

**POLICY ADVISORY COMMITTEE
ANNOTATED AGENDA**

Date: Friday, July 15, 2005
Time: 10:00 a.m.
Place: COG Conference Room

I. 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.**

Item	Description	Enclosure	Action*
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II. ELECTION OF CHAIR & VICE CHAIR

III. 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. Executive Minutes of June 17, 2005

B. Transportation Funding Claims

1. City of Coalinga, 2005-06, Resolution 2005-26
2. City of Fowler, 2005-06, Resolution 2005-32
3. City of Huron, 2005-06, Resolution 2005-33
4. City of Kerman, 2005-06, Resolution 2005-27
5. City of Kingsburg, 2005-06, Resolution 2005-28
6. City of Parlier, 2005-06, Resolution 2005-29
7. City of San Joaquin, 2005-06, Resolution 2005-30
8. City of Selma, 2005-06, Resolution 2005-31

Summary: The Cities of Coalinga, Huron, Kerman, Kingsburg, Parlier, San Joaquin, and Selma have submitted their 2005/06 Transportation Development Act Claims. The amounts claimed for Local Transportation Funds (LTF) and State Transit Assistance (STA) funds are:

Jurisdiction:	LTF Fund:	STA Fund:	Total Funds:
City of Coalinga	529,158	25,521	554,679
City of Fowler	146,510	8,760	155,270
City of Huron	217,364	12,996	230,360
City of Kerman	354,890	21,219	376,109
City of Kingsburg	348,136	20,815	368,951
City of Parlier	393,739	23,542	417,281
City of San Joaquin	112,245	6,711	118,956
City of Selma	694,318	41,514	735,832

Staff has reviewed the claims and finds the amounts consistent with apportionments previously approved by the Board. [BESHEARS]

Action: Staff recommends approval of the funding claims by adopting Resolutions 2005-26 thru 2005-33.

C. Administrative Amendments No. 06 and No. 07 to the 2004-05 thru 2009-10 Federal Transportation Improvement Program

Summary: Administrative amendment No. 06 was requested by the City of Fresno and approved on June 1, 2005 by the Executive Director of the Council of Fresno County Governments Policy Board. Change was made to the Regional Surface Transportation Program (RSTP) construction phase funding of the lump-sum traffic signals project (FRE020622). The original programmed amount of \$215,000 in FFY 2004/05 has been divided into \$175,000 for preliminary engineering phase funding and \$40,100 for right of way phase funding in the same FFY.

Administrative amendment No. 07 was requested by the Southwest Transportation Agency and the cities of Fresno, Parlier, and Mendota. This amendment was approved on June 22, 2005 by the Executive Director of the Council of Fresno County Governments Policy Board. Change was made to the RSTP and Congestion Mitigation and Air Quality (CMAQ) programs limited to FFY 2004/05. Changes to the RSTP program by the City of Mendota included the addition of funding to the A/C overlays project (FRE020629). Changes to the CMAQ program by the City of Fresno and the City of Parlier included funding changes between the various project phases. The City of Fresno's pedestrian trail project (FRE020133) moved funds between preliminary engineering and right of way phases. The City of Parlier's pedestrian facilities project (FRE020145) moved funds between the preliminary engineering and construction phases. The Southwest Transportation Agency CNG school bus project (FRE041406) was moved from CMAQ (transit) to CMAQ (non-transit) to match the source of the bus funding. [DEVERE]

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

D. Federal Highways Administration Triennial Certification Review Results

Summary: Fresno COG has received notification from the United States Department of Transportation that both the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA) have completed their Triennial Certification Review process for the Council of Fresno County Governments (attached). The result of the review is that FHWA and FTA have found no major deficiencies in the overall transportation planning process utilized by Fresno COG and there are no corrective actions required. Based on this information FHWA and FTA are jointly certifying Fresno COG's transportation planning process. A complete presentation of the "draft" Certification Findings was given to our COG committees (TTC, PAC & Policy Board) in March, 2005. The final report and draft report are identical in their findings; therefore staff recommends the Policy Board accept the Triennial Certification Report as presented. [BOREN]

Action: Staff recommends acceptance of the Certification Review Results as presented.

