

**COUNCIL OF FRESNO COUNTY GOVERNMENTS
ANNOTATED AGENDA**

Date: Thursday, May 26, 2005

Time: 7:00 p.m.

Place: Fresno County Workforce Investment Board
2035 Tulare St., Suite 203, Fresno, CA

COFCG Sitting As the Transportation Policy Committee

I. 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.**

II. TRANSPORTATION CONSENT ITEMS

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

A. Transportation Development Act Final Estimates, Resolution 2004-13, Resolution 2005-14

Summary: The 2005-06 Local Transportation Fund (LTF) estimate of \$27,500,000 and State Transit Assistance (STA) estimate of \$1,919,548 are submitted for your approval. The LTF estimate is provided by the County Auditor Controller and reflects a \$2,256,900 (9%) increase from last year. The STA estimate is provided by the State Controller and reflects a \$278,399 (17.0%) increase from last year. Both use the latest population estimates as projected by the State Department of Finance. Because the estimate for State Transit Assistance is subject to changes during the fiscal year, staff requests that the methodology used for the STA apportionment be approved, allowing staff to adjust the numbers based on the population estimates versus coming back to the Board for formal action each time the fund estimate changes. Approval of the LTF apportionment and STA apportionment methodology is the first step towards requesting and receiving member agency claims. [BESHEARS]

Action: Staff, TTC and PAC recommend approval of the Local Transportation Fund Apportionment and the State Transit Fund apportionment methodology by approving Resolution 2005-13 and 2005-14.

B. Transit Planning Documents

1. Urban & Rural Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, 2005-06

Summary: Included in your agenda packet is the Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget, 2005-06 for the Fresno Urban and Rural CTSA. The document is designed to provide an overview of how and in what

manner the Consolidated Transportation Service Agencies will be providing service over the next fiscal year. The Social Service Transportation Advisory Council (SSTAC) reviewed the document on April 26th and recommended initiation of the 45-day review. [JOSEPH]

Action: Staff, SSTAC, TTC and PAC recommend concurrence with the initiation of the 45 day review of the document. The document is scheduled to be considered for adoption on June 30, 2005.

2. Clovis Consolidated Transportation Services Agency (CTSA) 2005-06 Operations Program & Budget

Summary: Included in your agenda packet is the Clovis Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget, 2005-06 for the Clovis Urban Area. The document is designed to provide an overview of how and in what manner the Clovis Consolidated Transportation Service Agency will provide service over the next fiscal year. The Social Service Transportation Advisory Council (SSTAC) reviewed the document on April 26th and recommended initiation of the 45-day review. [HALTERMAN]

Action: Staff, SSTAC, TTC and PAC recommend concurrence with the initiation of the 45 day review of the document. The document is scheduled to be considered for adoption on June 30, 2005.

3. Short Range Transit Plan for the Fresno Urban Area 2005-10

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

The Draft Short-Range Transit Plan must undergo a 45 day review process before the plan can be adopted by the Council of Fresno County Governments (COG) Governing Board. Upon completion of the 45 day review period, COG staff will prepare a final draft of the Plan. The Plan is scheduled for adoption by the COG Board on June 30, 2005. The Social Service Transportation Advisory Council (SSTAC) reviewed the document on April 26th and recommended initiation of the 45-day review. [VILLENEUVE]

Action: Staff, SSTAC, TTC and PAC recommend concurrence with the initiation of the 45 day review period for the document. The document is scheduled to be considered for approval by the COG Board on June 30, 2005.

C. Safe Routes to School "Call for Projects"

Summary: Caltrans District 6 has announced that the Safe Routes to School Program (SR2S) Guidelines and Application for the sixth cycle of funding are now available on the Local Assistance Program Website at:
<http://www.dot.ca.gov/hq/LocalPrograms/saferoute2.htm>.

To ensure sufficient time to evaluate and prioritize the Cycle 6 applications, local agencies must submit applications before **June 30, 2005** to Marvin Johnson, Caltrans District 6 Local Assistance Engineer. Questions regarding the Safe Routes To School Program should be directed to Mahsen Sanawi, District 6 Coordinator for the Program, at (559) 438-2867.

The Safe Routes To School program was established in 1999 and is now scheduled to sunset on January 1, 2008. The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling by students. The program achieves these goals by constructing facilities that enhance the safety for pedestrians and bicyclists. By enhancing the safety of the pathways, trails, sidewalks and crossings, the likelihood of attracting and encouraging additional students to walk and bike increases.

