsburg	11,234	1.22%	365,131	7,303	17,891	10,198	329,739		329,739
Mendota	9,426	1.03%	306,367	6,127	15,012	8,557	276,671		276,671
Orange Cove	10,544	1.15%	342,705	6,854	16,793	9,572	309,486		309,486
Parlier	13,080	1.42%	425,131	8,503	20,831	11,874	383,923		383,923
Reedley	24,909	2.71%	809,600	16,192	39,670	22,612	731,126		731,126
Sanger	24,877	2.71%	808,560	16,171	39,619	22,583	730,187		730,187
San Joaquin	3,870	0.42%	125,784	2,516	6,163	3,513	113,592		113,592
Selma	23,194	2.52%	753,859	15,077	36,939	21,055	680,788		680,788
Fresno Co.	173,535	18.86%	5,640,293	112,806	276,374	157,533	5,093,580		5,093,580
FCRTA								451,208	451,208
FCEOC								855,280	855,280
TOTALS	919,103	100%	29,872,999	597,460	1,463,777	834,353	26,977,410	1,463,777	28,441,187

2007/08
COUNCIL OF FRESNO COUNTY GOVERNMENTS
LOCAL TRANSPORTATION FUND
APPORTIONMENT TO MEMBER AGENCIES
Final Estimate With Blueprint Match

05/15/07

2007/08 Estimate per Fresno County Auditor Controller	\$30,000,000	
Less Administration	127,000	
Gross Amount Available for Allocation	29,873,000	

MEMBER	CENSUS POPULATION 01/01/07	PERCENT	GROSS AMOUNT AVAILABLE	ART. 3	SHARE	RTP	Blueprint	NET FOR	ADD TO	NET
				BIC. & PED.FAC. (2%)	TOWARD ART. 4.5 (5%)		Planning Match 4 & 8	ARTICLES 4 & 8	CTSA's ART. 4.5	ART. 4, 4.5 & 8
Clovis	92,269	10.04%	2,998,958	59,979	146,949	83,761	5,907	2,702,362	157,289	2,859,651
Coalinga	18,061	1.97%	587,024	11,740	28,764	16,396	1,156	528,968		528,968
Firebaugh	6,692	0.73%	217,505	4,350	10,658	6,075	428	195,994		195,994
Fowler	5,293	0.58%	172,036	3,441	8,430	4,805	339	155,021		155,021
Fresno City	481,035	52.34%	15,634,770	312,695	766,106	436,679	30,800	14,088,490		14,088,490
Huron	7,493	0.82%	243,540	4,871	11,933	6,802	480	219,454		219,454
Kerman	13,591	1.48%	441,739	8,835	21,645	12,338	870	398,051		398,051
Kingsburg	11,234	1.22%	365,131	7,303	17,891	10,198	719	329,020		329,020
Mendota	9,426	1.03%	306,366	6,127	15,012	8,557	603	276,067		276,067
Orange Cove	10,544	1.15%	342,705	6,854	16,793	9,572	675	308,811		308,811
Partier	13,080	1.42%	425,130	8,503	20,831	11,874	837	383,085		383,085
Reedley	24,909	2.71%	809,600	16,192	39,670	22,612	1,595	729,531		729,531
Sanger	24,877	2.71%	808,560	16,171	39,619	22,583	1,593	728,594		728,594
San Joaquin	3,870	0.42%	125,784	2,516	6,163	3,513	248	113,344		113,344
Selma	23,194	2.52%	753,859	15,077	36,939	21,055	1,485	679,303		679,303
Fresno Co.	173,535	18.86%	5,640,293	112,806	276,374	157,533	11,110	5,082,470		5,082,470
FCRTA									451,208	451,208
FCEOC									855,280	855,280
TOTALS	919,103	100%	29,873,000	597,460	1,463,777	834,353	58,845	26,918,565	1,463,777	28,382,342

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-14

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

RESOLUTION SETTING FORTH
FINDINGS OF APPORTIONMENT
FOR THE STATE TRANSIT
ASSISTANCE FUND

WHEREAS, the Council of Fresno County Governments (Fresno COG) is the administrator of the State Transit Assistance Fund as provided by Chapter 322 of the California Statutes of 1982, and

WHEREAS, Fresno COG is required to provide the most current estimates of available State Transit Assistance Funds as released by the State of California Business, Transportation and Housing Agency.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments hereby certifies and adopts the attached apportionment methodology as presented in Exhibit A for fiscal year 2007-08 and which Exhibit is hereby made a part of this resolution.

BE IT FURTHER RESOLVED that as revised estimates are received from the State of California, new schedules shall be formulated in accordance with the adopted methodology and submitted to COFCG member agencies.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 31st day of May, 2007.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 31st day of May, 2007.

Signed: _____
Barbara Goodwin, Executive Director

2007/08
COUNCIL OF FRESNO COUNTY GOVERNMENTS
STATE TRANSIT ASSISTANCE FUND
APPORTIONMENT TO MEMBER AGENCIES
Preliminary Estimate

05/15/07

PUC 99313 POPULATION 9,492,066
PUC 99314 OPERATOR 1,397,028

2007/08 Fund Estimate Per State Controller

10,889,094

This estimate is subject to change during the fiscal year.

MEMBER	CENSUS POPULATION 01/01/07	PERCENT	GROSS AMOUNT AVAILABLE	NET FOR 99314 OPERATOR	NET FOR 99313 POPULATION
Clovis	92,269	10.04%	962,277	9,366	952,911
Coalinga	18,061	1.97%	186,526		186,526
Firebaugh	6,692	0.73%	69,112		69,112
Fowler	5,293	0.58%	54,664		54,664
Fresno City	481,035	52.34%	6,296,102	1,328,200	4,967,902
Huron	7,493	0.82%	77,386		77,386
Kerman	13,591	1.48%	140,361		140,361
Kingsburg	11,234	1.22%	116,019		116,019
Mendota	9,426	1.03%	97,347		97,347
Orange Cove	10,544	1.15%	108,894		108,894
Parlier	13,080	1.42%	135,084		135,084
Reedley	24,909	2.71%	257,249		257,249
Sanger	24,877	2.71%	256,918		256,918
San Joaquin	3,870	0.42%	39,968		39,968
Selma	23,194	2.52%	239,537		239,537
Fresno Co.	173,535	18.86%	1,792,188		1,792,188
FCRTA			59,462	59,462	
FCEOC					
TOTALS	919,103	100.0%	10,889,094	1,397,028	9,492,066



2035 Tulare Street, Suite 201
Fresno, California 93721

Telephone: (559) 233-4148 • Fax: (559) 233-9645
Website Address: www.fresnocog.org

May 17, 2007

To: Policy Advisory Committee
COG Policy Board

From: Barbara Steck, Senior Transportation Planner

Subject: Matching Funds – San Joaquin Valley Blueprint

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. Today, the Air District Board agreed to provide up to \$250,000 in matching funds on a one-to-one basis with other Blueprint participants and stakeholders (see attached Air District staff report).

