

ANNOTATED AGENDA

TRANSPORTATION TECHNICAL COMMITTEE

Date: Friday, September 9, 2011
Time: 8:30 am

POLICY ADVISORY COMMITTEE

Date: Friday, September 9, 2011
Time: 10:00 a.m.

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

Video Conferencing Available – please contact Kai Han at 559-233-4148 Ext. 206

Dial in number for teleconferencing:

Toll Free Number: 877-455-8688

Participant Code: 278933

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.

<i>Item</i>	<i>Description</i>	<i>Enclosure</i>	<i>Action*</i>
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Transportation Technical Committee

The Transportation Technical Committee (TTC) will consider Items I – IV prior to the Policy Advisory Committee (PAC) Meeting. This portion of the meeting is scheduled to begin at 8:30 a.m.

I. TRANSPORTATION CONSENT ITEMS

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

A. TTC/PAC Executive Minutes of July 8, 2011

B. FY 2011-12 Transportation Development Act (TDA) Claims [FAWCETT]

Summary: FY 2011/12 Transportation Development Act Claims. The amounts claimed for Local Transportation Funds (LTF) and State Transit Assistance (STA) funds are:

Jurisdiction:	LTF Fund:	STA Fund:	Prior Yr STA:	Grand Total:
City of Coalinga	\$ 476,995	\$ 93,548	\$ 85,800	\$ 656,343
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City of Huron	\$ 181,108	\$ 35,298	N/A	\$ 216,406
City of Kingsburg	\$ 304,173	\$ 59,827	\$ 27,929	\$ 391,929
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City of Selma	\$ 618,374	\$ 121,613	N/A	\$ 739,987
TOTALS:	\$ 4,623,080	\$ 762,763	\$ 64,602	\$6,106,788

Action: These funding claims will be presented as Resolutions 2011-26, 27, 28, 29, 30, 31, 32, 33, 34, 35 and 36 to the Policy Board on September 29th meeting, for approval. COG Staff is requesting that TTC/PAC recommend these funding claim resolutions for approval by the Policy Board at the upcoming September 29th meeting.

C. Transportation Development Act (TDA) Report – LTF Surplus and Allocations Summary [FAWCETT]

Summary: During the 2010/11 Fiscal Year, \$25,808,320 in State and County sales tax was deposited into the Transportation Development Act Trust, exceeding the original estimate of \$24,000,000. Combined with interest earnings this resulted in \$1,798,622 surplus funds.

Table LTF – 2010-11 shows the Surplus Funds detail by Member Agency.

<i>Clovis</i>	\$ 204,871.00
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<i>Selma</i>	\$ 50,236.00
<i>Fresno County</i>	\$ 147,333.00
TOTAL	\$1,798,622.00

Action: COG Staff recommends that the Policy Board approve the distribution of the \$1,798,622 Net LTF Surplus. These funds would then be released to member agencies per their 2010/11 contingency claims during the 2011/12 fiscal year.

D. 4th Quarter Progress Report [BESHEARS]

Summary: Included in your agenda packet is the FY 2010-11 Fourth Quarter Progress Report which is a summary of funds expended and work completed in each work element during the fourth quarter, FY 2010-11.

Action: Staff recommends acceptance of the FY 2010-11 Fourth Quarter Progress Report as presented.

E. FY 2011 Federal Transportation Improvement Program (FTIP) Amendment Update [GARZA]

Summary: The update to the 2011 FTIP included changes to project descriptions, open to traffic dates, grouped projects, funding and phase changes. An update to the RTP and a corresponding conformity analysis was required. The final document was adopted by the Fresno

COG Policy Board on July 29, 2010 and received Caltrans approval on November 12, 2010 and FHWA approval on December 14, 2010.

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Formal Amendment No. 7 (Type 3): Included cost project changes greater than 25% of the total project cost, new projects, phase and scope changes, technical corrections, and updates to the grouped project listing including the Highway Bridge Program and Minor Program back up list. FTIP Amendment No. 7 is consistent with the 2011 RTP and changes do not interfere with air quality conformity. The 14-day public review period was completed on August 31, 2011. One comment from FCRTA was received; the comment and response are in the final amendment. The Executive Director of the Fresno COG approved this amendment, as authorized by the Policy Board, on September 1, 2011. Caltrans and FHWA approval are expected by September 15, 2011.

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

F. 2011 Call for Projects [GARZA]

Summary: Planning coordination has started for the 2011 Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) Call for Projects. A programming subcommittee meeting is scheduled for October 4, 2011 to discuss the details and process of the call, programs changes, and timelines.

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

G. SB 375 Update [BITNER/CAI]

Summary: SB-375 provides the eight MPOs the option to work together in the development of multi-county goals, policies and sustainable community strategies (SCS); however, it does not define which approach the eight MPOs should utilize if they choose to implement any of the options to work together. **The decision of how the MPOs will work together is the choice of each MPO.**

The SB-375 Director Sub-Committee met August 15, to discuss how the MPOs could work together. The eight executive directors were asked to provide staff guidance on two questions: 1) should staff continue the assessment of multi-MPO targets and 2) will the MPOs develop multicounty SCSs?

In terms of the development of multi-MPO targets, the MPO directors instructed staff to outline a process that maintained the flexibility to choose what region the target should cover at a later

date. The directors indicated additional information was needed to better assess which form of the target (multi-MPO versus individual MPO targets) provided the greatest benefit to the agencies. To develop the required additional information, consensus was reached that each MPO would develop individual target scenario(s) which could then be “stitched” together to assess the potential benefits.

In terms of the development of multi-county SCSs, the eight MPO executive directors acknowledged, similar to current eight county planning efforts, that there are potential benefits to the coordination of some SCS development efforts, but not all. Areas where SCS coordination makes sense for multi-county coordination include, but are not limited to:

- Greenhouse gas emissions quantification methodology
- SR-99
- Rideshare
- Cross County Transit Services
- Transportation Project development (where projects straddle multiple counties, local jurisdictions and MPOs currently coordinate development of multi-county projects)

Areas where SCS coordination does not make sense and is not recommended to be coordinated include:

- Land use planning (local decision)
- Transportation Project development (where projects are contained within one county)

With Board concurrence, additional work will be done to identify which areas potentially provide benefits to the eight MPOs through coordination of SCS development.

