

**COUNCIL OF FRESNO COUNTY GOVERNMENTS
ANNOTATED AGENDA**

Date: Thursday, January 26, 2006

Time: 7:00 p.m.

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

Mayor's City Selection Committee

- a Appointment to Fresno County Transportation Authority – two year term to end January 2008
- a Appointment to [Convention and Visitors Bureau](#) – one year term to end June 30, 2006

The COG Policy Board meeting will begin upon conclusion of Fresno County's Mayor Selection Committee

I. PRESENTATIONS

A. Public Presentations

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

COFCG Sitting As the Transportation Policy Committee

II. PRESENTATION: BARRY SEDLIK, UNDERSECRETARY AND SR. ADVISOR FOR ECONOMIC DEVELOPMENT AND TRADE, FROM THE BUSINESS, TRANSPORTATION AND HOUSING AGENCY, SACRAMENTO

III. TRANSPORTATION CONSENT ITEMS

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

A. Section 5310 Program – 2006

Summary: In its State designated role as the Regional Transportation Planning Agency for Fresno County, Fresno COG serves as the Regional Evaluation Committee for Section 5310 grant applications. The purpose of the 5310 Program is to provide annual transportation capital grants aimed at serving the needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient, or inappropriate.

Eligible applicants include private nonprofit corporations, public agencies where no nonprofit corporations are readily available to provide the proposed service, and public agencies that have been approved by the state to coordinate services for elderly persons and persons with disabilities. Eligible equipment includes accessible vans and buses, communication equipment and computer hardware, and software that will provide support for the transportation system.

The State deadline for FY 2006 grant applications is March 3, 2006. COG staff has established an earlier deadline of February 13, 2006 for a regional review period. This will allow COG to check applications for completeness before they are submitted to Caltrans Headquarters in Sacramento.

This strategy has been effective in prior years and has resulted in the funding of a majority of our local agencies' projects. [SOBRADO]

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

B. Upcoming Transportation Awards – Call for Projects

Summary: The Federal Highway Administration (FHWA) and the California Transportation Foundation have each issued a “Call for Nominations” for their Annual Transportation Awards.

FHWA 2006 Transportation Planning Excellence Awards will be given in twelve different categories. These awards recognize outstanding initiatives across the country to develop, plan, and implement innovative transportation planning practices. Deadline for submittal of the Award Nominations is February 28, 2006. Information about the awards program and an online call for entries can be found at <http://www.fhwa.dot.gov/planning/tpea>. For additional information, contact Jody McCullough, at 202-366-2825, or via email, at jody.mccullough@fhwa.dot.gov.

The California Transportation Foundation is accepting nominations for their 17th Annual Tranny Awards. To nominate a Person, Project, or Program for the award, nominators are to create a two page submittal in ten easy steps using the format prescribed in the package. Nominations are due March 1, 2006 and can be emailed to swest@westdirections.com or physically mailed to:

California Transportation Foundation
581 La Sierra Drive
Sacramento, CA 95864
916-489-1629

[SOBRADO]

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

C. Air Quality: PM2.5 Project Level Analysis

Summary: Effective April 5, 2005, EPA designated 39 areas, including the San Joaquin Valley, as nonattainment for the PM2.5 air quality standard. Conformity determinations must be made by FHWA/FTA by April 5, 2006, or a conformity lapse will apply.

This deadline also affects individual project-level authorizations and approvals. After April 5, 2006, project-level conformity determinations must be made prior to final National Environmental Policy Act (NEPA) approval and/or project authorizations for non-exempt projects. This applies to project authorizations made after April 5, 2006, even if the final NEPA approval was before April 5, 2006.