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. (See attached spreadsheet.)

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. I believe that using LTF Article 4 and 8 funds is the most prudent approach for us to pursue in accounting for the Blueprint match.

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

San Joaquin Valley Regional Blueprint Funding Share

May-07

	2005/2006	2006/2007	Total
Grant amount	\$ 2,000,000	\$ 1,950,000	\$ 3,950,000
Match	\$ 500,000	\$ 500,000	\$ 1,000,000
Admin	\$ (150,000)	\$ (200,000)	\$ (350,000)
GVC	\$ (125,000)	\$ (125,000)	\$ (250,000)
Total available	\$ 2,225,000	\$ 2,125,000	\$ 4,350,000
Less Base amount	\$ (1,200,000)	\$ (1,200,000)	
Remaining to distribute based on population	\$ 1,025,000	\$ 925,000	\$ 1,950,000

County	Population (Jan. 1, 2005 Dept. of Finance)	% of SJ Valley pop by county	Base amount	Funding allocation by pop.	Total	Population (Jan. 1, 2006 Dept. of Finance)	% of SJ Valley pop by county	Base amount	Funding allocation by pop.	Total	Two Year Total	MATCH SHARE			
												Population	Full Match	Match from Air District	Local Share
Fresno	883,537	23.69%	\$ 150,000	\$242,782	\$392,782	899,514	23.54%	\$ 150,000	\$217,728	\$367,728	\$760,510	23.54%	\$ 500,000	\$ 117,691	\$58,845
Kern	753,070	20.19%	\$ 150,000	\$206,932	\$356,932	779,869	20.41%	\$ 150,000	\$188,768	\$338,768	\$695,700	20.41%	\$ 500,000	\$ 102,037	\$51,018
Kings	144,732	3.88%	\$ 150,000	\$39,770	\$189,770	147,729	3.87%	\$ 150,000	\$35,758	\$185,758	\$375,528	3.87%	\$ 500,000	\$ 19,329	\$9,664
Madera	141,067	3.78%	\$ 150,000	\$38,747	\$188,747	144,396	3.78%	\$ 150,000	\$34,951	\$184,951	\$373,698	3.78%	\$ 500,000	\$ 18,893	\$9,446
Merced	240,162	6.44%	\$ 150,000	\$65,993	\$215,993	246,751	6.46%	\$ 150,000	\$59,726	\$209,726	\$425,719	6.46%	\$ 500,000	\$ 32,284	\$16,142
San Joaquin	653,333	17.51%	\$ 150,000	\$179,526	\$329,526	688,265	17.49%	\$ 150,000	\$161,754	\$311,754	\$641,280	17.49%	\$ 500,000	\$ 87,435	\$43,717
Stanislaus	504,482	13.52%	\$ 150,000	\$138,624	\$288,624	514,370	13.46%	\$ 150,000	\$124,504	\$274,504	\$563,128	13.46%	\$ 500,000	\$ 67,299	\$33,650
Tulare	409,871	10.99%	\$ 150,000	\$112,626	\$262,626	420,619	11.01%	\$ 150,000	\$101,811	\$251,811	\$514,437	11.01%	\$ 500,000	\$ 55,033	\$27,517
Total	3,790,194	100.00%		\$1,025,000	\$2,225,000	3,821,513			\$925,000	\$2,125,000	\$4,350,000	100%	\$500,000	\$250,000	\$250,000

Source: <http://www.daf.ca.gov/HTML/DEMOGRAPHIC-1TEXT.htm>

*06/07 year readjusted with January 1, 2006 future population estimates



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT

GOVERNING BOARD

J. Steven Worthley, Chair
Supervisor, Tulare County

Leroy Omellas, Vice Chair
Supervisor, San Joaquin County

Tony Barba
Supervisor, Kings County

Raji Brar
Councilmember, City of Arvin

Judith G. Case
Supervisor, Fresno County

Ronn Dominici
Supervisor, Madera County

Jon McQuiston
Supervisor, Kern County

Michael G. Nelson
Supervisor, Merced County

William O'Brien
Supervisor, Stanislaus County

Henry T. Perea
Councilmember, City of Fresno

Chris Vierra
Councilmember, City of Ceres

Sayed Sadredin
Executive Director/
Air Pollution Control Officer

Northern Region Office
4800 Enterprise Way
Modesto, CA 95356-8718
(209) 557-6400
FAX (209) 557-6475

Central Region Office
1990 East Gettysburg Avenue
Fresno, CA 93726-0244
(559) 230-6000
FAX (559) 230-6061

Southern Region Office
2700 M Street, Suite 275
Bakersfield, CA 93301-2373
(661) 326-6900
FAX (661) 326-6985

www.valleyair.org

DATE: May 17, 2007

TO: SJVUAPCD Governing Board

FROM: Sayed Sadredin, Executive Director/APCO
Project Coordinator: Tom Jordan

RE: DISTRICT SUPPORT OF THE SAN JOAQUIN VALLEY
BLUEPRINT PLANNING PROJECT

RECOMMENDATION:

1. Provide up to \$250,000 in qualifying mobile source emission reduction grant funding in the 2007-08 Budget to support the Blueprint planning project contingent upon the following conditions:
 - a. The District will provide a one-to-one match for cash assistance received from other Blueprint participants and stakeholders.
 - b. The District is granted a seat on the San Joaquin Valley Policy Council.
 - c. Written commitment from all eight Valley Councils of Governments to work with the District to allocate an equivalent amount from the Congestion Mitigation and Air Quality (CMAQ) funds for emission reduction projects that meet the criteria outlined in the District's Heavy Duty or REMOVEII grant program components.
2. Direct the APCO to return with any necessary budget amendments based on available match amounts and fulfillment of the above conditions.

