Council of Fresno County Governments

2035 Tulare Street, Suite 201
Fresno, California 93721

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

JOINT MEETING
TRANSPORTATION TECHNCIAL COMMITTEE
POLICY ADVISORY COMMITTEE
AGENDA

Please Note this is a Joint Meeting of the TTC and PAC

Date: **Friday, December 12, 2008**
Time: **10:00 a.m.**
Place: **COG Sequoia Conference Room**
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 at (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**

I. PUBLIC PRESENTATIONS

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

II. CONSENT ITEMS

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

A.	TTC Executive Minutes of November 5, 2008	Yes	Approve
B.	PAC Executive Minutes of November 14, 2008	Yes	Approve
C.	Fresno/Madera Freeway Deficiency Study – Final Report [BITNER]	No	Accept
D.	State Transit Assistance Revised Estimate [BESHEARS]	Yes	Approve
E.	Request for Nomination of Three Elected Officials to the CA Partnership for the San Joaquin Valley Board [BOREN]	Yes	Information
F.	2010 Census Participant Statistical Areas Program [CHUNG]	No	Information
G.	Farmland Conservation Model Program Update [SOBRADO]	No	Information
H.	Fresno County Board of Supervisors/Fresno COG Joint Meeting Update [BOREN]	Yes	Information
I.	Environmental Enhancement and Mitigation Program - Call for Projects [THOMPSON]	Yes	Information
J.	Status Report on Sacramento Lobbying Activities— Steve Samuelian, California Consulting LLC [BOREN]	Yes	Information
K.	Monthly Legislative Update [DANSBY]	No	Information
L.	FCRTA Item – Award to Purchase Four (4) Mini-Vans, Resolution 2008-15 [J.WEBSTER]	Yes	Approve

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. ACTION / DISCUSSION ITEMS

A.	Initiation of a 45 day Review and Comment Period for the Measure "C" Regional "Short Term" Program Project Delivery Schedule [BOREN/BESHEARS/VIVIAN]	Yes/ Handout	Initiate 45 Day Review
B.	Establishment of New Timeline for Enactment of Measure "C" Regional Transportation Mitigation Fee Program [BOREN]	No	Approve
C.	FSTIP Amendment Procedures Update [DeVere-Oki/Lauchner]	Yes	Approve
D.	Blueprint Related Sole Source Contract [STECK]	No	Approve
E.	Blueprint – Valleywide Scenarios [CAI/STECK]	Yes	Reaffirm
F.	2009 Washington D.C. "One Voice" Update [STECK]	Yes	Approve
G.	Draft 2009 Interim Federal Transportation Improvement Program (FTIP) Amendment #3, 2007 RTP Amendment #2 and Conformity Analysis – Resolution 2009-01, PUBLIC HEARING 12-18-08 [DEVERE-OKI/DAWSON]	Yes	Info/Discussion
H.	Video Conferencing Update [T.WEBSTER]	No	Info/Discussion
I.	San Joaquin Valley Express Transit Study [DOWNS]	No	Info/Discussion
J.	Expanded High-Speed Rail/Rail Consolidation Steering Committee [THOMPSON]	No	Info/Discussion
K.	Abandoned Vehicle Abatement - FY 2007-08 Year-End Summary Report [THOMPSON]	Yes	Info/Discussion
L.	Caltrans Monthly Report [CALTRANS]	No	Info/Discussion

IV. OTHER BUSINESS

A. Items from Staff
B. Items from Members

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

****All enclosures are available on our website at www.fresnocog.org – Committees and Agendas**

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JOINT
TRANSPORTATION TECHNCIAL COMMITTEE
POLICY ADVISORY COMMITTEE
ANNOTATED AGENDA

Date: Friday, December 12, 2008
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A. TTC Executive Minutes of November 5, 2008
B. PAC Executive Minutes of November 14, 2008

C. Fresno/Madera Freeway Deficiency Study – Final Report [BITNER]

Summary: The purpose of the recent Fresno-Madera Metropolitan Freeway/Interchange Deficiency Study Phase II was to analyze and evaluate anticipated development activity in the metropolitan area and its effects on the performance of the interchanges of the planned freeway system. Deficiencies were identified and necessary improvements recommended.