The funding level for this program is expected to be between \$24 and \$28 million for this sixth cycle and the remaining two cycles. The maximum reimbursement percentage for any Safe Routes To School project is 90 percent. The maximum amount of funds that will be allocated to any single project is \$450,000. [THOMPSON]

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

D. Metropolitan Transportation Commission -- Environmental Justice Lawsuit

Summary: The Metropolitan Transportation Commission (MTC) – the nine-county Bay Area’s Metropolitan Planning Organization and Regional Transportation Planning Agency has recently been sued for discrimination over funding patterns. The charges against MTC are that they discriminate against minorities by generously funding rail systems predominantly used by affluent white riders while shortchanging bus systems used by working class minorities. The plaintiffs suing MTC include AC Transit riders, Amalgamated Transit Union, Local 192; and Communities for a Better Environment. These plaintiffs are asking the U.S. District Court to declare the MTC in violation of the Fourteenth Amendment of the U.S. Constitution as well as federal and state civil rights laws. The lawsuit also asks that MTC be ordered to halt discriminatory funding practices.

The plaintiffs charge MTC with maintaining “separate and unequal transit systems: an expanding state of the art rail system, Caltrain and BART, for predominantly white, relatively affluent communities and a shrinking bus system, AC transit, for low-income people of color,” said attorney Bill Lann Lee, a former assistant attorney general for civil rights. AC transit serves a population that is nearly 80% people of color; BART and Caltrain, designed to serve white, suburban commuters, have a much higher percentage of white riders. Linda Lye, another attorney for the plaintiffs explained, “as a result of MTC’s knowingly discriminatory funding practices, AC Transit riders receive a public subsidy of only \$2.78 per trip, BART passengers receive more than double that -- \$6.14 – and Caltrain passengers receive a \$13.79, nearly five times more than AC Transit riders.”

The lawsuit is modeled on a 1994 Los Angeles case filed against the Metropolitan Transportation Authority by the Bus Riders Union. The settlement in that case resulted in a federal consent decree mandating improved services for urban riders including adding new buses, limiting fares and reducing overcrowding.

There has been no official comment from MTC regarding the lawsuit. [BOREN]

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

E. Inland Central California Collaborative Planning Assessment

Summary: In 2001, the Secretaries of the Business, Transportation and Housing Agency, the Environmental Protection Agency and the Resources Agency, signed a Memorandum of Understanding establishing the Tri-Agency Partnership. The Secretaries committed their departments to work collaboratively to promote infrastructure project delivery while protecting and enhancing the environment. The Subcommittee for Collaborative Planning (Subcommittee) was charged with identifying places around the state where growth pressures, infrastructure needs and environmentally sensitive lands were bound to collide and could benefit from integrated collaborative planning. The Subcommittee created this project to explore how collaborative planning efforts could integrate environmental considerations with infrastructure needs early in the planning process to expedite transportation project delivery and housing.

The Subcommittee selected a 12-county area of California, known in this report as the Inland Central California Region (Amador, Calaveras, Fresno, Kern, Kings, Madera, Mariposa, Merced, San Joaquin, Stanislaus, Tulare, and Tuolumne Counties) to examine potential opportunities for further collaborative planning. These counties were selected by the Subcommittee due to its recognition that these counties are experiencing the confluence of tremendous growth and transportation pressures in an area rich in resources, including highly productive agricultural land.

The general purpose of this study was to assess the current state of collaborative planning in this area and, if the assessment demonstrated ripeness for further efforts, recommend options to further collaborative planning. More specific goals were to identify:

- issues with promise for further collaborative planning efforts;
- experiences—both positive and negative—of significant players in the region around collaborative planning across issues, agencies, and regions;
- relevant political and institutional boundaries, structures, and relationships that serve to either enhance or inhibit collaborative planning in the region;
- projects and other ventures that have promise for productive planning across boundaries in the future; and
- potential state agency roles to further collaborative planning.

The Collaborative Planning Assessment was conducted by Common Ground: Center for Cooperative Solutions (Common Ground) of the University of California at Davis Extension. Common Ground conducted 160 confidential interviews, mostly by telephone, with a broad array of people representing the public, private, and nonprofit sectors and a broad spectrum of Inland Central California issues and geographic locations.