Project-level conformity determinations will require that the project come from a conforming transportation plan/TIP or associated PM2.5 regional emissions analysis. In addition, a PM2.5 hot-spot analysis may be required. However, EPA has yet to finalize PM2.5 hot-spot requirements, and may not do so until March 31, 2006. Therefore, although project-level conformity determinations will be required after April 5, 2006, agencies may not know the final criteria and requirements for PM2.5 hot-spot analysis until only a few days before. FHWA and EPA will be discussing if they can offer further project level guidance prior to the release of the final rule. At this time, it has been suggested that agencies apply the current FHWA guidance for a qualitative analysis of the impact of the project on PM-10 emissions.

Caltrans, MPOs, and project sponsors may wish to closely examine their project schedules in PM2.5 nonattainment areas. Project schedules may require adjustment to either advance the scheduled approval or authorization to before April 5, 2006, or to allow additional time to allow for the project-level analysis. Please contact Fresno COG staff if you would like additional information. [PAUKOVITS]

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

D. Administrative Amendments No.16 and No.17 to the 2004-05 through 2009-10 Federal Transportation Improvement Program

Summary: Administrative amendment No. 16: This amendment was approved on October 26, 2005 by the Executive Director of the Council of Fresno County Governments as authorized by the Policy Board. This amendment consisted of modifications to the Transportation Enhancement Activities Program by the City of Fresno. The City of Fresno moved construction dollars in the total amount of \$210,200 from FY 2004/05 to FY 2005/06 on their Santa Fe Depot restoration project.

Administrative amendment No. 17: This amendment was approved on December 1, 2005 by the Executive Director of the Council of Fresno County Governments as authorized by the Policy Board. This amendment consisted of modifications to the Regional Surface Transportation Program by the City of Clovis. The City of Clovis increased construction funding of their A/C overlays project by \$64,300 total dollars in FY 2006/06 using City of Clovis funds previously designated to this project. [DEVERE]

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

IV. TRANSPORTATION ACTION / DISCUSSION ITEMS

A. PUBLIC HEARING: Adoption of Formal Amendment #18 to the 2004-05 through 2009-10 Federal Transportation Improvement Program, Resolution 2006-01

Summary: This amendment is a request by Caltrans, the County of Fresno, the City of Clovis, and the City of Fresno. This amendment provides for the addition of two new projects to the Federal Transportation Improvement Program (FTIP) and allows for the modification of four existing projects:

Demonstration Project Program

Rehabilitation, repair, and/or reconstruction- County of Fresno Project FRE040201. SAFETEA LU project demonstration dollars earmarked for this project will be added to construction in federal fiscal year (FFY) 06/07-08/09 in 40%, 40%, 20% allotments.

Rehabilitation, repair, and/or reconstruction- County of Fresno Project FRE040202. SAFETEA LU project demonstration dollars earmarked for this project will be added to construction in FFY 06/07-08/09 in 40%, 40%, 20% allotments.

Highway Bridge Replacement/ Rehabilitation Program (HBRR)

The Council of Fresno County governments receives a lump sum accounting from Caltrans for the HBRR program. Fresno COG updates the FTIP to reflect additions and adjustments to this account per Caltrans request.

HBRR Lump Sum- Caltrans Project FRE040501. Adjustment to currently programmed amounts to match Final HBRR Lump Sum Project List: Prior Years-\$1,324,000 in HBRR federal funds with a local match of \$172,000; FFY 04/05 \$4,424,000 in HBRR federal funds with a local match of

\$573,000; FFY 05/06 \$42,000 in HBRR federal funds with a local match of \$5,000; FFY 06/07 \$841,000 in HBRR federal funds with a local match of \$109,000; Beyond Years-\$23,659,000 in HBRR federal funds with a local match of \$3,065,000.

Regional Surface Transportation Program

Herndon Avenue Improvements Project- City of Clovis Project FRE040601. 80% of available SAFETEA LU project demonstration dollars earmarked for this project will be added to construction in FFY 07/08.

Friant Road Widening Project- County of Fresno Project FRE020647. 80% of available SAFETEA LU project demonstration dollars earmarked for this project will be added to construction in FFY 04/05-07/08 in 20% allotments.