The complete report is available on the Fresno COG website at www.fresnocog.org.

The study is complete and the results are being considered in the Regional Transportation Mitigation Fee program.

Action: Staff recommends acceptance of the Freeway Deficiency Study findings.

D. State Transit Assistance Revised Estimate [BESHEARS]

Summary: The initial State Budget included $742.8 million for State Transit Assistance. However, this was reduced to $306.3 million, and could decrease even further as the state grapples with structural budget problems. The initial TDA claims adopted at the higher estimates relied on $10.2 million in State Transit Assistance to meet Fresno County Unmet Transit Needs. That amount is now reduced to $4.3 million. However, there is a $1.1 million surplus in the 2007/08 Local Transportation Funds that can be used to partially mitigate the reduction, netting out to a $4.7 million county-wide reduction in claims for

Article 8 Streets and Roads. Transit Claims have priority over Streets and Road Claims; therefore adjustments will be made to fully fund adopted Transit budgets and reduce Article 8 Street and Road claims to the required amount.

Action: Adopt the revised State Transit Assistance of $4,333,128 and authorize staff to adjust Streets and Road budgets to reflect the reduction.

E. Request for Nomination of Three Elected Officials to the California Partnership for the San Joaquin Valley Board [BOREN]

Summary: The California Partnership for the San Joaquin Valley is requesting that the Council of Fresno County Governments Policy Board contribute nominations for a soon to be vacant seat on the Partnership Board. The Partnership Board composition consists of eight local elected officials, designed to represent each of the eight counties in the San Joaquin Valley. Fresno County officials are being asked to recommend three nominees to fill the seat that has been held by Fresno Mayor Alan Autry.

Any questions related to the specific duties or requirements for the California Partnership Board seat should be directed to Partnership staff member Kelli Furtado at 559 294-6021.

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

F. 2010 Census Participant Statistical Areas Program [CHUNG]

Summary: The U.S. Census Bureau conducted an informational meeting about the 2010 Census Participant Statistical Areas Program (PSAP) on December 10, 2008, 1:00 p.m. at the Council of Fresno County Governments, Ash Conference Room.

The PSAP allows jurisdictions to review and suggest modifications to the boundaries of census tracts, block groups, census county divisions, and census designated places. These geographic areas will be used for tabulating and reporting the 2010 Census data.

The Council of Fresno County Governments has been designated the lead agency for Fresno County and will submit any PSAP boundary suggestions from Fresno County jurisdictions to the U.S. Census Bureau.

Invitations to participate in the PSAP and attend the meeting were sent to all Fresno County jurisdictions.

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

G. Farmland Conservation Model Program Update [SOBRADO]

Summary: On November 20, 2008, the Farmland Conservation Model committee was convened to review the latest iteration of the 'Farmland Conservation Model Program Toolkit' and final report. Meeting for two and a half hours in the Sequoia Room at the Fresno COG offices, extensive discussion took place about farmland conservation in Fresno County. Participating members of the Advisory Committee were able to come to agreement about the content and recommendations of both the 'toolkit' and final report for the Farmland Conservation Model Program for Fresno County. Suggestions and feedback from the last meeting are currently being incorporated into the draft 'toolkit' and final report being prepared for release for public comment after the New Year.

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

H. Fresno County Board of Supervisors/Fresno COG Joint Meeting Update [BOREN]

Summary: At the request of the Fresno County Board of Supervisors, a joint meeting of the Board of Supervisors and the Fresno COG Policy Board will be held on **Thursday January 29, 2009 at 4 PM in the Fresno COG Sequoia Room.** Topics for discussion identified by the Board include discussion of the budgetary challenges currently faced by city and county governments, the need to enhance city/county cooperation and collaboration in addressing additional service demands posed by population growth, as well as issues associated with tax-sharing MOUs and Sphere of Influence boundary adjustments. The regularly scheduled 5:30 P.M. meeting of Fresno COG Policy Board will be held immediately following the conclusion of the joint meeting.