Action: Staff recommends approval for continued assessment of the benefits associated with coordination.

H. Measure C Regional Transportation Mitigation Fee (RTMF) Report [SOBRADO]

Summary: Fresno COG continues to process the Regional Transportation Mitigation Fee (RTMF), a component of the Measure C Extension approved by voters in 2006. For the period from July 2010 – June 2011, 1,318 applications were received for Single Family Dwellings; fees were collected for 939 applications while 379 applications were exempt from the RTMF due to vesting protection. This represents a total of \$1,164,775 in fees collected for single family dwellings for the fiscal year.

Within the July 2010 through June 2011 time period, applications were received on 462 multi-family dwellings. Of this, 219 units were non-exempt whereas 243 units were exempt because of vesting protections. This represents a total of \$183,198 in fees collected for the fiscal year.

In the period between July 2010 through June 2011, there was a fee reduction of \$45,453.00 for projects meeting the criteria for ‘affordable housing’. This applies to both single family and multi-family dwellings.

Fees for non-residential development of the Regional Transportation Mitigation Fee program for the period from July 2010 through June 2011 are \$319,848.17. The total Handling Fee collected for the July 2010 through July 2011 period was \$26,025.00. Please see schedule included in the package.

Action: This is an information item. Direction may be given at the discretion of the Committee.

I. San Joaquin Valley Interregional Goods Movement Plan [THOMPSON]

Summary: The development of the San Joaquin Valley Interregional Goods Movement Plan is underway. The consultant team preparing the plan includes Cambridge Systematics, Fehr & Peers, and the Tioga Group. A Technical Working Group comprising public-sector stakeholders

has been formed to assist the consultant team with the project. It includes representation from each of the eight San Joaquin Valley counties, Caltrans, and other interested stakeholders. Fresno COG is represented by Mike Bitner, Clark Thompson, and Rob Terry. Please contact them if you have any questions about the plan.

A separate Stakeholder Advisory Group comprising private-sector stakeholders has also been formed to guide project deliverables and progress. It includes representation from the railroads (UP, BNSF, and SJVR), shippers, trucking companies, Chambers of Commerce and agricultural and other industry representatives. Enclosed is a copy of a powerpoint presentation that provides a comprehensive view of the plan and plan preparation, including outcomes, approach, and schedule.

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

J. Fresno COG Title VI Plan [SOBRADO]

Summary: In May 2009, the Fresno COG Policy Board adopted the Fresno COG Environmental Justice Plan. Recently, the Office of Civil Rights of the United States Department of Transportation contacted staff stating that work was needed to bring Fresno COG into compliance with United States Title VI requirements.

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. Specifically, Title VI provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." (42 U.S.C. Section 2000d).

Fresno COG was requested to address specific requirements as to how it was to implement Title VI. The result is the Fresno COG Title VI Plan. Department of Transportation Office of Civil Rights staff has reviewed and approved the Plan. Fresno COG staff is in the process of updating and implementing the policies and procedures outlined in the Title VI Plan.

A copy of the Fresno COG Title VI Plan is included in the agenda packet. Please contact Todd Sobrado with questions or requests for more information.

Action: This is an informational item. Direction may be provided at the discretion of the Committee.

K. FCRTA FTA Capital Grant - PUBLIC HEARINGS – September 29, 2011 [WEBSTER]

1. Section 5311 – Amended Congestion Mitigation/Air Quality Capital Grant to Purchase 5 Bus Stop Shelters Resolution 2011-13.

Summary: Provided in your Agenda Package is a Memorandum. The FCRTA has prepared and submitted an amended Application to reprogram a previous Congestion Mitigation / Air Quality (CMAQ) funding apportionment to now purchase five (5) Bus Stop Shelters. A legally noticed Public Hearing has been scheduled before the FCRTA Board of Directors Meeting on September 29, 2011. Following an expressed opportunity for public comment, the Board of Directors may adopt Resolution 2011-13.

Action: The FCRTA General Manager recommends, following an expressed opportunity for public comment, that the FCRTA Board of Directors consider adoption of Resolution 2011-13.

2. Section 5317 – New Freedom Capital Assistance Grant to Purchase 2 ADA Accessible Vanpool Vehicles, Resolution 2011-14.

Summary: Provided in your Agenda Package is a Memorandum. The FCRTA has prepared and submitted a Federal Transit Administration (FTA) Section 5317 – New Freedoms Capital Grant

to Fresno COG to purchase two (2) ADA wheelchair accessible vehicles for use by commuter vanpools, to ensure equal access in Fresno County. A legally noticed Public Hearing has been scheduled before the FCRTA Board of Directors Meeting on September 29, 2011. Following an expressed opportunity for public comment, the Board of Directors may adopt Resolution 2011-14.

Action: The FCRTA General Manager recommends, following an expressed opportunity for public comment, that the FCRTA Board of Directors consider adoption of Resolution 2011-14.

II. TRANSPORTATION ACTION / DISCUSSION ITEMS

A. Measure C Transit Oriented Infrastructure for In-Fill Development (TOD) Program Guidelines [CAI]

Summary: The Transit Oriented Infrastructure for In-Fill Development (TOD) program is one of the subprograms under the Environmental Enhancement Program in the 2007 Measure C Expenditure Plan. The goal of the TOD program is to boost transit ridership through transit supportive land uses such as higher density and mixed uses, and to support livable and viable transit oriented communities by promoting walking, biking and use of public transit.

Based on the estimation in December 2010, the TOD program will have projected revenue of \$14.5 million over 20 years. About \$2.4 million is available for the first funding cycle. Local governments are eligible for the funding. Private sector and non-profit organizations can apply for the TOD funding through the local governments.

As recommended in the Measure C legislation, a technical advisory committee that consisted of representatives from the member jurisdictions, transit agencies, private sectors, interest groups and the general public developed the TOD program guidelines. The guidelines followed the recommendations from the Fresno County Public Transportation Infrastructure Study (PTIS), and focus the TOD funding on the priority transit oriented development areas and transit corridors identified by the Study.

The draft TOD program guidelines are included in the package.

Action: Staff recommends approval of the Measure C TOD program guidelines.