The full report is included in your agenda package for your review. [BOREN]

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

III. TRANSPORTATION ACTION / DISCUSSION ITEMS

A. Draft Transportation Concept Report, Interstate Route 5

Summary: As part of their long-range planning process, Caltrans develops a Transportation Concept Report (TCR). The TCR is a long-range planning document that establishes a planning concept or vision for a state highway corridor through at least the year 2030. Caltrans District 06 staff from the Office of System Planning will be present to give a presentation to the Policy Advisory Committee (PAC) on the draft Transportation Concept Report for Interstate Route 5. The draft Route Concept Report is included in the agenda packet.

Comments should be sent to Randy Treece, Caltrans District 06 System Planning, 1352 W. Olive Avenue, Fresno, CA 93728 or via email to randy_treece@dot.ca.gov.
[CALTRANS]

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

B. Freeway Service Patrol—Contract Approval

Summary: The Freeway Service Patrol (FSP), currently in its twelfth year of operation, is a public/private partnership program among Caltrans, the California Highway Patrol, the Fresno COG, and a local towing company. The State provides 80% of the program cost, with local funds comprising the remaining 20%. The FSP provides free assistance to morning and evening peak-hour commuters along freeway segments within the Fresno-Clovis Metropolitan Area. Where conditions permit, FSP tow truck operators provide quick-fixes such as provide a gallon of gasoline or diesel fuel, change a flat tire, provide a "jump" start, temporarily tape cooling system hoses and refill radiators, and similar minor repairs. If the disabled vehicle cannot be repaired within 10 minutes, it is towed to a CHP-identified drop location. By rapidly removing minor vehicle incidents from the freeway, the FSP is able to reduce congestion, secondary accidents, and vehicle emissions.

In response to a benefit/cost ratio calculated by Caltrans that falls considerably below the minimum threshold identified in the Statewide FSP Guidelines, staff of Caltrans District 6, CHP Central Division, and the Fresno COG recommended, and the COG Policy Board subsequently approved, several changes to Fresno's FSP program beginning in fiscal year 2005-06. These changes reduced the number of beats from four to three to eliminate freeway segments with relatively low levels of congestion, increased the hours per beat per day from four to four and one-half to better target afternoon commuter traffic, and allowed for multiple towing providers in order to inject more competition into the process and moderate contract costs. All of these changes were incorporated in the Request for Proposals that were mailed on March 14, 2005.

Notwithstanding these changes, Curtis Towing submitted the only bid in response to the RFP. Curtis Towing has been the towing provider for the FSP since program inception. However, Curtis Towing did propose the same hourly rate as for the previous three years, which will improve the program's benefit/cost ratio. After review of the written proposal, the FSP partners agreed to recommend the contract be awarded to Curtis Towing. The total amount of the contract shall not exceed \$235,400 per year for the three-year contract. This amount is based on a three beat program, approximately 1125 hours per beat per year, and an hourly rate of \$69.75. It is \$43,600 less than the current contract amount, primarily reflecting the change from a four-beat to a three-beat program. [THOMPSON]

Action: Staff, TTC and PAC recommend that the Fresno COG enter into a contract with Curtis Towing to provide towing service for the Freeway Service Patrol for fiscal years 2005-06 through 2007-08 in an amount not to exceed \$235,400 per year.

C. Programming Activities (Obligation Plan) Status Report

Summary: It is estimated that the various Transportation Planning Agency regions will have approximately \$1 billion of federal obligational authority (OA) for the current fiscal year ending September 30, 2005. As of February 28, 2005 only sixteen percent of this amount has been obligated. Caltrans advises that this represents the lowest delivery rate in recent years for this time of year. This year's anticipated Obligation Authority is greater than the year's Estimated Apportionment regions were provided and subsequently programmed. [Obligation Authority is "permission to spend", while the Estimated Apportionment is "permission to program".] Therefore Caltrans is now requesting regions to develop Obligation Plans that demonstrate how they will spend down their funding target, including potential advanced projects using their Expedited Project Selection Process.

Our 2004/05 Obligation Plan has been prepared and was submitted to Caltrans prior to the May 2 due date. In developing the Obligation Plan member agencies were requested to provide dates they would be prepared to obligate projects programmed in the current year of our adopted Federal Transportation Improvement Program. Agencies who wished to advance projects were also allowed to request an "expedite". Our Obligation target for 2004/05 is \$19,971,104. As of February 28, 2005 we have obligated \$3,373,033 leaving a balance of \$16,598,071. Our Obligation Plan details \$16,552,400 of current year obligations and an additional \$4,258,700 in expedited requests to advance projects from years two and three for a total of \$20,811,400.