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

I. Environmental Enhancement and Mitigation Program – Call for Projects [THOMPSON]

Summary: A call for projects has been issued for the 2008-09 grant cycle of the Environmental Enhancement and Mitigation Program (EEMP). Guidelines and an application have been released and may be accessed at http://www.resources.ca.gov/eem/. The Guidelines contain information on project eligibility and evaluation criteria. The final application submission date is Monday, **December 22, 2008**. Applications must be received by the Resources Agency, 1416 Ninth Street, Suite 1311, Sacramento, CA, 95814, no later than 4 p.m. on that date to be considered for review. Refer to the enclosed letter for additional Program Coordinator contact information within the Resources Agency.

The schedule for proposed projects must provide for project completion within three fiscal years beginning July 1, 2008. Grants for individual projects are generally limited to $350,000. Categories of projects eligible for funding are:

- Highway Landscape and Urban Forestry – Projects designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plants. Projects may be within or outside the right-of-way of a related transportation facility. However, reimbursement for the cost of vegetation planted within the public road right-of-way is limited to trees.
- Resource Lands – Projects for the acquisition, restoration or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within or near the right-of-way acquired for transportation improvements. Resource lands include natural areas, wetlands, forests, woodlands, meadows, streams or other areas containing fish or wildlife habitat. Enhancement of resource lands may include the restoration of wildlife corridors and fish passages.
- Roadside Recreation – Projects which provide for the acquisition and/or development of roadside recreational opportunities, including parks and greenways, roadside rests, scenic overlooks, trails, and snow-parks.

Among other requirements, EEMP projects must establish and demonstrate a direct or indirect relationship to the environmental impact of modifying an existing transportation facility or construction of a new transportation facility. All EEMP projects must provide mitigation or enhancement **in addition to** the mitigation required as part of the transportation facility to which they are related.

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

J. Status Report on Sacramento Lobbying Activities – Steve Samuelian, California Consulting LLC [BOREN]

Summary: California Consulting Inc.'s Lobbying Activities Report for December 2008 is included as an enclosure in the agenda packet.

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

K. Monthly Legislative Update [DANSBY]

Summary: The 2009-10 state legislative session begins on January 1st. New bills will be introduced starting in January so staff will plan on providing our committees with a legislative report in January that includes those newly introduced bills that affect the COG's activities.

On the federal side, staff is tracking US S 3496 (Boxer) that will establish an Air Quality Empowerment Zone for the San Joaquin Valley and appropriate $20 million per year over the next five years to the Valley Air District to replace or retrofit polluting vehicles or engines.

In the next few months, staff will provide an updated contact list for all of the state and federal representatives and their key staff members who represent the eight counties in the Central Valley.

The recent November elections resulted in only one change for our Fresno County representatives at the state and federal level. Danny Gilmore R-Hanford is the new State Assemblymember representing District 30 that includes Kings County and partial Fresno, Tulare, and Kern Counties. He takes the place of Nicole Parra, who termed out in 2008. Mr. Gilmore is a former Assistant Chief to the Central Division Headquarters of the CHP, Fresno.

Please contact staff person, Jennifer Dansby, if you have any questions.

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

L. FCRTA Item – Award to Purchase Four (4) Mini-Vans (Resolution 2008-15) [J.WEBSTER]

Summary: Included in the Agenda Package is a December 4th Memorandum. Earlier this year, we submitted a Federal Transit Administration (FTA) Section 5317 New Freedoms Grant Application to the Fresno COG for competitive consideration. We were awarded funding to purchase four (4) Mini-Vans with Taxi Equipment. The award was reflected in our adopted Budget, and the Fresno COG's Federal Transportation Improvement Program. The Fresno COG submitted an electronic Grant to the FTA and received approval to prepare Contracts. Last month, the Fresno COG Board approved a staff recommendation to execute Contracts with the award recipients, including the FCRTA.