E. Assessing Needs and Identifying Opportunities for ITS Applications in California National Parks

Summary: The increase in tourism in California's national parks has created new transportation challenges for park administrators. A balance must exist between visitor experience, resource protection, and the transportation system to ensure a successful national parks experience. Fresno COG staff recently had the opportunity of participating in a study conducted for the California Department of Transportation, Division of Research and Innovation. The study "*Assessing Needs and Identifying Opportunities for ITS Applications in California's National Parks*" sought to understand the transportation needs within California's national parks and the ability of intelligent transportation systems (ITS) to act as a solution to those needs. The two national parks that were the focus of this study were Golden Gate National Recreation Area and Sequoia and Kings Canyon National Parks. The transportation needs of these two parks were assessed via stakeholder meetings and visitor surveys. The visitor surveys indicated a willingness of visitors to proactively utilize ITS solutions in National Parks (ex. use of internet to find out current park conditions). From the study a variety of theme recommendations were developed that could be implemented in these parks to resolve potential problems regarding: experience, resource protection, and transportation. One product of this study was the development of several checklists that other parks may use in their exploration and understanding of ITS. This project is currently in the deliverables phase which will include the development of an outreach video, a review of ITS measures of effectiveness, and ITS architecture and integration case study.

A copy of this study is available in the COG library. [DEVERE]

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

F. Governor's Executive Order—California Partnership for the San Joaquin Valley

Summary: On June 24, 2005, Governor Schwarzenegger announced the signing of Executive Order S-05-05 (attached) which establishes the California Partnership for the San Joaquin Valley.

1. The Partnership is composed of eight state government members, eight local government members and eight private sector members, in addition to two deputy chairs as provided in section 2. The Secretary of the Business, Transportation and Housing Agency; Secretary for Education; Secretary of the California Environmental Protection Agency; Secretary of the Health and Human Services Agency; Secretary of the Labor and Workforce Development Agency; Secretary of the Resources Agency; Secretary of the State and Consumer Services Agency; and Secretary of the Department of Food and Agriculture shall serve ex officio as the state members. ***The local government members shall be appointed by the Governor from a list of three elected officials submitted by each of the eight Councils of Government from the following counties: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern.*** Eight private sector members shall also be appointed by the Governor. All members shall serve at the pleasure of the Governor, and without compensation.
2. The Secretary of the Business, Transportation and Housing Agency is the chair of the Partnership; the Governor will appoint two additional members, one local government representative and one private sector representative, to be deputy chairs.

3. The Partnership shall meet at least once quarterly for the conduct of its business. It may also host town hall meetings in the Valley in addition to or in conjunction with its quarterly meetings.
4. The Partnership shall perform the following duties:
 - (a) Identify projects and programs that will best utilize public dollars and most quickly improve the economic vitality of the Valley, especially those that leverage federal, state, local and private sector resources in a coordinated effort to address critical needs in the Valley.
 - (b) Work with members of the state's Congressional delegation and federal officials, including the federal Task Force for the Economic Recovery of the San Joaquin Valley, to gain federal support for projects identified by the Partnership as critical to the region.
 - (c) Partner with the University of California, California State University, community colleges, and the state's other research and educational institutions, as well as private foundations, to provide guidance, advice and encouragement in support of studies of particular interest and importance to the Valley.
 - (d) Review state policies and regulations to ensure they are fair and appropriate for the state's diverse geographic regions, including the San Joaquin Valley, and determine whether alternative approaches can accomplish goals in less costly ways.
 - (e) Recommend to the Governor changes that would improve the economic well-being of the Valley and the quality of life of its residents.
 - (f) Develop by October 31, 2006, a San Joaquin Valley Strategic Action Proposal that provides recommendations to improve the economic conditions of the San Joaquin Valley. The proposal shall be in the form of a report to the Governor, to the Board of Supervisors of the counties identified in section 1, and to the City Council of each city within those counties. The Partnership shall also send progress reports after each meeting. The reports shall focus on recommended strategies at each level of state government for sustainable economic growth that will create jobs and improve environmental quality in the region, while empowering local communities and encouraging entrepreneurialism.
5. The Business, Transportation, and Housing Agency shall provide administrative support to the Partnership out of existing resources. The Director of Finance may accept monetary gifts for the support of the activities of the Partnership
6. Unless extended by another executive order, the Partnership shall terminate its business and cease to exist on November 1, 2006.
7. This order does not alter the existing authorities or roles of the executive branch departments, agencies, or offices. Nothing in this order shall supersede any requirement made by or under law.