B. Fresno Clovis Metropolitan Area (FCMA) Multimodal Corridor Land Use Integration Partnership Project Consultant Selection [SOBRADO]

In June 2011, Caltrans awarded a Fresno COG and the City of Fresno a \$276,000 Caltrans Planning Grant. With a project cost of \$345,000, Fresno COG and the City of Fresno are splitting the \$69,000 match requirement. The Fresno County Metropolitan Area (FCMA) Multi-Modal Corridor Land Use Integration Partnership Project needs to be completed by June 30, 2012 and will:

- Include participation of Fresno COG, Counties of Fresno and Madera, the cities of Fresno, Clovis, Sanger, and Kerman, and Caltrans;
- Focus on preserving a multi-modal corridor system, given the planned higher intensity development in the Fresno-Clovis Metropolitan Area (FCMA) and surrounding communities;
- Focus on corridors along State Routes 99, 41, 168 and 180, as well as parallel local roads to the State highways;
- Plan for a multi-modal corridor system for the FCMA, while taking into account the unique character of State Route 99 as a major interregional, intermodal, and goods movement corridor through the San Joaquin Valley (SJV);
- Produce products that can be utilized for subsequent Caltrans System Planning activities, the City of Fresno's General Plan Update, development of the Sustainable Communities Strategy (SCS) required by SB 375 for the Fresno region.

A Request for Proposals (RFP) was released on July 12, 2011. Fresno COG received four proposals by the August 5, 2011 application deadline. The firms that submitted proposals were:

- VRPA
- The Planning Center
- Dyett & Bhatia
- Mintier Harnish

Of the stakeholders invited to participate in the selection process, representatives from Fresno COG, Caltrans, the Cities of Fresno and Clovis, Fresno County and Sanger responded to the request for participation. In the first meeting, the Selection Committee short-listed the proposals to two firms. Within a week, conference calls were scheduled with each short-listed consultant and shortly after the conclusion of the final conference call, the final proposal was unanimously selected by the Selection Committee. The selected firm is Mintier Harnish.

At the time of this writing, Fresno COG staff is finalizing the contractual arrangements with the selected consultant. Mintier Harnish is expected to commence development of the FCMA project shortly thereafter. Please forward questions to Todd Sobrado at (559) 233-4148.

Action: Staff recommends authorizing the Executive Director to enter into the contract with Mintier Harnish for an amount not to exceed \$276,000 to carry out the proposed activities for the Fresno Clovis Metropolitan Area (FCMA) Multimodal Corridor Land Use Integration Partnership Project.

C. Fresno COG Website Update [VEENENDAAL]

Summary: Fresno COG's new website will be released to the public by October 4, 2011. Fresno COG staff will take the committee on a brief tour of the new site during their meeting, in preparation for its release. The agenda functionality will not be completed by the September 9th meeting date, but visuals of how it will look and function will be presented and discussed. Questions and feedback are encouraged.

Agenda Reader Technology: After researching available technology options staff has decided to hold off on making any purchases until Fresno COG's Committees and Policy Board have had an opportunity to become familiar with the new website agenda functionality being released October 1st. Research revealed that Ipads would cost Fresno COG \$500 each, and that the Banes and Noble Nook's screen was too small to adequately view the agendas and attachments required by the new functionality.

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

D. Prop 84 Update [STECK/TERRY]

Summary: Fresno COG, on behalf of the eight San Joaquin Valley Regional Planning agencies, was awarded \$1 million for the first round of planning grants from Prop 84 (Focus Area 2 for MPOs). There were three components to our proposal:

1. Sustainable Community Strategies Outreach for the next Regional Transportation Plan update. (19%) Outreach workshops required by SB 375 will be held in each of the eight counties in the Valley.
2. Blueprint Integration Tasks (53%) – to assist Valley communities under 50,000 population with planning activities related to integrating the Blueprint Smart Growth principles into their planning processes. The vast majority of the funding is slated for circuit planners to assist the small communities. (This task complements the Smart Valley Places \$4 million grant for the 14 large cities in the Valley.)

3. Greenprint (28%) - to address the open space and resource protection issues in the Valley. The project will inventory and analyze the agricultural, natural, recreational and other land and water resources of the region and recommend strategies based on that analysis.

Staff has prepared a Request for Proposal (RFP), scheduled for release on September 6th for component #2. The details of the scope of work will be distributed at the meeting.

Action: This is an information/discussion item. Direction may be provided at the discretion of the Committee.

III. OTHER BUSINESS

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

IV. PUBLIC PRESENTATIONS

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

JOINT Transportation Technical Committee / Policy Advisory Committee

The TTC and the PAC will meet as a joint Committee to consider scheduled public presentations brought before the Committees. This portion of the meeting is scheduled to begin at 10:00 a.m.

V. PRESENTATIONS

1. **Review/Presentation on High Speed Rail Draft Environmental Impact Report– Bruce O'Neal**

Summary: Local Planning Consultant, Bruce O'Neal, will be providing a summary level review of the recently released High Speed Rail Draft Environmental Impact Report.

Action: This is an information item. Direction may be given at the discretion of the Committees.

2. **Caltrans Report [CALTRANS]**

Summary: Caltrans staff will present a verbal update.

Action: This is an information item. Direction may be given at the discretion of the Committees.

Policy Advisory Committee

The Policy Advisory Committee will consider all Transportation and Administrative Items on the Agenda

VI. TRANSPORTATION CONSENT ITEMS

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H. Measure C Regional Transportation Mitigation Fee (RTMF) Report [SOBRADO]

Summary: Fresno COG continues to process the Regional Transportation Mitigation Fee (RTMF), a component of the Measure C Extension approved by voters in 2006. For the period from July 2010 – June 2011, 1,318 applications were received for Single Family Dwellings; fees were collected for 939 applications while 379 applications were exempt from the RTMF due to vesting protection. This represents a total of \$1,164,775 in fees collected for single family dwellings for the fiscal year.

Within the July 2010 through June 2011 time period, applications were received on 462 multi-family dwellings. Of this, 219 units were non-exempt whereas 243 units were exempt because of vesting protections. This represents a total of \$183,198 in fees collected for the fiscal year.