The Contract allows the FCRTA to procure the stipulated equipment. The FCRTA intends to purchase four (4) mini-vans through an existing Caltrans Procurement Contract #1-06-23-17 with Creative Bus Sales, Inc. (Vendor ID #235927). Attached is a binding proposal to deliver the specified vehicles. Also included is Resolution 2008-15 for Board consideration and action.

Action: The FCRTA General Manager recommends, following an expressed opportunity for public comment, that the FCRTA Board of Directors approve Resolution 2008-15, to procure four (4) specified mini-vans from Creative Bus Sales for the total purchase price of $178,936.60 ($44,734.15 each).

III. ACTION / DISCUSSION ITEMS

A. Initiation of a 45 day Review and Comment Period for the Measure "C" Regional "Short Term" Program Project Delivery Schedule [BOREN/BESHEARS/VIVIAN]

Summary: As has been discussed previously, implementation of the Measure "C" Expenditure Plan approved by Fresno County voters in 2006 is being accomplished through the adoption of a series of *"Implementation Handbooks"* which detail the implementation requirements for each of the five components of Measure "C". In 2007, the COG Policy Board and the Fresno County Transportation Policy Board approved two previous Measure "C" Implementation Handbooks that dealt with public transit, local programs and alternative transportation programs. Since that time, staff and consultants have been working with the Measure "C" Regional Transportation Subcommittee to develop implementation details related to the Regional Transportation Program, utilizing a Short-Term (1st seven years), Mid-Term (2nd seven years) and Long-Term (final six years) approach.

Approval of the Short-Term Regional Transportation Program allows the local Tier 1 urban and rural street and highway projects listed in the Short-Term Regional Transportation Program to move forward without waiting for development and approval of the Mid- and Long-Term Regional Transportation Programs. Tables 12 and 13 from the Handbook are included in the agenda package and provide a program funding schedule for three planning periods. The Short-Term period uses mainly Measure "C" funding and known STIP commitments. The projects scheduled during this period have a strong assurance of being completed.

The Mid-Term and Long-Term programs will primarily focus on the three large regional projects (Veterans Blvd., 168/180/41 Braided Ramps and SR 180 E projects beyond Academy Ave.) that remain to be completed. Due to the size and complexities of these large projects, this planning process will continue over the upcoming months, with an eventual adoption of these programs to occur once regional consensus has been developed on a delivery schedule for these projects.

The Regional Transportation Program is a very complex funding program that identifies how the Tier 1 regional urban and rural street and highway improvement projects listed in the Extension Expenditure Plan will be programmed over the 20-year life of the Measure. As a result, development of the program has required staff and the subcommittee to consider the availability and timing of funds in addition to Measure "C". Other funding sources include funds generated through the Regional Transportation Mitigation Fee (RTMF), a portion (75%) of State Transportation Improvement Program (STIP) funds, and other local funding.

In addition to the Mid-Term and Long-Term Programs, the only remaining subprogram to be fully developed as a part of this process is the School Bus Replacement Subprogram. Implementation details regarding these programs will be developed over the next few months. Once these programs are in final form, they will be combined with Programs in each of the two previously approved Handbooks (2007 and 2008), as well as the Short-Term Regional Transportation Program Handbook, to form the 2009 Measure "C" Extension Implementation Plan.

The Regional Transportation Subcommittee met on November 26 to review Tables 12 and 13 and recommended that the Draft Handbook and the schedules move forward for 45-day review and approval by the Fresno COG Board and Fresno County Transportation Authority (FCTA). The Subcommittee further recommended that the Mendocino Avenue widening project between Manning Avenue and the Industrial Park in Parlier referenced in the approved 2006 Measure "C" Extension Expenditure Plan be changed to Academy Avenue. This change was necessitated by cost overruns on the Mendocino Avenue project related to the required purchase of a gas station and the related environmental cleanup.

Action: Approve the initiation of a 45-day review and comment period for Measure "C" Short-Term Regional Program.