BACKGROUND:

The San Joaquin Valley Air Pollution Control District (District) provided \$500,000 to match a \$2 million California Regional Blueprint Planning Program Grant that the eight San Joaquin Valley Transportation Planning Agencies (TPAs) received from Caltrans. These funds have been utilized to:

- Hold a Valley wide summit with over 650 people identifying air quality as a top concern.
- Conduct visioning sessions Valley-wide, and again the quality of the Valley's air is a top concern.
- Develop a Blueprint Video outlining the key issues to be addressed including air quality.
- Conduct a valley wide survey where 77% of the respondents rated air quality as a problem in the Central Valley, higher than loss of farm land and population growth.
- Prepare draft performance measures to be used to evaluate scenarios.
- Develop a status quo growth scenario.
- Collect data and demographics and created GIS layers to evaluate the future scenarios.

The San Joaquin Valley TPAs have been selected to receive \$1.95 million Caltrans grant to continue work on the Blueprint project. The TPAs have requested that the District provide a second \$500,000 grant as a local match for the project. For the first phase, the District was the sole agency to provide a hard monetary match for the project (the TPAs provided an "in-kind" match). For the second phase, the TPAs are proposing to provide \$165,000 in matching funds for the project.

DISCUSSION:

The Blueprint project has a clear link to air quality in the San Joaquin Valley. It is also clear that air quality is not the only focus of the Blueprint project. The principle users of the information that will be generated by the Blueprint are cities and counties that are engaged in long-term land-use planning. The general public and the private sector developer will also benefit and are guided by the Blueprint recommendations. If the Blueprint project is to be ultimately successful, all these stakeholders need to participate, see the value in the project, and commit to implementing its recommendations. Their willingness to help fund the project would indicate their commitment to follow through with the Blueprint recommendations. With that in mind, District staff recommends that any contribution made by the District be matched by other Blueprint participants and stakeholders.

The Blueprint project has the potential to provide substantial long-term air quality benefits. How the San Joaquin Valley grows can have a profound effect upon air quality

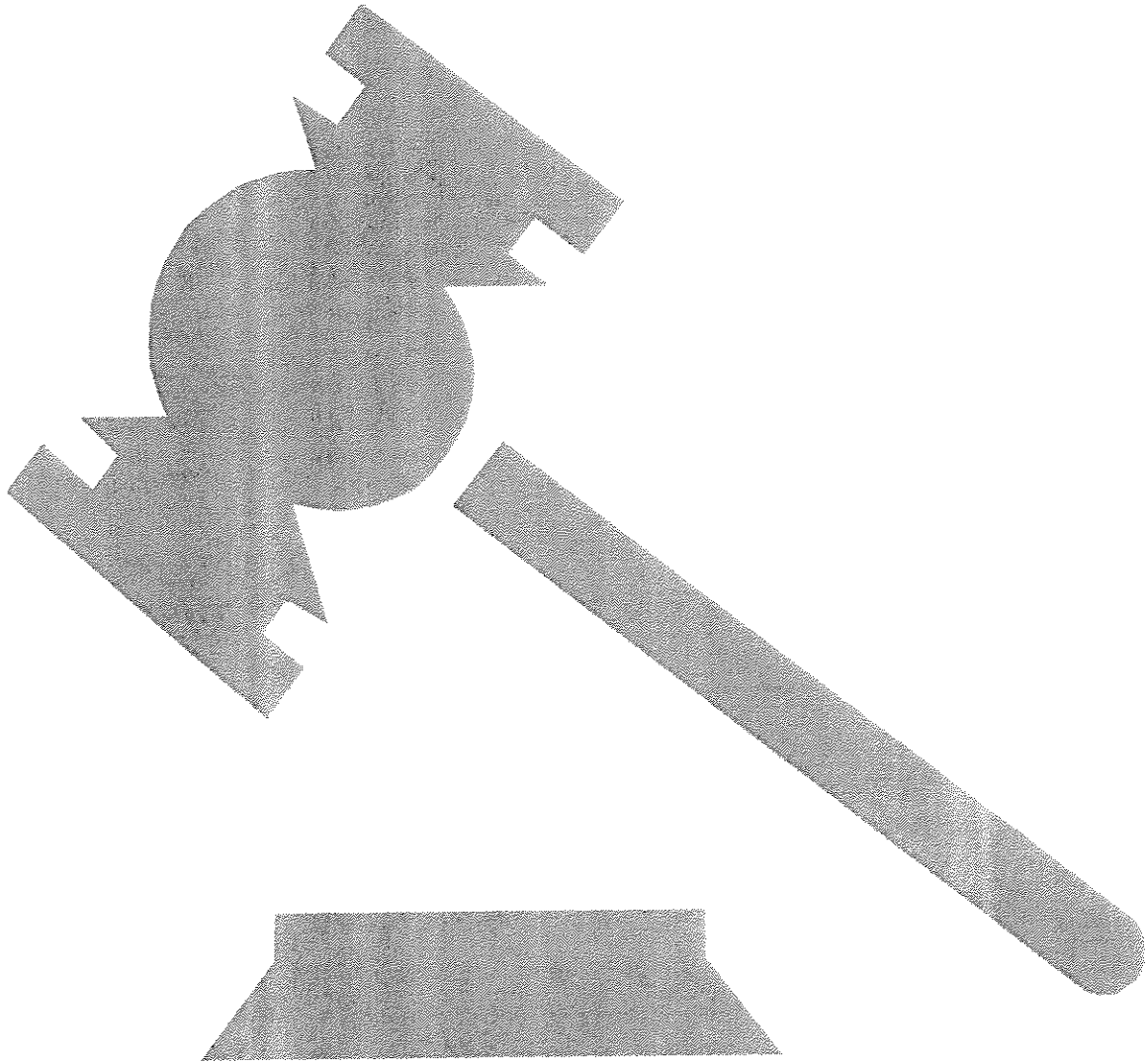
in the future. However, the District has limited resources for this type of project. Funding for the Blueprint project comes from the same source of funds that the District utilizes for incentive programs. In order to fund the Blueprint project the District will forgo an amount of near-term emission reductions that could have been funded.