In the period between July 2010 through June 2011, there was a fee reduction of \$45,453.00 for projects meeting the criteria for ‘affordable housing’. This applies to both single family and multi-family dwellings.

Fees for non-residential development of the Regional Transportation Mitigation Fee program for the period from July 2010 through June 2011 are \$319,848.17. The total Handling Fee collected

for the July 2010 through July 2011 period was \$26,025.00. Please see schedule in the agenda package.

Action: This is an information item. Direction may be given at the discretion of the Committee.

I. San Joaquin Valley Interregional Goods Movement Plan [THOMPSON]

Summary: The development of the San Joaquin Valley Interregional Goods Movement Plan is underway. The consultant team preparing the plan includes Cambridge Systematics, Fehr & Peers, and the Tioga Group. A Technical Working Group comprising public-sector stakeholders has been formed to assist the consultant team with the project. It includes representation from each of the eight San Joaquin Valley counties, Caltrans, and other interested stakeholders. Fresno COG is represented by Mike Bitner, Clark Thompson, and Rob Terry. Please contact them if you have any questions about the plan.

A separate Stakeholder Advisory Group comprising private-sector stakeholders has also been formed to guide project deliverables and progress. It includes representation from the railroads (UP, BNSF, and SJVR), shippers, trucking companies, Chambers of Commerce and agricultural and other industry representatives. Enclosed is a copy of a powerpoint presentation that provides a comprehensive view of the plan and plan preparation, including outcomes, approach, and schedule.

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

J. Fresno COG Title VI Plan [SOBRADO]

Summary: In May 2009, the Fresno COG Policy Board adopted the Fresno COG Environmental Justice Plan. Recently, the Office of Civil Rights of the United States Department of Transportation contacted staff stating that work was needed to bring Fresno COG into compliance with United States Title VI requirements.

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. Specifically, Title VI provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." (42 U.S.C. Section 2000d).

Fresno COG was requested to address specific requirements as to how it was to implement Title VI. The result is the Fresno COG Title VI Plan. Department of Transportation Office of Civil Rights staff has reviewed and approved the Plan. Fresno COG staff is in the process of updating and implementing the policies and procedures outlined in the Title VI Plan.

A copy of the Fresno COG Title VI Plan is included in this agenda packet. Please contact Todd Sobrado with questions or requests for more information.

Action: This is an informational item. Direction may be provided at the discretion of the Committee.

K. FCRTA FTA Capital Grant - PUBLIC HEARINGS – September 29, 2011 [WEBSTER]

1. Section 5311 – Amended Congestion Mitigation/Air Quality Capital Grant to Purchase 5 Bus Stop Shelters Resolution 2011-13.

Summary: Provided in your Agenda Package is a Memorandum. The FCRTA has prepared and submitted an amended Application to reprogram a previous Congestion Mitigation / Air Quality (CMAQ) funding apportionment to now purchase five (5) Bus Stop Shelters. A legally noticed Public Hearing has been scheduled before the FCRTA Board of Directors Meeting on

September 29, 2011. Following an expressed opportunity for public comment, the Board of Directors may adopt Resolution 2011-13.

Action: The FCRTA General Manager recommends, following an expressed opportunity for public comment, that the FCRTA Board of Directors consider adoption of Resolution 2011-13.

2. Section 5317 – New Freedom Capital Assistance Grant to Purchase 2 ADA Accessible Vanpool Vehicles, Resolution 2011-14.

Summary: Provided in your Agenda Package is a Memorandum. The FCRTA has prepared and submitted a Federal Transit Administration (FTA) Section 5317 – New Freedoms Capital Grant to Fresno COG to purchase two (2) ADA wheelchair accessible vehicles for use by commuter vanpools, to ensure equal access in Fresno County. A legally noticed Public Hearing has been scheduled before the FCRTA Board of Directors Meeting on September 29, 2011. Following an expressed opportunity for public comment, the Board of Directors may adopt Resolution 2011-14.

Action: The FCRTA General Manager recommends, following an expressed opportunity for public comment, that the FCRTA Board of Directors consider adoption of Resolution 2011-14.

VII. TRANSPORTATION ACTION / DISCUSSION ITEMS

A. Measure C Transit Oriented Infrastructure for In-Fill Development (TOD) Program Guidelines [CAI]

Summary: The Transit Oriented Infrastructure for In-Fill Development (TOD) program is one of the subprograms under the Environmental Enhancement Program in the 2007 Measure C Expenditure Plan. The goal of the TOD program is to boost transit ridership through transit supportive land uses such as higher density and mixed uses, and to support livable and viable transit oriented communities by promoting walking, biking and use of public transit.

Based on the estimation in December 2010, the TOD program will have projected revenue of \$14.5 million over 20 years. About \$2.4 million is available for the first funding cycle. Local governments are eligible for the funding. Private sector and non-profit organizations can apply for the TOD funding through the local governments.

As recommended in the Measure C legislation, a technical advisory committee that consisted of representatives from the member jurisdictions, transit agencies, private sectors, interest groups and the general public developed the TOD program guidelines. The guidelines followed the recommendations from the Fresno County Public Transportation Infrastructure Study (PTIS), and focus the TOD funding on the priority transit oriented development areas and transit corridors identified by the Study. The draft TOD program guidelines are included in the package.

Action: Staff recommends approval of the Measure C TOD program guidelines.

B. Fresno Clovis Metropolitan Area (FCMA) Multimodal Corridor Land Use Integration Partnership Project Consultant Selection [SOBRADO]

In June 2011, Caltrans awarded a Fresno COG and the City of Fresno a \$276,000 Caltrans Planning Grant. With a project cost of \$345,000, Fresno COG and the City of Fresno are splitting the \$69,000 match requirement. The Fresno County Metropolitan Area (FCMA) Multimodal Corridor Land Use Integration Partnership Project needs to be completed by June 30, 2012 and will:

- Include participation of Fresno COG, Counties of Fresno and Madera, the cities of Fresno, Clovis, Sanger, and Kerman, and Caltrans;
- Focus on preserving a multi-modal corridor system, given the planned higher intensity development in the Fresno-Clovis Metropolitan Area (FCMA) and surrounding communities;

- Focus on corridors along State Routes 99, 41, 168 and 180, as well as parallel local roads to the State highways;
- Plan for a multi-modal corridor system for the FCMA, while taking into account the unique character of State Route 99 as a major interregional, intermodal, and goods movement corridor through the San Joaquin Valley (SJV);
- Produce products that can be utilized for subsequent Caltrans System Planning activities, the City of Fresno's General Plan Update, development of the Sustainable Communities Strategy (SCS) required by SB 375 for the Fresno region.