State Transportation Improvement Program/ Regional Choice

180 Phase II Project- Caltrans Project FRE041109. Technical correction to programming of SAFETEA-LU dollars in FFY 07/08 and 08/09. Fund source changed from TEA21 to SAFETEA-LU for \$3,278,000 in FY 07/08 and \$4,322,000 in FY 08/09

Transportation Enhancement Activities Program

Santa Fe Depot Restoration Project- City of Fresno Project FRE041816. Changes include addition of language to the project description and the addition of funding into FFY 05/06. Language to be added- Anterior room, ADA improvements. Funding to be added- \$45,100 TE funds with \$5,900 local match to preliminary engineering; \$485,800 TE funds with \$62,900 local match to construction. Additional TE funds to this project are City of Fresno designated funds. [DEVERE]

Action: Staff, TTC and PAC recommend the approval of Formal Amendment No. 18 to the 2004-05 through 2009-10 Federal Transportation Improvement Program by the adoption of Resolution No. 2006-01.

B. PUBLIC HEARING: PM2.5 and Carbon Monoxide Air Quality Conformity Determination

Summary: An Air Quality Conformity Determination is required in nonattainment areas to ensure that transportation plans and programs are consistent with the state and local air quality plans and do not interfere with the timely implementation of transportation control measures. EPA designated nonattainment areas for the new PM2.5 standards, which became effective on April 5, 2005 for most areas. Conformity for the PM2.5 standards will begin to apply on April 5, 2006 for the San Joaquin Valley.

EPA has issued "multi-jurisdictional" guidance to clarify how nonattainment areas with multiple agencies, such as the San Joaquin Valley with 8 Metropolitan Planning Organizations (MPOs), should conduct conformity determinations. One regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO and then compiled in one regional emissions analysis. FHWA will then issue its conformity determination for all MPOs at the same time.

In addition, EPA published an approval for the 2004 Revision to the California State Implementation Plan for Carbon Monoxide, effective January 30, 2006. The San Joaquin Valley MPOs must use the new budgets for conformity determinations that will be considered for approval by the federal agencies after January 30, 2006.

The PM2.5 and Carbon Monoxide Air Quality Conformity Determination demonstrates that all of our adopted transportation plans and programs contained in the 2004 Regional Transportation Plan and the 2004-05 through 2009-10 Federal Transportation Improvement Program, as amended, are in conformance with the rules for the applicable air quality standards and conforms to provisions of the State Implementation Plans for the San Joaquin Valley.

A 30-day public review and comment period began on December 27, 2005 and will conclude the day of the public hearing on these matters. All 8 San Joaquin Valley MPOs must conclude their public comment period prior to adoption. Therefore, all public hearings will be held in January 2006, and the conformity documents will be adopted in February 2006. Fresno COG is currently scheduled to adopt the PM2.5 and Carbon Monoxide Conformity Determination at the Policy Board meeting on February 23, 2006. [BITNER/PAUKOVITS]

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

C. Fresno-Madera County Freeway Interchange Deficiency Study - Phase 1 Final Report

Summary: TJKM Transportation Consultants was selected in Spring 2004 to conduct Phase One of the Fresno-Madera County Freeway Interchange Deficiency Study. Utilizing a Caltrans FY 2002-03 Partnership Planning grant and following the collaborative guidance of a multi-jurisdictional Steering Committee consisting of the Regional Transportation Planning Agencies for Fresno and Madera counties, Caltrans District 06, and the impacted cities and counties, Phase One of the Freeway Deficiency Study focused on analyzing the implications of future population growth and its resultant vehicle trips on freeway interchanges within Fresno and Madera counties. The intent of the study was to identify those interchanges that were likely to need improvements to meet the projected volumes of traffic, the type of improvements that will be required and lastly to identify benefit zones and origins of impacts.