The TPAs allocate federal Congestion Mitigation and Air Quality (CMAQ) funds that are available for projects that reduce congestion and improve air quality. CMAQ funds can not be utilized to fund the Blueprint project since the Blueprint project is funded with federal funds that cannot be matched by other federal funding sources. CMAQ funds can be utilized to fund air quality emission reduction projects. If the TPAs were to identify additional CMAQ funds in their next round of funding for near-term air quality projects, such as those funded through the District's Heavy-Duty and REMOVE II incentive Programs, it would backfill the emission reductions that the District will forgo by funding the Blueprint project. Staff suggests that the utilization of CMAQ funds to backfill forgone emission reductions be a condition of District funding for the Blueprint project.

Staff have participated in the various blueprint committees that guide the work of the Blueprint project. Recently the TPAs have established the San Joaquin Valley Policy Council (Policy Council) through a memorandum of understanding (MOU). The Policy Council is made up of two elected officials from each of the eight San Joaquin Valley TPAs and will act as the governing body of the Blueprint project. Staff recommends having the District added to the MOU, and a District Governing Board member added to the policy committee be a condition of the District providing funding for the project.

FISCAL IMPACT:

Approval of this recommendation will shift grant funding from other qualifying projects to the Blueprint project. Once the exact match amounts are known and upon fulfillment of other funding conditions, a budget resolution will be brought before the Governing Board to amend the 2007-08 Budget.



***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM III B.***

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-15

In the Matter of:)
)
CERTIFYING THE FINAL)
ENVIRONMENTAL IMPACT)
REPORT (EIR))

RESOLUTION CERTIFYING THE
FINAL EIR FOR THE 2007 RTP

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

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

WHEREAS, the Council of Fresno County Governments (Fresno COG) has prepared an Environmental Impact Report (EIR) for the 2007 Regional Transportation Plan relating to and assessing environmental effects related to the development of the 2007 Regional Transportation Plan; and

WHEREAS, in accordance with the provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines, a Notice of Completion of the Draft EIR was filed and the Draft EIR was routed to the State Clearinghouse, responsible agencies, other governmental and trustee agencies having discretionary approval or jurisdiction by law over natural resources affected by the Project, the County of Fresno, affected transportation agencies, and other interested persons and agencies; and

WHEREAS, all comments on the EIR concerning environmental issues that were received during the public review period were evaluated by Fresno COG Staff and a written response was prepared in accordance with the requirements of CEQA Guideline, section 15088. Both the comments and responses thereto are included in the final EIR; and

WHEREAS, the final EIR contains the elements required by CEQA, including, but not limited to:

- (a) Identification, description and discussion of all potential significant environmental effects of the proposed project, both direct and indirect, both short term and long term.
- (b) A description of mitigation measures proposed to minimize potentially significant environmental effects of the proposed project identified in the final EIR.
- (c) A description of those potentially significant environmental effects which can not be avoided or which can be mitigated, but not reduced to a level of insignificance.
- (d) A description of a range of reasonable alternatives to the proposed project and evaluation of the comparative merits and potentially significant environmental effects of the alternatives, including the "no project" alternative.
- (e) A discussion of cumulative impacts, in accordance with the requirements of CEQA Guidelines section 15130.
- (f) A list of all Federal, State and local agencies or other organizations and private individuals consulted in preparing the EIR, and the firm preparing the EIR; and

WHEREAS, the responses to comments were supplied to public agencies that had submitted comments on the draft EIR; and

WHEREAS, the Fresno COG has heard, been presented with and is familiar with the information in the administrative record, has reviewed and considered the information in the EIR for completeness and compliance with CEQA; and

WHEREAS, the Fresno COG held a public hearing on April 26, 2007 to consider the 2007 RTP Program EIR and the 2007 RTP; and

WHEREAS, the Fresno COG heard comments from members of the public on the EIR.

NOW, THEREFORE BE IT RESOLVED by the Fresno COG, based on the foregoing facts and circumstances as follows:

1. The final EIR reflects the independent judgment of the Fresno COG Policy Board, has been completed and processed in compliance with the requirements of CEQA.
2. The final EIR has been completed and processed in compliance with CEQA.
3. The 2007 Regional Transportation Plan Program Final EIR is thus certified.

WORKING DRAFT
DISCUSSION ONLY

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 31st day of May 2007.

AYES:

NOES:

ABSTAIN:

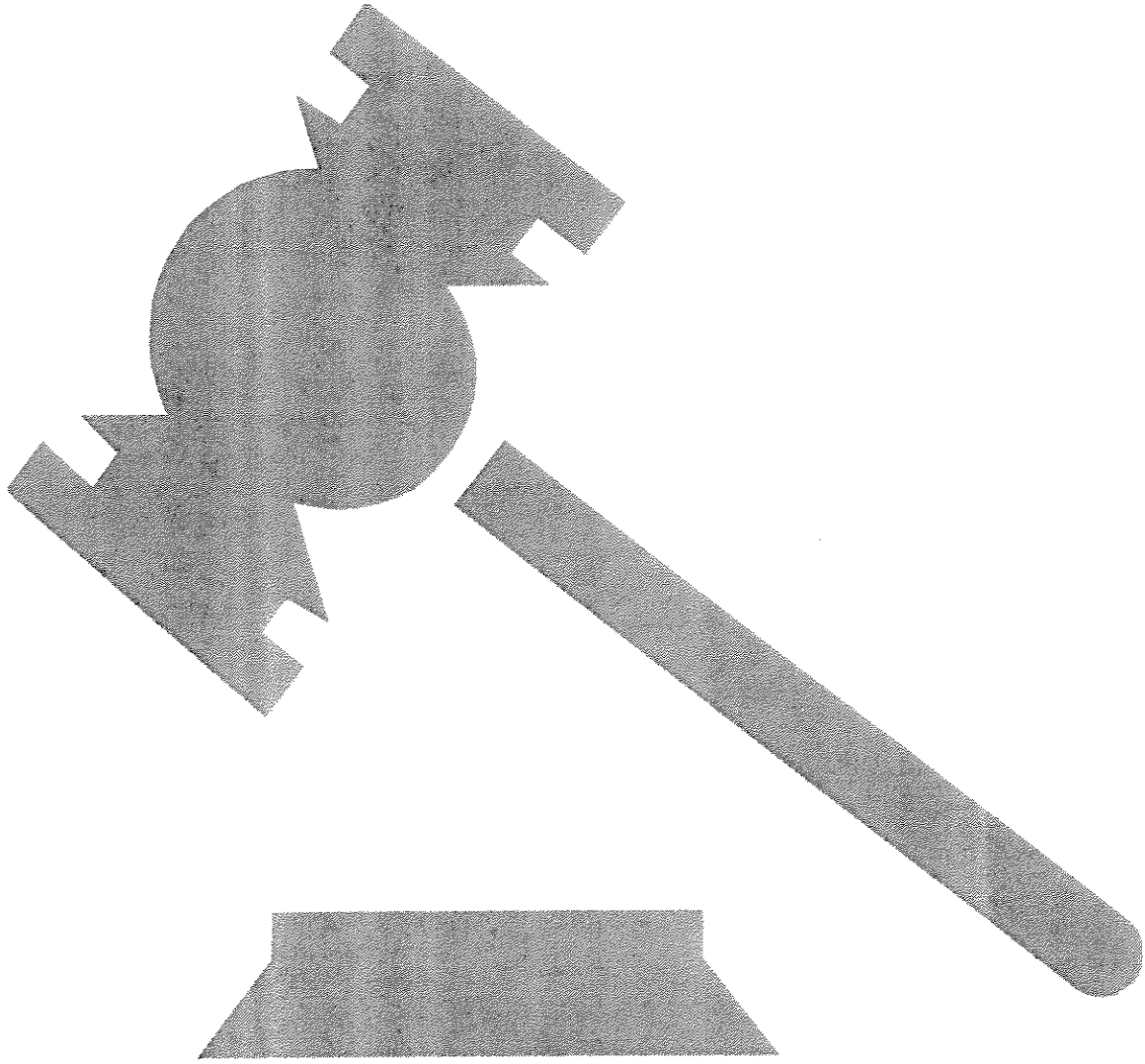
ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 31st day of May, 2007.