A Request for Proposals (RFP) was released on July 12, 2011. Fresno COG received four proposals by the August 5, 2011 application deadline. The firms that submitted proposals were:

- VRPA
- The Planning Center
- Dyett & Bhatia
- Mintier Harnish

Of the stakeholders invited to participate in the selection process, representatives from Fresno COG, Caltrans, the Cities of Fresno and Clovis, Fresno County and Sanger responded to the request for participation. In the first meeting, the Selection Committee short-listed the proposals to two firms. Within a week, conference calls were scheduled with each short-listed consultant and shortly after the conclusion of the final conference call, the final proposal was unanimously selected by the Selection Committee. The selected firm is Mintier Harnish.

At the time of this writing, Fresno COG staff is finalizing the contractual arrangements with the selected consultant. Mintier Harnish is expected to commence development of the FCMA project shortly thereafter. Please forward questions to Todd Sobrado at (559) 233-4148.

Action: Staff recommends authorizing the Executive Director to enter into the contract with Mintier Harnish for an amount not to exceed \$276,000 to carry out the proposed activities for the Fresno Clovis Metropolitan Area (FCMA) Multimodal Corridor Land Use Integration Partnership Project.

C. Fresno COG Website Update [VEENENDAAL]

Summary: Fresno COG's new website will be released to the public by October 4, 2011. Fresno COG staff will take the committee on a brief tour of the new site during their meeting, in preparation for its release. The agenda functionality will not be completed by the September 9th meeting date, but visuals of how it will look and function will be presented and discussed. Questions and feedback are encouraged.

Agenda Reader Technology: After researching available technology options staff has decided to hold off on making any purchases until Fresno COG's Committees and Policy Board have had an opportunity to become familiar with the new website agenda functionality being released October 1st. Research revealed that Ipads would cost Fresno COG \$500 each, and that the Banes and Noble Nook's screen was too small to adequately view the agendas and attachments required by the new functionality.

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

D. Prop 84 Update [STECK/TERRY]

Summary: Fresno COG, on behalf of the eight San Joaquin Valley Regional Planning agencies, was awarded \$1 million for the first round of planning grants from Prop 84 (Focus Area 2 for MPOs). There were three components to our proposal:

4. Sustainable Community Strategies Outreach for the next Regional Transportation Plan update. (19%) Outreach workshops required by SB 375 will be held in each of the eight counties in the Valley.

5. Blueprint Integration Tasks (53%) – to assist Valley communities under 50,000 population with planning activities related to integrating the Blueprint Smart Growth principles into their planning processes. The vast majority of the funding is slated for circuit planners to assist the small communities. (This task complements the Smart Valley Places \$4 million grant for the 14 large cities in the Valley.)
6. Greenprint (28%) - to address the open space and resource protection issues in the Valley. The project will inventory and analyze the agricultural, natural, recreational and other land and water resources of the region and recommend strategies based on that analysis.

Staff has prepared a Request for Proposal (RFP), scheduled for release on September 6th for component #2. The details of the scope of work will be distributed at the meeting.

Action: This is an information/discussion item. Direction may be provided at the discretion of the Committee.

VIII. ADMINISTRATIVE CONSENT ITEMS

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

A. Monthly Legislative Update [GARZA]

Summary: The enclosed report includes current bills in the 2011 legislative session that are relevant to the COG.

- To locate current and past year **state bill information** go to the Official California Legislative Information webpage at: <http://www.leginfo.ca.gov/>
- To locate current and past year federal bill information go to THOMAS, The Library of Congress's bill information website (in the spirit of Thomas Jefferson) at: <http://thomas.loc.gov/>

Please contact staff person, Melissa Garza, if you have any questions.

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

B. Legislative Platform [GARZA]

Summary: The most current adopted 2011 Legislative Platform is a document that includes the advocacy priorities of the Fresno COG in state and federal legislative matters. It represents a unified voice when communicating legislative priorities to our state and federal lawmakers as well as to relevant state and federal agencies. It also provides guidance to the Fresno COG staff and the lobbying partners when advocating on behalf of the Policy Board. The final legislative platform reflects the most current priorities for advocacy during the 2011 state and federal legislative sessions.

During the month of August, the legislative subcommittee made up of three volunteers from the Policy Advisory Committee which included Lou Martinez (City of Parlier), Lynn Gorman (Fresno County), and Cruz Ramos (San Joaquin), reviewed and began making updates to the platform in order to address the priority concerns that were suggested by the Policy Board. COG staff provided a notification that during recent Policy Board meetings, several board members expressed concerns in regards to taking positions on issues or priorities that were non-transportation related. The subcommittee will continue the development activities of the platform during the month of September and will recommend approval of the updated platform during the Policy Board meeting in November.

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

C. California Consulting LLC Report [BOREN]

Summary: Steve Samuelian, California Consulting, LLC will provide a verbal report at the Policy Board meeting. A written report will be handed out at the meeting.

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

D. Regional Policy Council update – DC Valley Voice Trip [GARZA]

Summary: The Regional Policy Council, made up of members from the eight Valley Regional Planning Agencies, has authorized the San Joaquin Valley Legislative Affairs Committee (VLAC) to coordinate the 2011 Valley Voice trip to Washington, DC. On September 14 and 15, 2011 the San Joaquin Valley Regional Policy Council will meet with members of the US Congress, key staff, and other decision makers to articulate, in one unified voice, the issues and needs of the Valley. The pending Federal Surface Transportation Reauthorization Bill will be a major topic of discussion along with Goods Movement, Air Quality, and Housing. Policy Council member Mayor Amarpreet Dhaliwal of the City of San Joaquin, as well as Fresno COG staff will attend and will provide a report at the next Fresno COG Policy Board meeting. Advocacy priorities that will be discussed at the Federal meetings and the trip agenda are enclosed for review. Please contact staff person, Melissa Garza, if you have questions.