The Obligation Plan was reviewed by the Project Delivery Subcommittee to discuss the treatment of the expedite request. The consensus of the committee was;

- For regional Obligational Authority target - Projects in the current year of the Federal Transportation Improvement Program take priority over expedited project requests.
- Expedited project requests from 2005/06 take priority over expedited project requests from 2006/07.
- If the Obligational Authority target is met, expedited projects can proceed subject to the availability of federal Obligational Authority redistribution (i.e. other **State's** unused funds made available to California and to regions, which would not require a payback of our programming target).
- Expedited projects may be used to meet the Obligational Authority target only if the Obligational Authority target cannot be met using projects programmed in the current year.

Caltrans has passed a new procedure for dealing with obligational authority (OA). A letter from Terry Abbott, Caltrans Division of Local Assistance is included in your agenda packet which explains the new procedure. To understand this new procedure I will reiterate how obligational redistribution works.

At the beginning of the year the state gets Obligational Authority (OA) in a lump sum from the federal government and distributes it to the regions by setting regional targets. This OA is "Use It or Lose It". California's policy is to never lose OA, so to ensure the target is met the state redistributes unspent OA from June 1 through the beginning of August. Stated differently that means that regions that have spent all their OA and have submitted an obligation plan demonstrating they can spend over their OA target are allowed to "spend" OA from other regions that have not demonstrated they can spend their share. Then from

about the second week of August until OA runs out in September, Caltrans redistributes federal OA (if available) from other states that couldn't spend it. Previously, the state's policy on the redistribution of statewide OA allowed an agency who delivered enough projects to expend their OA target and "borrow" OA from other regions and were not required to pay it back. The new policy stipulates that Caltrans will keep track of the initial OA targets during the redistribution of statewide OA and if an agency overspends their target and "borrows" from other regions, Caltrans will reduce the apportionment (programming) target for that agency the following year by the appropriate amount. **However, if the agency overspends using federal redistribution, there is no reduction in the following year's target.**

This is different from and highly complicates the strategy we have been pursuing where we would advance projects and not have to pay back the amounts over our obligation target during the statewide OA redistribution. We can, however, still attempt to take advantage of federal redistribution per our original strategy. The problem is one of timing. Keep in mind that OA is a moving target. We are setting in place a plan based on balances two months old, meanwhile the current environment changes as we plan. No one can predict with any precision when or if we will meet our target, when or if the state will run out of statewide OA, when or if federal redistribution OA will be available. All these factors are pertinent to the treatment of the expedited projects because if they are submitted after we have met our OA target but prior to federal redistribution being available, then all we are doing is allowing those projects to move ahead of others in our program by borrowing from the next year's program. Conversely, if we don't meet our OA target, keep the target OA open for stragglers too long a time, and fail to expedite the projects then we have actually lost programming capacity. All this thinking went into the Project Delivery Sub Committee's deliberations in arriving at the above recommended treatment of the Expedited projects. We are working closely with Caltrans to develop a method of monitoring the situation in order to use the redistribution period to maximum advantage. [BESHEARS]

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

D. Federal Reauthorization Bill—Status Report

Summary: The sixth extension of the Transportation Equity Act for the 21st Century (TEA-21) – the federal law authorizing highway and transit expenditures nationwide – expires May 31st. Congress is currently working on a new federal reauthorization bill that will fund highway, highway safety, and transit programs over the next six years in this country. Due to the ever changing nature of congress's progress on the reauthorization bill, staff will provide a verbal update on the status of reauthorization during the month of May. [BOREN]

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

E. Paying for the Bay Bridge – Statewide Impacts and Current Alternatives

Summary: There is current debate in Sacramento between bay area state legislative members and the administration on the design for the final 2,000 feet of the new eastern span of the San Francisco–Oakland Bay Bridge and how to pay for more than \$3.2 billion in cost overruns.

Simply speaking, the Administration's Proposal (AB 1714) calls for a new, more cost-effective concrete causeway or skyway design for the eastern span of the Bay Bridge and plans to pay for the cost overruns by charging a \$1 dollar toll increase on all state-owned toll bridges (which would mainly effect the Bay Area) and raise \$760 million for regional transportation improvements. The state would contribute \$300 million to demolish the existing eastern span, having as minimal an effect as considered reasonable to the other transportation planning regions.

Bay Area senators Don Perata and Tom Torlakson have crafted an alternative proposal (SB 1024) that relies on a \$1 bridge toll increase and a statewide transportation bond measure to finance the cost overruns, to include keeping the existing more expensive single-tower suspension design. This proposal has a higher cost impact to the other transportation planning regions in the state.