Signed: _____
Barbara Goodwin, Executive Director



***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM III C.***

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-16

In the Matter of:)
)
2007 RTP, 2007 FTIP)
AMENDMENT #7, AIR QUALITY)
CONFORMITY ANALYSIS)

)

RESOLUTION ADOPTING THE
2007 RTP, 2007 FTIP
AMENDMENT #7, AND
AIR QUALITY CONFORMITY
ANALYSIS

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

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

WHEREAS, Section 65080 of the California Government Code requires each regional transportation planning agency to prepare a regional transportation plan and update it for submission to the governing Policy Board for adoption; and

WHEREAS, a 2007 Regional Transportation Plan has been prepared in full compliance with federal guidance; and

WHEREAS, a 2007 Regional Transportation Plan has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

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

WHEREAS, the 2007 Federal Transportation Improvement Program (FTIP) Amendment #7 has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the Council of Fresno County Governments forum and general public involvement; and

WHEREAS, the 2007 FTIP Amendment #7 program listing is consistent with: 1) the 2007 Regional Transportation Plan; 2) the State Transportation Improvement Program; and 3) the Air Quality Conformity Analysis; and

WHEREAS, the 2007 FTIP Amendment #7 contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2007 FTIP Amendment #7 includes projects and financial information for four years of programming; and

WHEREAS, the 2007 FTIP Amendment #7 includes updates to the Expedited Project Selection Procedures; and

WHEREAS, projects submitted in the 2007 FTIP Amendment #7 must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2007 RTP and 2007 FTIP Amendment #7 do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the RTP and FTIP; and

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

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

WHEREAS, the Council of Fresno County Governments has also developed a regional emissions analysis for Carbon Monoxide (CO), Ozone, and PM-10 for Fresno County; and

WHEREAS, the documents have been widely circulated and reviewed by the Council of Fresno County Governments advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Fresno County; and

WORKING DRAFT
DISCUSSION ONLY

WHEREAS, a public hearing was conducted on April 26, 2007 to hear and consider comments on the 2007 RTP, 2007 FTIP Amendment #7, and associated Air Quality Conformity Analysis and the remainder of the MPOs in the PM2.5 nonattainment area have conducted public hearings as well; and

WHEREAS, the Council of Fresno County Governments Policy Board has reviewed the Air Quality Conformity Analysis and made a finding that the 2007 Regional Transportation Plan and the 2007 Federal Transportation Improvement Program Amendment #7 are in conformance with the applicable transportation conformity rules for the applicable air quality standards.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments adopts the 2007 RTP, 2007 FTIP Amendment #7, and associated Air Quality Conformity Analysis.

THE FOREGOING RESOLUTION was passed and adopted by Council of Fresno County Governments this 31st day of May, 2007.

AYES:

NOES:

ABSTAIN:

ABSENT:

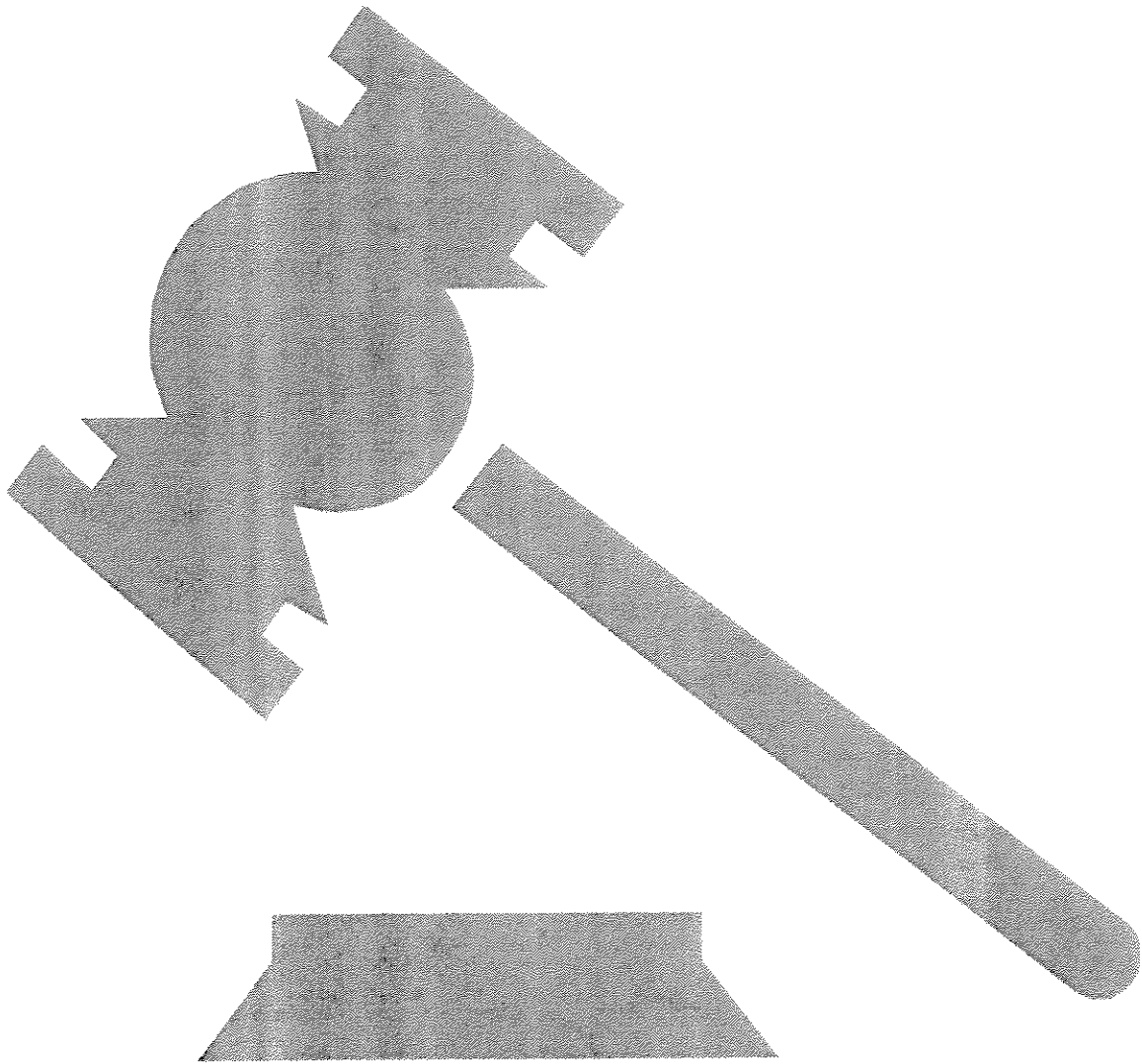
Signed: _____
Trinidad M. Rodriguez, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 31st day of May, 2007.

Signed:

Barbara Goodwin, Executive Director



***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM III D.***

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-17

In the Matter of:)
)
CONGESTION MITIGATION AND)
AIR QUALITY PROGRAM)
_____)

RESOLUTION ADOPTING THE
LOCAL COST-EFFECTIVENESS
CONGESTION MITIGATION AND
AIR QUALITY (CMAQ) POLICY

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

WHEREAS, federal transportation legislation provides states and Metropolitan Planning Organizations funding from the Congestion Mitigation and Air Quality (CMAQ) program for their region; and

WHEREAS, the San Joaquin Valley Air District has been designated by the Governor of California as the regional air quality planning agency in San Joaquin Valley; and

WHEREAS, the San Joaquin Valley Air District has requested an Extreme classification for the eight-hour ozone nonattainment designation, which would extend the attainment date to 2023; and

WHEREAS, the Metropolitan Planning Organizations in the San Joaquin Valley participated in the development of the eight-hour ozone plan and are committed to improving air quality in the region; and

WHEREAS, the Metropolitan Planning Organizations in the San Joaquin Valley are committed to identify methods of improving funding programs that affect air quality; and

WHEREAS, the resolution and Exhibit A have been reviewed by Council of Fresno County Governments advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Fresno County; and

WHEREAS, the policy listed in Exhibit A only affects federal CMAQ funds and does not imply changes to other funding programs; and.

NOW, THEREFORE, BE IT RESOLVED, that Council of Fresno County Governments commits to implement the local cost-effectiveness CMAQ policy listed in Exhibit A.

THEREFORE, BE IT FURTHER RESOLVED, that Council of Fresno County Governments agrees to proceed with a good faith effort to implement the policy as scheduled and with the funding source identified. Recognizing, however, that the availability of necessary funding depends on the programs or processes of various state and federal agencies, the Council of Fresno County Governments will consider modifications or removal of policies, as necessary. Should future transportation legislation not include CMAQ funding, the cost-effectiveness policy listed in Exhibit A will no longer be in effect.

THE FOREGOING RESOLUTION was passed and adopted by Council of Fresno County Governments this 31st day of May 2007.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____

Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 31st day of May 2007.

Signed: _____
Barbara Goodwin, Executive Director

EXHIBIT A

LOCAL COST-EFFECTIVENESS CMAQ POLICY

Summary

The Congestion Mitigation and Air Quality (CMAQ) program provides funding for transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards. The CMAQ program supports two important goals of the Department of Transportation: improving air quality and relieving congestion. SAFETEA-LU strengthens these goals by establishing priority consideration for cost-effective emission reduction and congestion mitigation activities. Exhibit A provides a summary of the policy for distributing at least 20% of the CMAQ funds to projects that meet a minimum cost-effectiveness threshold for emission reductions beginning in FY 2011. This policy will focus on achieving the most cost-effective emission reductions, while maintaining flexibility to meet local needs.

Estimates of Available Funds

Caltrans Programming provides apportionment estimates to all regions of the state. The FTIP is currently developed for a four-year programming cycle; with each new FTIP document, the Council of Fresno County Governments (Fresno COG) will use the Caltrans estimate to develop the available CMAQ funds over the four-year period. Fresno COG commits to dedicate at least 20% of the total funding for the four-year period of each FTIP as part of the local cost-effectiveness CMAQ policy. For example, if an agency is estimated to receive \$20 million over a four year period, it would allocate 20%, or \$4 million, of the CMAQ program to projects that meet a minimum cost-effectiveness.

The CMAQ allocation formula is currently based on population, ozone status, and carbon monoxide status. Revisions to the formula or updates to estimates may result in changes to available funds for the Fresno COG CMAQ program; such updates will also affect the funds available for the local cost-effectiveness policy. CMAQ estimates may be revised at any time due to changes from Caltrans, Federal legislation, or classification of the air quality standards in the San Joaquin Valley.

Timeframe

The local cost-effectiveness CMAQ policy is scheduled to be implemented in FY 2011 because the current federally approved 2007 Federal Transportation Improvement Programs (FTIPs) have committed CMAQ funds through FY 2009 and in some cases, regional commitments through FY 2010. In addition, the current CMAQ programming assists in implementing approved local RACM (Amended 2003 PM-10 Plan) that are committed through 2010.