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

E. San Joaquin Valley Blueprint Web-based Planners Toolkit – Website Administration & Maintenance Contract [STECK]

Summary: Fresno COG staff serves as the Valleywide program manager for the SJV Blueprint activities. Part of our role is to administer the entire grant-funded budget for the program according to directions from the Valley Regional Planning Agency (RPA) Directors and decisions of the Regional Policy Council by virtue of our Memorandum of Understanding (MOU). One of the products that was developed as part of the Blueprint process is the award winning, web-based **Planners Toolkit**. The Valley RPA Directors have agreed to support the initial administration and maintenance of the Planners Toolkit because of its value to our member agencies and their planning activities at the local level. Because the consulting firm of Mintier Harnish built this web based toolkit, virtually from the ground up, it is logical that they be the ones to keep it running and add to the platform as we seek permanent funding for the project. Their primary activities would fall under (1) Toolkit Administration and Management; (2) Toolkit Refinement and Expansion; and (3) Toolkit Publicity and Outreach. The attached Mintier Harnish proposal provides the detail on the tasks that they are suggesting for the next year.

Fresno COG staff recommends accepting a scope of work prepared by Mintier Harnish to continue to administer and maintain the SJV Blueprint web-based Planners Toolkit for the upcoming year. The scope of work includes consultant's search for continued funding to sustain the Toolkit as Blueprint state grant funding is exhausted.

Action: Staff recommends approval of the contract with Mintier Harnish, not to exceed \$30,000 payable from the SJV Blueprint budget, to administer and maintain the SJV Blueprint web-based Planners Toolkit for the upcoming year.

F. Regional Clearinghouse Items [SOBRADO]

	Project	Applicant
1.	<i>Head Start –Early Head Start Supplemental Funds Application for FY 03/30/2011 – 09/31/2012</i>	Fresno County EOC

2	RHS 514 Loan	Corporation for Better Housing
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Summary: Your agenda package includes this month's Clearinghouse Calendar containing "Project Notification and Review Reports" for grant proposal.

1. *Fresno County Economic Opportunities Commission – Early Head Start Supplemental Funds Application for FY03/30/2011 – 09/31/2012* \$1,126,475 – Federal, \$281,618 – Applicant: \$1,408,093 - Total
2. *The Corporation for Better Housing, Rural Housing Services –USDA, RHS 514 Loan – Reedley Family Development, Reedley, CA* \$3,000,000 – Federal, \$170,620 – Applicant, \$1,750,000 – State, \$14,252,980 – Local, \$19,173,600 - Total

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.

IX. ADMINISTRATIVE ACTION / DISCUSSION ITEMS

A. Measure C Regional Transportation Mitigation Fee (RTMF) – Building Industry Association (BIA) letter [BOREN/BESHEARS]

Summary: The BIA is formally requesting the RTMF Board to consider a suspension of collection of the fees for a period of two years, due to the down turn in the economy that has adversely impacted development. In discussions with BIA representative, Mike Prandini, the BIA would like to see this suspension, and if not, at the very least, freeze the fee at the current level. The fee was phased in over a three year period and the third phase is set to kick in January 1, 2012.

The old measure was relatively simple. It was a building program with an emphasis on streets and highways. SR 168 out to Clovis, SR 180 from Clovis to Hughes, SR 41 South of Jensen, and numerous highway improvements in the Rural areas would not have been possible without the Measure. In the original Measure, the Urban and Rural capital projects fund (now the Regional Transportation Fund) receiving 75% of the funding was the program. The remaining 25% was passed through to the cities and county. In order to receive passage by the voters, the new Measure is multi-modal in nature and therefore the regional streets and highways program has been reduced proportionally. In order to make up the difference it was determined that local agencies would leverage highway projects with additional grant revenues and development would pay its fair share. Keep in mind, this policy was formulated before economic downturn.

Various framers of the ballot felt strongly on the issue of development paying its fair share, therefore language was included in the ballot measure approved by the voters to establish the RTMF program. Having said that, the ballot measure included language that guaranteed the RTMF be collected. It is as follows: "If any city or Fresno County should choose to not implement the RTMF, then the agency shall forfeit annually from the Local Transportation Program Street Maintenance Allocation an amount equal to the amount of RTMF that would otherwise have been paid for development projects within that jurisdiction during the year. " The "shall" in that sentence is mandatory and as the level of the fee was set by legal Nexus as required by law, any reduction in that fee without revisiting the legal Nexus carries legal implications. The ballot measure originally envisioned each city individually implementing the fee, therefore, if any city had chosen not to implement, waive, or reduce the amount to be collected, the Transportation Authority would be required to withhold a like amount of Local Transportation funds. However, at the request of the cities, the Policy Board gave direction to form a Joint Powers Agreement (JPA). When the JPA was formed the cities and county delegated their taxing authority to the JPA to implement the fee. With that delegation goes the responsibility to collect the fee or forfeit a like amount of Local Transportation fund per the ballot language as the JPA collectively is the cities and county in regards to implementing the fee. It

is County Counsel's legal opinion that the BIA request equates to a request for the individual cities or county make up the difference from their Local Transportation fund.

The BIA doesn't agree with that interpretation, claiming while it is true that if an individual agency attempted to waive or reduce the fee, they would be subject to the forfeiture, however, the fee determined in the Nexus is a maximum and the RTMF Board collectively as the rate setting agency could establish any rate below that level, therefore the provision in the ballot would be met and there would be no forfeiture mandated.

As of June 30, 2011 the RTMF agency has collected \$1.891 million over the first eighteen month life of the fee. This equates to around \$1.2 million a year. These fees were accumulated at the lower first and second year phase in rates and as the fee is scheduled to increase January 1, 2012, the BIA request to suspend the fee for two years could amount to a least \$2.4 million. Based on our estimates, freezing the fee could impact the program up to \$500,000. Either option will adversely affect the adopted schedule for delivering Measure C Tier 1 projects. (As a side note, the 2012 STIP Estimates, which also provide funding for the Tier 1 projects is down \$28.5 million through 2019/20 from the estimates used in the adopted schedule, however Sales Tax receipts are coming in a little over the adopted estimates. It is unknown how it will fare if the economy continues to slow down.