Staff will provide a verbal update on the state and local impacts of the above proposals including a potential loss of \$28 million in transportation funds to Fresno County if the Senators' bill is approved. [GOODWIN]

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

F. Measure C Steering Committee Update

- 1. Crafting Expenditure Plans for Self-Help Counties, June 10th Workshop**
- 2. Approval of Project Resource Support Consultant**

Summary: Included in your agenda packet is a flyer regarding the Measure C Workshop on June 10th entitled, "Crafting Expenditure Plans for Self-Help Counties". The cost is \$25 per person which includes lunch and materials. The registration deadline is June 3, 2005.

Proposals for the Project Resource Support Consultant have been evaluated and four consultants were chosen for interviews after this agenda was finalized and sent out. The interviews were scheduled for Monday, May 23, 2005. The results of that selection process will be reported to the Measure C Steering Committee meeting on the morning of May 26, 2005, with that committee's recommendation being forwarded to the Policy Board. Policy Board authorization is required in order for the Board Chair to sign a negotiated contract with the recommended firm. [GOODWIN]

Action: Request authorization for the Board Chair to enter into a contract with the selected firm, such selection being made by the Measure C Steering Committee.

G. Alternative Funding Strategy to Provide for Completion of State Route 180 West-Phase II

Summary: As has been discussed previously, there is currently a projected funding shortfall for the State Route 180 West Project-Phase II. Fresno COG staff has been meeting with all of the involved stakeholders over the last several weeks in an attempt to craft a funding strategy that will allow the project to move forward in a timely manner. Although it is still very preliminary, it appears that there may be a funding strategy that will allow us to take advantage of available and potentially available federal demonstration funding in combination with State Highway Operations & Protection Program (SHOPP) funding to move the project forward. At the March 30, 2005 Fresno County Transportation Authority Board meeting, the City of Fresno requested the Board to defer taking action on

pursuing design of a less expensive option (4-Lane “Expressway” from Brawley to the Hughes/West Diagonal), to allow time to pursue additional funding sources that would allow the segment to be built to full freeway standards. Since then, two possible funding sources have been identified that can complement the currently programmed Measure “C” funds in order to design and construct the full freeway project. One possible source is the new House version, a.k.a. TEA-LU, of the Federal Surface Transportation Reauthorization Act. TEA-LU currently contains \$9.5 mil. in earmarked funding (Costa) for the project, which is subject to approval by the Senate and President. The other possible funding source is from the existing Federal Demonstration Funds earmarked for the Mendota- East Widening Project. Per discussions with Caltrans District 06 staff, the State is willing to contribute \$5.2 mil. from their State Highways Operations Protection Program (SHOPP) to that project in anticipation that \$5.2 mil in existing Federal Demonstration Funds be used to help fully fund the freeway project. Assuming only \$5.2 mil. is available from this source, the construction of the Frontage Road will have to be deferred to some future date.

In the event that we are successful on both fronts and funding becomes available from both sources, then “potentially” \$6 mil. of Measure “C” funds identified for the project could be applied toward the State Route 180 E urban projects. Full funding for the State Route 180 West Freeway project from Brawley to the Hughes/West Diagonal will be addressed in the 2005 Measure “C” Expenditure Plan.

Attached you will find a spreadsheet that provides further detail for each funding strategy. The FCTA Board is scheduled to hear the item at its May 11th, 2005 meeting. [BOREN]

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

H. Caltrans 1995 Evaluation of Highway Routes that Could be Relinquished to Local Agencies – Performance Review

Summary: The Report of the California Performance Review entitled Government for the People for a Change contains four volumes of comprehensive recommendations to reform and revitalize California’s state government. The Report states these recommendations have the potential to save the state \$32 billion over the next five years and guide California’s government into the 21st century. One recommendation calls for the relinquishment of about 6,500 lane-miles of the State Highway System to local agencies, thereby saving the state the ongoing costs of maintaining these facilities. The recommendation consists of four elements which are listed in the enclosure for this item along with other information related to the recommendation.

There are several highway segments within Fresno County that could potentially be affected by this recommendation. These segments are listed in the enclosure for this item. However, Randy Treece, Chief, Office of System Planning in Caltrans District 6, indicates there has been no legislative or budgetary action to implement this recommendation and none is expected at this point.