B. Establishment of New Timeline for Enactment of Measure "C" Regional Transportation Mitigation Fee Program [BOREN]

Summary: The Measure "C" Extension Expenditure Plan adopted by Fresno County voters in 2006 contained a requirement that a Regional Transportation Mitigation Fee Program be developed and approved by the Fresno COG and Fresno County Transportation Authority in coordination with all local jurisdictions. Appendix D of the Expenditure Plan Implementing guidelines established January 1, 2009 as the target date for the enactment of the RTMF by all cities in the County and Fresno County. In order to meet the requirements and identified timelines, a Steering Committee was formed and a consultant (PB Americas Inc.) was hired to develop the RTMF program. This process has been underway for the last sixteen months and on October 9, 2008, the Fresno COG Policy Board and the Fresno County Transportation Authority held a joint meeting and approved a Regional Transportation Mitigation Fee Program.

Once the RTMF program was adopted by the COG/FCTA Policy Boards it was forwarded to all of our member agencies for their input on the draft RTMF Ordinance. As the cities/county are the responsible entities for enacting the ordinance, it is *critical* that they understand and support the ordinance they are being asked to enact. That process is well underway, with COG/FCTA legal counsel working with City Attorneys and County Counsel to develop a uniform ordinance that all of the jurisdictions can adopt. Unfortunately, due to various legal issues associated with the enactment of the ordinance, it appears that we will be unable to meet the January 1, 2009 enactment date stated in the Expenditure Plan. These issues include but are not limited to a request for indemnification for the cities/county should they be sued when they enact the ordinance, lack of uniformity in the existing zoning ordinances of each city, and fee collection issues associated with vested maps. With this in mind, Fresno COG legal counsel felt it would be prudent to have the COG Policy Board establish a new timeline for enactment of the RTMF program. As part of this process, Fresno COG staff and legal counsel wanted it to be made clear to all member agencies that there would be no penalty to member agencies for not meeting the January 1, 2009 deadline because the issues driving the delay in the adoption process were beyond their control.

Given where we are at with the process, COG staff and legal counsel recommend that the COG Policy Board establish July 1, 2009 as the required enactment date of the RTMF. This date was chosen because although we are very close to having a draft ordinance that has unanimous support, each city generally requires 30-45 days for public noticing of a fee adoption plus another 60 days before the ordinance actually is enacted.

Action: Fresno COG staff and legal counsel recommend the COG Policy Board establish July 1, 2009 as the revised enactment date for member agencies implementing the Measure "C" Regional Transportation Mitigation Fee Program.

C. FSTIP Amendment Procedures Update [DEVERE-OKI/LAUCHNER]

Summary: On November 17, 2008 the Federal Highway Administration issued updated procedures for Federal – Statewide Transportation Improvement Program (FSTIP) Amendments and Administrative Modifications. Please see the attached memorandum for details. Fresno COG's Formal and Administrative Modification Procedures for the FTIP are contained in both the Interim 2007 FTIP-Appendix I and the 2007 Public Participation Plan (PPP). Appendix I of the FTIP addresses Formal and Administrative Modification Procedures at a project level while the PPP addresses the general notification processes surrounding how formal and administrative modifications are conducted.

Enclosed in your packet is revised Appendix I which incorporates the November 17th changes. Also, included in your packet is the update to the PPP. Staff considers the enclosed required PPP modifications minor in nature as they do not impact the overall policies or procedures of the PPP as a whole or any current general notification process.

Action: Staff recommends approval of the Appendix I Update to the 2009 Federal Transportation Improvement Program.

Staff recommends approval of Minor Modification #1 to the 2007 Public Participation Plan.

D. Blueprint Related Sole Source Contract [STECK]

Summary: The San Joaquin Valley COGs have been engaged in Blueprint planning for the past two and a half years. At Fresno COG, our major accomplishments to date include: 1) determining the community's values related to quality of life issues; 2) developing a vision that reflects those values; 3) engaging our member agencies and the community-at-large in scenario planning exercises that ultimately led to the COG Policy Board endorsing a preferred growth scenario for Fresno County. During the process we conducted over a hundred meetings and outreach events that reached thousands of individuals. We also conducted an extensive media campaign that included radio, television, newspapers, web-based and library components. We believe that our approach was broad based and inclusive. Most recently, Fresno County's preferred growth scenario was submitted to UC Davis for inclusion in the process that will lead to a Valley wide vision for growth to the year 2050. In addition, Fresno COG has agreed to take on the responsibility and leadership for coordinating the Valley COGs Blueprint activities during the implementation phase.