The RTMF Nexus identified \$427,942,000 in projects of which the fee would provide \$213,470,000 over 17.5 years. Those estimates were predicated on the anticipated build out of land uses per adopted general plans as forecast in COG's model. The original Measure forecasted \$5 million annually in fees, however are only bringing in \$1.2 million annually currently.

Action: COG staff recommends the Policy Board deny the request.

B. Restricted Funds - Cash Impairment Policy [BESHEARS]

Summary: The Council of Governments and Transportation Authority contract with a CPA firm to do statutorily required audits of member agency street funds covering allocations made from the Transportation Development Act and Measure "C". During the course of the recently concluded 2009/10 field audits, the auditor identified instances of potential impairment of restricted cash balances in various cities. The implications are such that if the current trend continues it is possible that one or more of the agencies may be found to be cash impaired during the 2010/11 audits. This situation occurred in a number of small cities back in the 1980's and the COG has an adopted policy for dealing with impairment situations. The purpose of this memorandum is to reiterate and reaffirm the adopted policy in case it is needed at a future point.

What is impairment? – Recipient agencies are required to keep restricted cash separate from other fund balances. Most agencies don't go to the extent of setting up separate checking or savings accounts for each restricted funding source. Instead the cash balances are kept in a general checking account or investment fund such as LAIF, and the cash balances are maintained by accounting transfers. An impairment situation arises when an agency runs a deficit in the general fund or other discretionary funds, significant enough that the agencies combined cash balances drop below the amount of cash that is supposed to be in the restricted funds. The extreme example would be a \$100,000 cash balance in the restricted fund, a \$100,000 deficit in the general fund and the cash account is zero. While the potential impairments under discussion don't represent the extreme example, when an agency gets to the point where restricted fund balances are impaired, they obviously have a serious internal cash flow problem. When this occurred back in the 1980's to various small towns in Fresno County, the COG board adopted a policy, in conjunction with the State Controllers Office and Caltrans, to deal with the situation.

Adopted Impairment Policy – The State Controllers Office determined that when an agency became cash impaired, restricted cash had been diverted to the general fund and could no longer be used for restricted eligible purposes. Again, the extreme example given above clarifies the logic of this finding because if the agency had kept the restricted cash in a separate checking account, they would have had to make illegal transfers to run up the deficit. However,

the dynamics that lead to the impairment prevent the agency from simply transferring the diverted cash back to the restricted fund because it is no longer there to transfer. Therefore a policy was developed to allow the impaired agency to effectively work off the impairment and continue receiving the current year funding while they corrected the structural problem in their budget that led up to the impairment. The agency was required to formally recognize the cash had been transferred by setting up "Due To" – "Due From" accounts between the restricted fund and general fund. Then the agency reclaimed the impaired amount on the annual funding claims, along with the normal apportionment the agency was entitled to receive. However, instead of allocating money up front per the normal process, the restricted fund trust administrator would keep the current year's apportionment in the trust fund earning interest under the name of the impaired agency. When the agency incurred eligible expense, it would send documentation for those expenses to the trust administrator, who would review them for eligibility and reimburse the agency for 50% of the funds from the current year's apportionment. The city would provide the cash for the other 50% and it would be charged against the "Due to" – "Due From" accounts thus reducing the impairment balance. When the impairment balance was reduced to zero, the trust fund administrator would then review the agencies cash flow dynamics. If the agency had corrected the situation that led to the initial impairment, the trust administrator would resume sending allocations up front. However if the situation had not been corrected, then the agency would continue to submit eligible expenses to the trust fund administrator and receive 100% reimbursement up to the extent of the amount accumulated in the trust fund under the agencies name. This is considered the least disruptive way of dealing with the situation, as the adopted Impairment Policy acts as advanced warning for the affected agency.

Action: Staff recommends the Board reaffirm the adopted Impairment Policy.

C. Contract for visioning software and technical support for Sustainable Communities Strategy (SCS) development and Green House Gas (GHG) target setting for SB375 [BITNER]

Summary: Fresno COG needs to test the effectiveness of applying specific land use strategies in the region in order to reduce carbon emissions resulting from daily passenger vehicle travel. This scenario development is required by Assembly Bill 32, which requires the state of California to reduce statewide carbon emissions to 1990 levels by the year 2020, and Senate Bill 375, which calls for coordinated regional land use and transportation planning to help reduce the state's total carbon emissions.

In addition, Fresno COG and the other San Joaquin Valley MPOs are working towards development of Green House Gas (GHG) reduction targets to be submitted to the California Air Resources Board (CARB) by 2012.

In order to develop the required GHG reduction targets and Sustainable Communities Strategy (SCS) scenarios for the upcoming RTP, a scenario planning tool is necessary to design and test the land use and transportation strategy options. In selecting the appropriate scenario planning and visioning tool, Fresno COG staff reviewed the known available software tools. COG staff then narrowed down the selection to what they considered the best four. Ultimately staff reviewed UPLAN, CommunityViz, I-Places, and Envision Tomorrow.

The results of our review are as follows:

UPLAN - UPlan is a simple rule based urban growth model intended for regional level modeling. It was used in the Blueprint modeling process in the Valley. UPlan operates at 50 meter grid cell, and is not fine-grained enough for SCS purposes. UPlan also lacks market elements in its modeling. The software was developed by UC Davis, and is free to all users.

CommunityViz - CommunityViz is an advanced GIS software tool designed to help people visualize, analyze and communicate about important land-use decisions. CommunityViz operates as an extension to ESRI's ArcGIS platform, and is known for its visualization capability. CommunityViz is privately owned. The software costs less than \$1,000, and would require

extensive training for staff. CommunityViz is currently used by San Diego Association of Governments (SANDAG).

I-PLACE³S - I-PLACE³S is a web-based platform for scenario planning. It requires parcel-base data input, and thus is very labor intensive to create scenarios due to the data needs. I-Place³s does not have sufficient market elements in its modules. I-Place³s is currently operated by a private company, and it would cost about \$40,000 annually to use the software. Sacramento Area Council of Governments (SACOG) uses I-Place³s in its Blueprint and SCS process.