Gary Kruger, the project manager for TJKM will be present and will provide a detailed presentation on the Final Report. During Gary's presentation at the TTC meeting, John Wright (City of Clovis) expressed concern that the cost estimates included within the report did not include right-of-way costs. His concerns are that public administrators and elected officials may be misled by the figures contained in the report without that additional information. Mr. Kruger explained that the lack of right-of-way cost estimates in the report was driven by budget constraints on the project. He stated that a detailed right-of-way analysis would require much more time and money than was allotted for Phase 1. Tony Boren (Fresno COG) suggested that developing right-of-way cost estimates would be a logical element for Phase II of the study, which is slated to begin in spring of 2006.

The Executive Summary of the Final Report is included as an attachment. A complete copy of the final report is available on CD upon request. (BOREN)

Action: Staff, TTC and PAC recommend acceptance of the Fresno-Madera Co. Freeway Deficiency Study.

D. COG 2006 Regional Transportation Improvement Program Submittal

Summary: Staff will provide a verbal update on the 2006 Regional Transportation Improvement Program (RTIP) submittal process. Included in your agenda packet is an attachment outlining the strategy. [BOREN].

Action: Staff, TTC and PAC recommend approval.

E. SAFETEA LU – Cycle 2 Call for Projects

Summary: With the passage of the new Federal Surface Transportation Act, SAFETEA-LU in August of 2005, Fresno COG, acting in its role as a Metropolitan Planning Organization, can now begin the process of programming the future federal transportation revenues that will come to the Fresno Region. The three federal-aid programs are the Regional Surface Transportation Program (RSTP), the Congestion Mitigation and Air Quality Program (CMAQ) and the Transportation Enhancements (TE) program. It is anticipated that the following funding amounts will be made available for each of the three programs:

Program	Cycle II Funding Estimate
RSTP	\$16,428,869
CMAQ	\$28,524,240
TE	\$ 6,159,000
TOTAL	\$51,112,109

The tentative schedule for the Cycle II “Call for Projects” and attendant Federal Transportation Improvement Programming and Air Quality Conformity Determination processes are as follows:

January 11, 2006: Cycle II “Call for Projects” Process noticed at TTC
 January 19, 2006: SAFTEA-LU Subcommittee convenes to review scoring criteria
 January 26, 2006: COG Policy Board approves/initiates Cycle II “Call for Projects”
 March 1, 2006: Project submittals due
 March 2006: Scoring Committees convene and score projects
 April 2006: Modeling/Programming work completed/TTC/PAC/Board Approval
 June 2006: Public Hearing
 July 2006: FTIP Approval/Conformity Determination Adoption
 August 1, 2006: FTIP to Caltrans

(BOREN/PAUKOVITS)

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

F. Transportation Funding Status Report

Summary: 2006 promises to be a very interesting year for transportation in the state of California. Recent polling shows that transportation has emerged as one of the highest priority concerns of Californians. With this in mind, all three branches of the state legislature are looking closely at the state’s long term infrastructure needs and developing legislation to address the unmet needs. The following provides information on both the current efforts to undo the suspension of Proposition 42 transportation revenues and several infrastructure bonds that are currently under discussion.

1. Proposition 42

Prop 42: Approved by California voters in March 2002, Prop 42 took effect in July 2003, and designated the state sales tax on gasoline be used solely for its originally intended purpose--transportation, rather than the proceeds going to the state general fund, where the state legislature has often voted to spend the revenues on statewide needs other than transportation. Due to the fact that Prop 42 contains a clause that allows for its suspension in the case of a state fiscal emergency, this clause was invoked and Prop 42 was “suspended” during the 2003/04 and 2004/05 fiscal years. It was finally funded for the first time in FY 2005-06, with \$1.3 billion being made available for transportation.