This is, however, something we all want to watch, especially as the topic is still on Caltrans’ website, and the listing of the highway segments is now shown as a “new” item on the website. [THOMPSON]

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

I. Development of Request for Proposal (RFP) for Lobbying Activities

Summary: Following lengthy discussions at last month's Policy Board meeting, a decision was made to hire California Consulting Services (Steve Samuelian) to provide lobbying services for state issues associated with obtaining an Interstate designation for State Route 99. The term of the contract was set at sixty days. In addition the Policy Board gave direction to staff to develop a Request for Proposal (RFP) for lobbying activities to be issued immediately after the expiration of the contract. [GOODWIN/BOREN]

Action: In order to facilitate development of the RFP, staff is proposing to put together a subcommittee consisting of the Chairpersons of each of our COG committees (TTC, PAC & Policy Board) and one other member of each of the committees. The subcommittee would focus primarily on identifying the scope of work for the lobbyist as well as some of the specific tasks or contacts that COG believes should be utilized by the consultant. In order to provide the information to the Policy Board within the specified timeframe and for the Board's June meeting, the drafting work needs to begin right away.

J. Caltrans Monthly Report

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

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

COFCG Sitting As the Council of Fresno County Governments

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

V. ADMINISTRATIVE CONSENT ITEMS

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

A. Executive Minutes of April 28, 2005

B. Smart Growth Implementation Assistance

Summary: The Development, Community and Environment Division in U.S. EPA's Office of Policy, Economics and Innovation is seeking applications from communities that want to develop in ways that meet environmental and other community goals. A team of multidisciplinary experts will provide technical assistance to communities that are selected.

Communities around the country are interested in fostering economic development, protecting their environmental resources, enhancing public health, and planning for growth, but they may lack the tools, resources, or information to achieve these goals. EPA can help communities overcome these roadblocks by providing evaluation tools and expert analysis

EPA is soliciting applications from communities that want help with either policy analysis (e.g., reviewing state and local codes, school siting guidelines, transportation policies, etc.)

or public participatory processes (e.g., visioning, alternatives analysis, build-out analysis, etc.). Selected communities will receive assistance from a team of experts organized by EPA and other national partners to work with local leaders.

For more information and application materials, please go to:

http://www.epa.gov/smartgrowth/sg_implementation.htm [DANSBY]

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

C. Regional Clearinghouse

1. **Van for Transporting Inmate Work Crew to City**
CITY OF SAN JOAQUIN
2. **Police Car**
CITY OF SAN JOAQUIN

Summary: The Regional Clearinghouse is a process of informing local agencies of federal grant requests, providing an opportunity to comment, and potentially avoid duplication of effort. Clearinghouse items are brought before the Policy Advisory Committee (PAC) and, if appropriate, the Transportation Technical Committee (TTC) for review and comment. Any resulting TTC/PAC comments, and any comments received from other agencies as a result of the Clearinghouse notification process, are noted on a monthly report brought forward to the Fresno COG Policy Board. [BOREN]

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 any item should be pulled from the consent calendar, discussion and comment by the Board members and the public will be taken.

VI. ADMINISTRATIVE ACTION DISCUSSION ITEMS

A. 2005-06 Overall Work Program and Budget, Resolution 2005-04

Summary: The final draft 2005-06 Overall Work Program and Budget (OWP), a memorandum highlighting significant changes from the February 2005 draft OWP, and the original February memorandum discussing the significant aspects of the proposed 2005-06 work program are included in the agenda package. The overall budget amount for the final OWP of \$4,426,903 is \$556,236 higher than expected in the original February draft, due to awarded grants now reflected within the Work Program.

Appendix E of the final OWP summarizes all comments received during the review period together with responses to the comments. The Intermodal Planning Group, consisting of representatives from Federal Highways Administration, Federal Transit Administration and Caltrans met on March 17th to review the document. The responses to comments and the OWP itself were found to be adequate. The document has completed the 45 day review period and is ready for final approval.

At the PAC meeting Paul Marquez (Caltrans) noted corrections were needed in Work Elements 170 [Regional Transportation Plan] and Work Element 311 [Public Information and Participation] to match the staff comments in Appendix E. Staff, on checking the document, concurred and corrections will be made in the final adopted document. Staff will

highlight for the Board the minor corrections that need to be made at the Board meeting.
[BOREN]

Action: Staff, TTC and PAC recommend approval of the 2005-2006 Overall Work Program and Budget by approval of Resolution 2005-04.

VII. OTHER BUSINESS

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

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