Envision Tomorrow - Envision Tomorrow is a suite of urban and regional planning tools that can be used to design and test land use decisions at a range of scales. It starts with prototype buildings that are financially feasible in the region, and these buildings types are then combined into development types. The software is open source and thus free. The only fees associated are for training and technical assistance. The software has been used by Southern California Association of Governments (SCAG), Metro in Portland Oregon, the Chicago region, Baton Rouge, Louisiana, the Public Transportation Infrastructure Study (PTIS) in Fresno County, and many more cities/areas in the nation. The software was developed by Fregonese Associates, and is free to all users.

After the evaluation, COG staff selected Envision Tomorrow as the best visioning tool for use in our SCS development and GHG target setting for the following reasons:

The Envision Tomorrow software is free, and scenarios can be built at grid cell level that are larger than parcels, but fine-grained enough for SCS and target purposes.

Envision Tomorrow has been used in various regions in the nation, and is reputable in the area of land use scenario planning.

Fregonese Associates, developers of Envision Tomorrow, assisted in the development of the recent Public Transportation Infrastructure Study (PTIS) for the Fresno region. The study examined the role of land use in relation to transit feasibilities and worked to accomplish several goals: reduce urban sprawl; decrease traffic congestion; reduce green house gas emissions; improve air quality; and preserve agricultural land.

Fregonese Associates also built three land use scenarios to test the impact of changes in land use patterns on the feasibility of Bus Rapid Transit (BRT) and streetcars. They also tested a series of redevelopment scenarios. Using the Envision Tomorrow Prototype builder they developed a library of prototype buildings to demonstrate what financially-feasible development might look like in the Fresno real estate market.

The data and three scenarios were built during the PTIS process using Envision Tomorrow. COG will be able to build upon the existing PTIS datasets and scenarios for target-setting and SCS development, resulting in a considerable savings in time and cost.

To properly utilize the planning tool COG staff needs comprehensive training for the software, and technical assistance during the scenario development process. This process will include comprehensive staff training sessions on Envision Tomorrow, acquiring data, and building scenarios. The ultimate goal is to have COG staff be self-sufficient with the software tool.

Fresno COG staff recommends accepting a scope of work prepared by Fregonese Associates to assist us with learning to use the Envision Tomorrow planning tool and to guide and train our staff through the scenario development process from start to finish. This process will include comprehensive staff training sessions on Envision Tomorrow, acquiring data, and building scenarios.

Their proposal is included in your package.

Action: Staff recommends approval of the contract with Fregonese Associates of \$48,910 for comprehensive training in using Envision Tomorrow and technical assistance during our SB 375 target setting and Sustainable Communities Strategy (SCS) development.

D. One Voice Kick Off [GARZA]

Summary: Staff will provide a verbal update at the meeting. A Kick Off Meeting is scheduled for Wednesday, September 28, 2011 at 3:30 pm in the Sequoia Room.

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

E. Implementation of Transitional Retirement Program for COG Employees [BOREN]

Summary: As has been previously discussed with the COG Policy Board, and following their direction, the COG management team has developed administrative policies offering a reduced work schedule to those of retirement age. This program known as the *Transitional Retirement Program*, would allow staff aged 62 or older to transition into retirement over a (maximum) 2 year period. The benefits of this type of program include:

1. Prepare those older workers taking advantage of the program to become accustomed to reduced earnings and work schedule in advance of full retirement;
2. It would allow the agency to know well in advance when an employee is planning to retire; thereby providing an adequate period of time for retiring staff to mentor younger employees to take on additional responsibilities;
3. Useful administrative tool for retaining skilled older employees who would otherwise retire;
4. Provides an administrative opportunity to reduce labor costs for the organization with relatively minimal disruption to the operations of the agency, while providing potentially significant salary savings to the agency.

The *Transitional Retirement Program* would operate as follows: The COG employee (62 years or older) would submit a request in writing to the Executive Director requesting that he/she be allowed the opportunity to participate in the *Transitional Retirement Program* being offered by COG. In the letter, the employee would identify a specific date on which that employee plans to retire and the reduced work week that the employee would like to work (not below 75%- 30 hours a week). The date identified for retirement may not exceed two years from the date of the submittal of the request letter, and must state explicitly that the employee is fully committed to retirement at the end of the two year period.

Upon receipt of the letter, the Executive Director will sit down with the employee and their supervisor to develop a plan of action that will accommodate phasing the employee's full-time work load. This would include identifying other staff members who would be taking on assignments as well as a strategy for transition. Upon agreement between all parties as to the transitional strategy to be employed, the Executive Director would authorize approval of the request. Under this program, the employee would be allowed to work a reduced work week not below a 75% work schedule - 30 hours a week, for the next two years.

In all instances of reduced work hours, the employee's benefit package would be reduced commensurately. For instance, in the case of a 75% schedule, the employee would bear a 25% reduction in both wages and benefits and be responsible for paying for 25% of any agency paid benefits (such as health insurance). There would also be a commensurate reduction in all compensated time off (vacation, sick leave, administrative leave, etc.) as well.

Action: The Executive Director recommends that the Policy Board approve implementation of the Transitional Retirement Program as identified.

E. Abandoned Vehicle Abatement – FY 2010/11 Third Quarter Summary Status Report [THOMPSON]

Summary: Status reports are typically submitted quarterly to ensure proper distribution of funding to the member agencies. This status report contains the following information:

- The gross amount of money received by the Authority from the Abandoned Vehicle Trust Fund during the quarter.
- An itemized statement of the Abandoned Vehicle Trust Fund monies expended by the Authority during the quarter.
- An accounting of money expended for major purchases, if any.
- An accounting of unexpended revenues from the Abandoned Vehicle Trust Fund.
- An accounting of the total number of vehicles and parts thereof abated by the Authority during the quarter.

The enclosure for this item indicates the level of activity and distribution of funding to the member agencies. During the quarter, member agencies expended \$176,263.10 conducting AVA activities. A total of 955 vehicles were abated this quarter, compared to 813 vehicles abated during the same quarter of the previous fiscal year.

Action: Staff recommends acceptance of the Abandoned Vehicle Abatement FY 2010/11 Third Quarter Summary Status Report.

X. OTHER BUSINESS

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

XI. PUBLIC PRESENTATIONS

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

***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**