In his budget address earlier this month, Governor Schwarzenegger announced the following:

- Restoration of Prop 42 in the upcoming FY 2006/07 state budget;
- Full payback of all previously diverted Prop 42 funds;
- Leadership on a constitutional amendment to fix the Prop 42 “loophole”

2. Future Bond Proposals

Infrastructure Bonds:

In his 2006 state of the State address, Governor Schwarzenegger unveiled for the first time his ambitious *Strategic Growth Plan* aimed at addressing California's long term infrastructure needs. The *Strategic Growth Plan* is a \$222 billion plan to rebuild and revitalize the state of California's aging infrastructure over the next decade. California's largest public project since the 1960's, the plan is to upgrade all types of infrastructure throughout the state, including transportation, education, prisons, ports and water projects.

The transportation component of the infrastructure bond proposal includes the following:

- Two \$6 Billion Bond Measures for Transportation - one in June, 2006 another in November, 2008;
- A Constitutional Amendment to permanently protect Prop 42 funds

In addition to these measures valued at \$25 billion, there are \$80 billion in additional transportation benefits projected over the next ten years, totaling \$105 billion for transportation out of a \$222 billion infrastructure package. The \$12 billion in bonds would include \$5.6 billion for highway projects currently included in Regional Transportation Plans and \$1 billion for improvements to State Route 99. Additional pieces of the transportation bond include:

- \$200 million for Intelligent Transportation Systems technology;
- \$500 million for intercity rail;
- \$1 billion for air quality and other port impacts (subject to a 50% local match);
- \$3 billion for trade corridors and goods movement (subject to an 80% match);
- \$1.5 billion for the State Highways Operations and Protection Program

The remaining \$80 billion in transportation benefits beyond the bonds and the Prop 42 protection would come from a number of sources including:

- Savings from the design build and design sequencing authority;
- Toll lanes and other projects funded through public-private partnerships;
- Increased federal funds;
- Local sales tax measures;
- Revenue bonds backed by gas tax revenues to be issued in 2015/16

With regard to the actual programming of projects developed with bond proceeds, it has been stated that they would not be listed in legislation (like the Davis TCRP) but instead would be nominated by the administration and adopted by the California Transportation Commission in a process similar to the Interregional Transportation Improvement Program.

In addition to the Governor's bond proposal, there are also other bond proposals that are under consideration in Sacramento. Senate Bill 1024 known as the Safe Facilities, Improved Mobility, and Clean Air Bond Act has been developed by Senators Don Perata and Tom Torlakson. As currently proposed, this bond would provide \$10.275 billion to significantly improve transportation mobility

and support housing programs in job centers. This bond is a multi-purpose bond in that it provides funding for a number of different purposes including transportation, housing, flood control, air quality, levee inspection and repair, and regional planning efforts. Included in your package, is a fact sheet which provides the funding details for the entire bond. (BOREN)

3. High Speed Rail

Senate Bill 1024 (Perata), the Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2005, declares the construction of the high-speed train network, as defined in the High-Speed Rail Authority's recently completed final environmental impact report, is a high-priority transportation infrastructure project for the state and should be constructed on an incremental basis. The bill states that the high-speed train network will serve intercity trips at a cost one-third that of highways and airports; is far more safe and reliable than the automobile and the plane; will be more environmentally friendly, save energy, and reduce air pollution; and will improve the state's economy and create 450,000 permanent jobs in California. The bond measure would provide the funding necessary for the first phase of activities, lasting a period of approximately four years.

The bill appropriates \$1 billion for this purpose, to be deposited in a newly-created California Rail Corridor Improvement Account. Funds become available upon appropriation by the Legislature to the High-Speed Rail Authority for expenditure on specific corridor segments and purposes. For the specific Bakersfield-Merced corridor segment, \$200 million is available for expenditure for project-specific level environmental studies, planning, engineering, right-of-way acquisition, and construction of grade separations, bridges, and tracks.