In the midst of this comprehensive planning process, two pieces of legislation have been approved by the Governor (AB 32 and SB 375) that will greatly impact land use and transportation planning at the local and regional levels. All of the implications of these climate change/greenhouse gas mandates have yet to be determined, but we know for sure that they will have a tremendous effect on the way that COG and its member agencies approach planning.

During this entire process, Fresno COG has been fortunate to have had the participation of John Wright, recently retired planning and development director for the City of Clovis. Because of the increasing demands of the project as we move into the implementation phase, the unknowns associated with AB 32 and SB 375 and because of Mr. Wright's in-depth knowledge and experience as a local agency planning director for over 30 years, we are requesting that we contract with him for assistance with Blueprint related tasks. Mr. Wright retired from the City of Clovis this past summer and has begun to take on selected projects as a planning consultant. We believe that he can assist COG with the tasks listed below and provide the additional help that we greatly need.

Services to be provided would include, but not be limited to:

1. Assist in writing and reviewing the RFP for preparation of the Blueprint document(s).
2. Assist in the review of proposals and in the selection of consulting firms.
3. Assist COG staff in the oversight of Blueprint related contract work, as requested.
4. Advise on strategic actions for completion of the Blueprint and its adoption and implementation.
5. Assist in the outreach to Member agencies and community stakeholders.
6. Coordinate the SJV land use agency planners.
7. Assist in the coordination of the Blueprint with the Regional Transportation Plan, the Farmland Study, Metro- Rural Loop, and other regional planning efforts.
8. Assist with the coordination of the Blueprint with the efforts of the California Partnership for the SJV.
9. Assist in the development of a structure linking the regional land use and transportation planning efforts of the Blueprint with the new requirements for the Sustainable Communities Strategy required by SB 375.

John Wright has played an integral role in Blueprint planning to date and has established a working relationship with local and Valleywide land use planners. This commitment to and experience with the project makes him exceptionally well suited to assist COG staff and local agencies with implementation of the Blueprint. We are confident that he can complete the tasks noted above within the COG's sole source contract requisites ($10,000 or less). This amount is available in the existing Blueprint work element budget.

Action: Staff recommends that the COG Policy Board authorize the Executive Director to negotiate a sole source contract with John Wright, for the tasks listed above and not to exceed $10,000, to assist COG staff as we move toward Blueprint implementation.

E. Blueprint - Valleywide Scenarios [CAI/STECK]

Summary: In May of this year, the COG Policy Board endorsed and forwarded on to UC Davis its locally preferred Blueprint growth concept for Fresno County. This concept was then included in the eight county San Joaquin Valley Blueprint planning process. Each of the eight Valley COGs has now weighed in on their perspective for future growth, which in turn has been used in developing a more regional Valley view. Three Valleywide alternative scenarios were then developed using the input from the eight COGs. ***Scenario 1*** is 'Recent Trends' (status quo), ***Scenario 2*** is 'Locally Selected' (a stitched together quilt of the preferred concepts from each county) and ***Scenario 3*** is the 'Valleywide Hybrid'. These scenarios will be presented to the public and elected officials as we move towards identifying a Valley Vision for growth to the year 2050. This process is similar to that which we recently completed at the county level. Kristine Cai of our modeling staff has prepared a PowerPoint presentation that illustrates the three Valleywide scenarios.

The Valleywide scenarios were first presented to the Blueprint Regional Advisory Committee [BRAC] on November 7th. This advisory committee, which includes members from all eight counties in the Valley, voted to recommend the Valleywide Hybrid (Scenario 3) to the Regional Policy Council for their endorsement at their meeting in March 2009. Because Scenario 3 is different from what the Fresno COG Policy Board recommended back in May of this year, staff wanted to give the Board a chance to weigh in on Valleywide Scenarios before the Regional Policy Council takes action in March. These scenarios will also be presented at the Valleywide Blueprint Summit on January 26th here in Fresno.