The San Joaquin Valley Air Basin is currently classified as a serious ozone nonattainment area with an attainment deadline of 2013. As part of the 2007 Ozone plan, the Air District is requesting an "extreme" classification, which would delay the attainment deadline until 2023. If approved and assuming no change to the current funding formula, the MPOs may continue to receive CMAQ funding through that time (2023). The local cost-effectiveness CMAQ policy may remain in effect through 2023; however, continuation of the policy will be reviewed on a regular basis per the Policy Review section below.

Local Allocation of Funds

New CMAQ guidance based on SAFETEA-LU was released by the Federal Highway Administration (FHWA) on October 31, 2006. The new legislation and guidance clarifies project eligibility, including advanced truck stop electrification systems and the purchase of diesel retrofits. SAFETEA-LU directs States and MPOs to give priority to diesel retrofits and to cost-effective congestion mitigation activities that provide air quality benefits. Though SAFETEA-LU establishes these investment priorities, it also retains State and local agencies' authority in project selection, meaning that changes to local procedures are not required by SAFETEA-LU. Fresno COG has previously developed procedures for allocating CMAQ funds; the local cost-effectiveness CMAQ policy will be incorporated into existing procedures. Prioritization and funding of projects will continue to be based on criteria developed by Fresno COG.

Cost-Effectiveness Threshold

Cost-effectiveness is a key component of providing funding to projects that improve air quality and reduce congestion. The cost-effectiveness of an air quality project is based on the amount of pollution it eliminates for each dollar spent. Policies that focus on cost-effectiveness will result in the largest emission reductions for the lowest cost. Cost-effectiveness can be based on total project costs, including capital investments and operating costs. However, for the purposes of this policy, cost-effectiveness is based on CMAQ funding dollars only.

In the state of California, the Air Resources Board (ARB) provides funding for air quality improvement projects through the Carl Moyer Program, which requires that heavy-duty vehicle projects meet a cost-effectiveness threshold. The San Joaquin Valley Air Pollution Control District (SJVAPCD) also uses cost-effectiveness thresholds for projects funded through the REMOVE II and Heavy-Duty Incentive Programs. However, there is currently no minimum cost-effectiveness established for the CMAQ program, and according to recent studies, the numbers vary widely across the country and by project type.

Prior to allocation of CMAQ funds for the local cost-effectiveness policy with each FTIP, the SJV MPOs in consultation with the interagency consultation (IAC) partners will develop the minimum cost-effectiveness threshold. While other criteria may be developed at the discretion of Fresno COG, all projects funded by the 20% of CMAQ dollars related to the local cost-effectiveness CMAQ policy must meet that minimum threshold.

Expenditure of Funds under the Local Cost-Effectiveness Policy

Fresno COG will make every effort to expend the minimum 20% funding for the cost-effective projects as soon as possible beginning in FY 2011. However, recognizing that there are additional issues related to project delivery and financial constraint, Fresno COG will be allowed to meet the 20% funding over the course of the FTIP, beginning with the 2008 FTIP and each new FTIP thereafter. For example, if the four-year estimate is \$5 million, then the MPO could spend \$1 million per year over the four year FTIP cycle, \$5 million in one year, or other combination of funding.

Project eligibility will continue to be based on federal CMAQ guidance. MPOs can continue to fund projects within the local jurisdictions, or contribute funding to the SJVAPCD air quality grant incentive programs to meet their cost-effectiveness threshold requirements.

Emissions Estimates

CMAQ projects must demonstrate an air quality benefit, and the expected emissions reductions will continue to be estimated with the most recent methodology. As of 2007, the ARB "Methods to Find the Cost-Effectiveness of Funding Air Quality Projects" released in 2005 is the appropriate methodology. If necessary, interagency consultation will be used to reach agreement on the methodology for future estimates. Emission benefits and cost-effectiveness calculations will continue to be based on the applicable pollutants for the region, including nitrogen oxides (NO_x), volatile organic compounds (VOC), and particulate matter (PM).

Reporting Requirements

Tracking of the CMAQ policy will be achieved through several methods. MPOs must develop annual reports for Caltrans and FHWA that specify how CMAQ funds have been spent and the expected air quality benefits. This report is due by the first day of February following the end of the previous Federal fiscal year (September 30) and covers all CMAQ obligations for that fiscal year. A copy of the CMAQ annual report will also be submitted to the Air District for information purposes. In addition to the required annual report, Fresno COG will post information related to the implementation of the local cost-effectiveness CMAQ policy on its website; this includes a summary of the projects selected for the minimum cost-effectiveness threshold that will be made available at the earliest opportunity.