If the voters approve SB 1024, the High-Speed Passenger Train Bond Act for the 21st Century, a \$9.95 billion bond measure to fund the development of the high-speed train network and other passenger rail improvements, will be removed from the November 2006 ballot and will likely not be presented to the voters for a period of at least four years. [THOMPSON]

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

G. Measure C Reauthorization Update

Summary: COG staff will provide a verbal update on the status of the Measure "C" Reauthorization process. Included in your package are elements of the Measure "C" Reauthorization Expenditure Plan, the list of urban and regional projects to be constructed with the reauthorization monies and the Regional Transportation Mitigation Fee Policy as approved by the Measure "C" Steering Committee at their meeting held on Friday January 6, 2005. Also included are the survey results from the follow-up poll that was conducted by Strategy Research Institute in November 2005. (BOREN)

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

H. Caltrans Monthly Report

Summary: Caltrans staff will provide an update on Caltrans activities, provide a report on Caltrans collection of impact fees and a presentation on GoCalifornia. [CALTRANS]

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

COFCG Sitting As the Council of Fresno County Governments

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

VI. ADMINISTRATIVE CONSENT ITEMS

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

A. Executive Minutes of November 17, 2005

B. Fourth Quarter Progress Report for FY 2004-05

Summary: Included in your agenda packet is the Fourth Quarter Progress Report for the fourth quarter 2004-05 which is a summary of funds expended and work completed for each work element in the Overall Work Program.

[LAUCHNER/BESHEARS]

Action: Staff, TTC and PAC recommend acceptance of the report as completed.

C. Monthly Legislative Update

Summary: An enclosed summary of legislation passed in 2005 is in your agenda packet for committee review and information. The attached summary reflects legislation that was chaptered and details various aspects of transportation.

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

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

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. San Joaquin Valley Regional Blueprint Planning Grant – Update

Summary: Last September, the eight San Joaquin Valley COGs submitted a joint proposal to Caltrans to fund the Valley's first regional blueprint planning process. Key elements of the proposal include:

- The San Joaquin Valley Regional Blueprint will be a Valleywide vision of how we want our region to develop over the next several decades. This collaborative effort will be implemented at the local level, using local land use authority.
- The San Joaquin Valley Regional Blueprint is anticipated to work hand-in-hand with the Governor's recently established California Partnership for the San Joaquin Valley, which is charged with providing recommendations to improve the economic conditions of the San

Joaquin Valley. Both the Blueprint and the Partnership programs will have oversight by the Secretary of the Business Transportation and Housing Agency (BTH).

- The San Joaquin Valley Regional Blueprint Program will commence in January, 2006 and continue through December 2007.

In Mid December we, along with other Valley COGs, discussed our proposal on a conference call with staff at Caltrans Headquarters. While Caltrans is very impressed with our proposal, they could not recommend the funding levels we requested and still fund other worthy proposals. We are in the process of revising our work plan to accommodate a lower budget, but are optimistic that we will hear good news from the Governor and Secretary of BTH in the not too distant future. [STECK]

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

B. 2005-06 OWP Budget Amendment #2 – San Joaquin Valley Regional Blueprint Planning Grant

Summary: 2005-06 Overall Work Program Amendment #2 increases the budget a total of \$392,782. This amount represents Fresno COG's share in the event that the San Joaquin Regional Blueprint Planning Grant is awarded by Caltrans for the remainder of this fiscal year. If the grant is awarded, the eight Valley COGs will enter into an MOU which will define the roles and responsibilities of each partner. Merced Association of Governments will serve as lead agency for the eight Valley COGs on this project. [BESHEARS/STECK]

Action: Staff recommends approval of the 2005-06 OWP Budget Amendment #2, contingent upon the award announcement, with direction to staff to reconcile dollar amounts to the award, if needed.