At its final meeting on November 19th, Fresno COG's Blueprint Roundtable made a motion to recommend that Fresno reaffirm its support of the preferred Blueprint concept that it endorsed in May of 2008, with the caveat that Fresno encourage other counties to move closer toward smart growth principles and increased densities. Roundtable members felt that achieving the benefits of smart growth development was the responsibility of all the counties in the Valley, not just a few.

Action: Staff recommends that the Fresno COG Policy Board review the Valleywide Scenarios, reaffirm Fresno's preferred Blueprint concept, and encourage other counties to adopt smart growth principles and forward this recommendation on to the Regional Policy Council for their action in March, 2009.

F. 2009 Washington D.C. "One Voice" Update [STECK]

Summary: Staff continues to prepare for Fresno COG's "One Voice" trip to Washington D.C. (February 7-12, 2009). To date we have a record number of 41 individuals signed up for the trip. In addition, we have received the preliminary agenda from our D.C. lobbyist (see enclosures). Last month the Policy Board approved the list of regional priority projects. This month we are asking for the Board's approval of two additional lists – one pertaining to the reauthorization bill, the other a list of policy priorities.

Action: Staff recommends the COG Policy Board's approval of the "One Voice" committee's list of projects for inclusion in the reauthorization of the Federal Transportation Bill as well as the list of policy issues.

G. Draft 2009 Interim Federal Transportation Improvement Program (FTIP) Amendment #3, 2007 RTP Amendment #2 and Conformity Analysis – Resolution 2009-01, PUBLIC HEARING 12-18-08 [DEVERE-OKI/DAWSON]

Summary: Fresno COG is currently amending our 2009 Interim Federal Transportation Improvement Program (FTIP), 2007 Regional Transportation Plan (RTP), and updating our associated Conformity Analysis. A public hearing on these documents will be held at the Board Meeting on December 18, 2008 at 5:30 p.m. Written and verbal comments will be accepted through that time. Policy Board adoption is expected to occur on January 29, 2009.

Regional Transportation Plan (RTP) Amendment: The 2007 RTP represents the long range planning vision for Fresno County's regional transportation system through the year 2030. The RTP is a long-term strategy to meet Fresno County's transportation needs out to the year 2030. The

amendment clarifies the financial projections and the financially constrained and unconstrained project lists. Information on the amendment has been included in your package.

2009 Interim Federal Transportation Improvement Program (FTIP): The FTIP is the incremental implementation of the long-range Regional Transportation Plan and includes programming for fiscal years 2008/09 through 2011/12. Amendment #3 provides for the modification and addition of projects into the FTIP. The RW and CON phases of regionally significant projects that were not originally included in the Interim FTIP are included as part of this amendment. Information on the amendment has been included in your package.

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 Interim 2009 FTIP Amendment #3 and 2007 RTP Amendment #2 demonstrates that all of our adopted transportation plans and programs are in conformance with the rules for the applicable air quality standards. The Draft Conformity document is available on our website at www.fresnocog.org .

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

H. Video Conferencing Update [T. WEBSTER]

Summary: Staff will provide a verbal update at the meeting.

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

I. San Joaquin Valley Express Transit Study [DOWNS]

Summary: The Merced County Association of Governments (MCAG) has been coordinating the San Joaquin Valley Express Transit Study with regional partners including the Counties of Kern, Kings, Tulare, Fresno, Madera, Stanislaus and San Joaquin. The San Joaquin Valley Express Transit Study is designed to identify markets that can support inter-county commuter express transit service within the San Joaquin Valley region, and between the San Joaquin Valley and its neighbors.

Commuter express transit is focused primarily on serving workers traveling to their places of employment, generally over longer distances than typical intra-urban bus routes. Existing services that cross county lines within the San Joaquin Valley is oriented to providing "lifeline" service to transit-dependent populations. Commuter express service is aimed at attracting a choice market, and generally includes a limited number of stops, providing transportation that is more competitive with driving during peak commute hours. In doing so, commuter express transit can provide workers with improved choice, relieving pressure on congested freeways during peak times, and decreasing emissions that contribute to air pollution and global climate change.