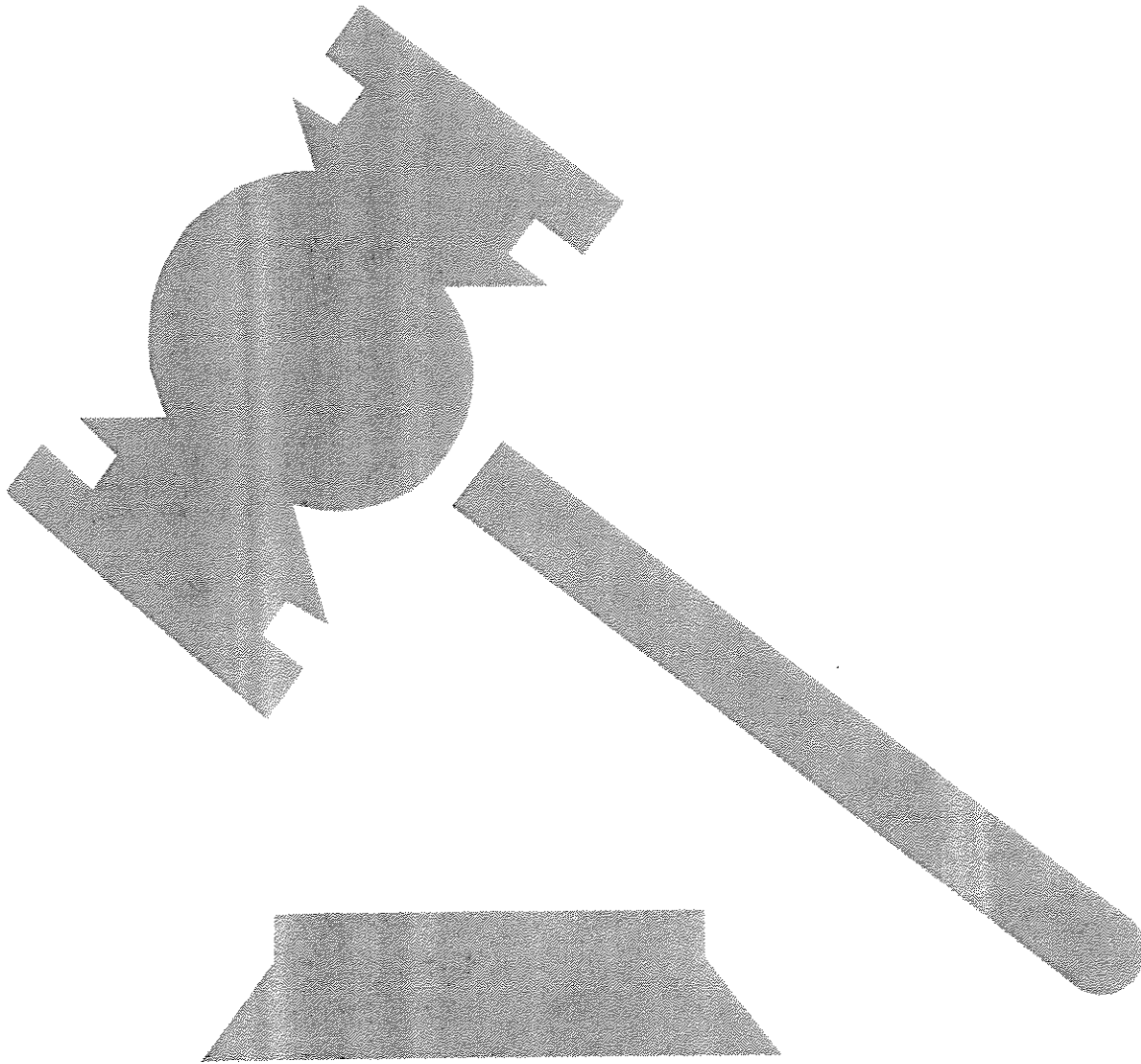
Policy Review

Due to changes in project costs and technology over time, the MPOs will revisit the minimum cost-effectiveness threshold, as well as policy feasibility, at least once every four years prior to FTIP development. A periodic review of the policy is necessary due to potential changes in federal transportation legislation, apportionments, and project eligibility. This policy will only affect 20% of the allocated federal CMAQ funds, and does not imply changes to other funding programs. Should future transportation legislation not include CMAQ funding, this policy will no longer be in effect.

Example Schedule

The following is an example schedule of the policy implementation and updates. This information is only representative of the general approach and specific schedules will be developed in the future (annual reports will continue to be prepared and submitted as required).

Summer 2007	Develop cost-effectiveness threshold through interagency consultation
Fall 2007	Identify funding available in the 2008 FTIP related to the 20% local cost-effectiveness policy
Spring 2008	Fresno COG call for projects – Quantify, rank, and select CMAQ projects
Summer 2008	Approve 2008 FTIP
Summer 2011	Review policy feasibility. If policy is continued, proceed with following steps.
	Update cost-effectiveness threshold through interagency consultation
Fall 2011	Identify funding available in the 2012 FTIP related to the 20% local cost-effectiveness policy
Spring 2012	Fresno COG call for projects – Quantify, rank, and select CMAQ projects
Summer 2012	Approve 2012 FTIP



***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM III E.***

Measure C Citizens Oversight Committee

Six public-at-large appointees:

Kuldip Singh Kaleka is a Kerman Farmer with a degree in Mechanical Engineering. He will represent the unincorporated area west of Highway 99.

Joe Levy is the Chairman of Gottschalks, Inc., served 9 years on the California Transportation Commission and is currently serving on the California State Transportation Committee representing the Fresno Area Chamber of Commerce. He will represent to Fresno-Clovis metropolitan area.

Shawn David Carlson is an Estimator for Quality Carpets Design Center. He will represent the Fresno-Clovis metropolitan area.

Sengthiene Bosavanh is an Advocate for Central California Legal Services. Currently serves on the boards of Fresno Metro Ministries, Central California Forum on Refugee Affairs, Southeast Asian Educational Council Board, Health Net Community Advisory Committee, and the Blue Cross Community Advisory Committee representing the Fresno-Clovis metropolitan area.

Jose Villarreal is a retired Public Defender for Santa Clara County. He is a former member of the Sanger Planning Commission, and former Board Member of the Sanger Chamber of Commerce. He will represent cities outside the Fresno-Clovis metropolitan area.

Lonnie O. Work is the CEO of Work Enterprises, Inc. currently living in Dunlap. Has degrees in Agricultural Economics and Business Management. He is a Board Member of the Dunlap Community Club and a member of the Fresno Association of Realtors. He will represent the unincorporated rural area east of Highway 99.

Seven Community Organization appointees:

Ray C. Knight will represent the Firebaugh Downtown Revitalization Advisory Committee. He is an Owner – Broker of Golden Valley Realty & Knight Living Trust 1994. He is a former Firebaugh City Council Member and former Chairman of the Firebaugh Planning Commission.

Nicholas Paladino will represent the Fresno Cycling Club. He was a former member of the Measure C Steering Committee.

Marc Johnson will represent the Sanger Chamber of Commerce and Sanger Unified School District for which he is currently the District Superintendent.

John Clements will represent the Kings Canyon Unified School District for which he is currently Director of Transportation. Currently Vice-chair of the City of Reedley Planning Commission.

Jeffrey Reid will represent the Valley Taxpayer Coalition. He is a Partner at the law firm McCormick Barstow Sheppard Wayte & Caruth. Mr. Reid was a member of the Measure C Steering Committee.

Cynthia Matson will represent California State University Fresno where she is currently Vice President, Administration and Chief Financial Officer.

Mary Savala will represent the League of Women Voters of Fresno. She was a member of the Measure C Steering Committee.

Fresno County Transportation Authority Board

Rico Aguayo, Fowler City Council member was appointed to the Fresno County Transportation Authority Board. He will represent cities east of Highway 99 other than Fresno and Clovis.