C. Washington D.C. "One Voice" – Update

Summary: Plans for the fourth annual "One Voice" lobbying trip to Washington D.C. (February 11-16, 2006) are progressing nicely. Our contingent of public, private and non-profit sector representatives will include twenty-seven delegates this year – all primed to inform our elected representatives and federal agency staff about Fresno's regional priority projects. We are in the process of packaging the projects into fundable phases and preparing succinct yet compelling presentations on each. We will be meeting with the delegates toward the end of January to distribute materials and stage "dress rehearsals" on presentations. We are gratified at the number of sponsorships we are receiving, which will make it possible to assist some of the delegates with their expenses and cover other costs associated with the trip that cannot be charged to COG's state and federal funding sources. We are looking forward to continued success in building relationships at the federal level and enhancing funding levels on our regional priority projects. [STECK]

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

D. Sacramento "One Voice" – Update

Summary: In November, the Policy Board selected the lobbying firm of California Consulting LLC to represent Fresno COG's "One Voice" interests at the state level. After that meeting, Board Chairman Rodriguez called an ad hoc task force of Board representatives together to meet with the consultants to develop a list of priorities to promote in Sacramento sometime in March. The preliminary list that evolved includes: (1) Governor's proposed infrastructure bonds; (2) Goods Movement issue; (3) San Joaquin Valley Partnership; (4) Perata Bond; (5) Reinstatement of Prop. 42. Another ad hoc task force meeting will be held in January to refine the list and prepare a

recommendation for the Policy Board on January 26th. Transportation Technical Committee member John Donaldson (League of Women Voters) recommended that High Speed Rail be included on the list of priorities. [STECK]

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

E. COG Community Workshop and Policy Board Retreat

Summary: COG plays an essential role in our community's growth and transportation planning. We play a leadership role in transportation funding, planning and analysis. There is also a belief held by some that the role that COG plays may be unknown, unclear or perhaps too narrowly focused.

Throughout the state, some COG organizations have evolved into groups concerned with issues beyond transportation planning...into regional collaborative organizations...into simply more focused, County-based groups. It is clear that no significant change will occur in the Fresno County COG without attention to a plan, a vision and clear action steps to get us there.

It has been many years since the COG staff and Policy Board spent any considerable time considering the mission of the organization...or the vision for the organization moving into the next 5 – 10 years. Over the past several years, the Policy Board has indicated some interest in at least exploring the future vision of the organization...and the best way to do that is to first engage the larger community to generate some external input into the process. This community workshop is intended to engage stakeholders in the discussion of "what's possible" for the Policy Board to further refine and consider. We are proposing that COG host a community workshop followed by a Policy Board Retreat on May 5th and 6th.

Objectives:

- To engage community stakeholders in the process of creating a vision for the COG.
- To identify possibilities for further consideration by the Policy Board...what other value might COG add to the region, the County and/or the cities it serves?
- To generate input for staff to use in crafting the organization's one- and five-year business plans.

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

VIII. OTHER BUSINESS

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

COFCG Sitting As the Abandoned Vehicle Abatement Authority

IX. ABANDONED VEHICLE ABATEMENT – FY 2005-06 FIRST QUARTER PROGRESS REPORT

Summary: As stated in the 2003 Fresno County Abandoned Vehicle Abatement Service Authority Plan, the Fresno COG, as administrator of the AVA Program, shall submit a quarterly status report to the Fresno County Abandoned Vehicle Abatement Service Authority. The Service Authority has directed the quarterly status report first be presented to the Policy Advisory Committee for review and recommendation. Status reports are 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.
- 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 distribution of funding to the member agencies. For the first quarter of FY 2005-06, a total of \$223,760.55 in AVA funds was available for distribution to member agencies and to the Fresno COG for program administration. This amount includes \$1,041.99 of interest income and unexpended FY 2004-05 funds in the amount of \$30,491.77. During the quarter, member agencies expended \$165,911.84 conducting AVA activities and the Fresno COG claimed \$1,680 for program administration. A total of 1,094 vehicles were abated this quarter. [THOMPSON]

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

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