The report, the ***San Joaquin Valley Transit Express Study Travel Demand Analysis***, provides an account of inter-county commuter travel demand based on a number of modeling and current data sources. Current population and employment densities throughout the region are analyzed along with projections for future growth. Current and projected patterns of inter-county commute travel are presented to identify the corridors with high demand. Finally, these high demand corridors are further analyzed for key origins and where transit may be a competitive commute option.

A copy of the report can be downloaded from the Nelson / Nygaard ftp site at the following location: ftp://meiseman:meiseman@ftp.nelsonnygaard.com/ or on the Fresno COG website at www.fresnocog.org under announcements.

Action: Information/discussion item. Direction may be given at the discretion of the Committee.

J. Expanded High-Speed Rail/Rail Consolidation Steering Committee [THOMPSON]

Summary: A Technical Assessment Group (TAG) was formed some time ago to assist with the High-Speed Rail/Rail Consolidation Study, currently underway with URS as the lead consultant. The Study is jointly funded by the California High-Speed Rail Authority and the Fresno COG. Since the passage on November 4, 2008 of Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act, the prospects for high-speed rail appear much improved. Consequently, the Study is expected to receive much more attention. However, as presently constituted, the TAG does not have the necessary high-level local agency participation that is required to comprehensively address the complex and varied

issues of the high-speed rail/rail consolidation project. In addition to further refinement of alignment and station location, these issues include securing a maintenance facility in Fresno or its vicinity, station area planning and design challenges and opportunities, economic implications and opportunities, etc.

In order to develop a more robust TAG, staff will send letters to mayors, the Chairman of the Board of Supervisors, and the heads of other organizations such as the Economic Development Corporation and the Chamber of Commerce requesting them to direct appropriate high-level personnel to participate in the TAG. In addition, because of the regional importance of high-speed rail/rail consolidation and the location of a station in downtown Fresno, similar letters will be sent to the Madera County Association of Governments and to Madera County soliciting their high level participation as well.

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

K. Abandoned Vehicle Abatement - FY 2007-08 Year-End Summary Report [THOMPSON]

Summary: For the entire F.Y. 2007-08, a total of $715,577.99 in revenue was received by the AVA Service Authority. Total expenditures by the Service Authority were $703,771.36, resulting in $11,626.63 carryover of funds. The corresponding dollar amounts for the previous year were $709,285.17 in revenue, $652,816.80 in expenditures, and $56,468.37 in carryover. This dramatically improved situation with regard to the carryover funds is largely attributed to the County of Fresno becoming actively involved in the program. In fact, the County now has two Community Service Officers assigned exclusively to the Abandoned Vehicle Abatement Program.

Carryover funds accumulated during the first four years of the program now total $174,015.86. Program staff is naturally concerned about this large and growing amount of carryover funds. This issue has been a focus of quarterly AVA Working Group meetings. While it is to be expected that many of our member agencies need time to adjust their ordinances, procedures and staffing in order to take advantage of this program, there are still a few member agencies that have not yet participated in the program or whose involvement is minimal. Staff continues to work with these agencies to encourage their participation and to provide assistance. The good news, however, is that the amount of carryover funds is considerably less this year than in past years, as noted, and the prospects are good for further decreases going forward as Service Authority members become more involved.

The total number of vehicles abated in FY 2007-08 was 4,442 and the average cost per abatement was $158.44. These figures are 129 and $7.08 more, respectively, than in the previous fiscal year. [THOMPSON]

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

L. Caltrans Monthly Report [CALTRANS]

Summary: Caltrans staff will provide an update on Caltrans activities.

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

IV. OTHER BUSINESS

A. Items from Staff
B. Items from Members

***Items listed as information still leave the option for guidance/direction actions by the Committee.**
****All enclosures are available on our website at www.fresnocog.org – Committees and Agendas**