Due to the timing of the Governor's announcement and the need to have the COG Policy Board provide its three nominations to the Governor in a timely manner, this issue was placed on the June 30, 2005 Policy Board agenda as an "Urgency Item". The COG Board nominated the following three elected officials: Mayor Alan Autry (City of Fresno); Mayor Ron Lander (City of Coalinga) and Mayor Leland Bergstrom (City of Kingsburg). [BOREN]

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

G. Third Quarter Progress Report

Summary: Enclosed in your agenda packet is the 2004-05 Third Quarter Progress Report which is a summary of work accomplished and funds expended for each work element during the third quarter of 2004-05. [BESHEARS]

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

H. 2005-06 OWP Amendment #1—Partnership Planning Grants

Summary: Caltrans Headquarters has recently announced the award of three grant awards for transportation planning studies to be conducted in Fresno County. In total, \$515,000 of state/federal funds have been awarded to the three Partnership planning grants. In addition, \$30,000 in LTF funds will be carried over to provide the funding match and \$60,000 of in kind contributions will be made from participating agencies.

Work Element 121-South East Asian Transit Ridership, is a \$55,000 project to promote countywide ridership for low income and minority Hmong and Laotian communities. \$50,000 will be provided by the grant and \$5,000 of in kind will be provided by the sub grant recipient Lao Veterans of American Institute.

Work Element 123--Fresno-Madera Counties Freeway Interchange Deficiencies Study Phase II, is a follow up to Phase I of the study which is nearing completion. Phase II will provide a more detailed analysis of the "below threshold interchanges" to determine cost-effective solutions, as well as a financial plan and implementation plan. The consultant contract for the study will be \$270,000 and participating agencies will provide \$30,000 in kind contributions. \$30,000 in LTF funds will be carried over to provide match for the consulting contract and our share of the participating in kind.

Work Element 952—Yosemite Village Revitalization is intended to develop land use and development policy for the 300 acre Yosemite Village housing project. The City of Fresno Housing Authority and the Fresno West Coalition and Economic Development Agency will be sub recipients and provide \$25,000 in kind contributions to the \$250,000 project. [BESHEARS]

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

I. Monthly Legislative Update

Summary: An enclosed summary of current state and federal legislative activity is in your agenda packet for committee review and information. The attached summary reflects legislation that is currently active and detailing various aspects of transportation.

Fresno COG's current policy is that staff will not directly recommend support or opposition to legislate policy issues (bills, propositions, etc.) but that any such recommendation or consideration for action by the COG Policy Board can be initiated at the individual request of any of our members.

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

a. Transportation Reauthorization

Information regarding the reauthorization is included in your agenda package.

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

J. Regional Clearinghouse Consent Calendar

**1. Head Start-Preschool and Early Head Start –
Cost of Living Adjustment 2005
FRESNO COUNTY EOC**

Summary: Your agenda package includes this month's Clearinghouse Calendar containing "Project Notification and Review Reports" for grant proposal.

Fresno County Economic Opportunity Commission is applying for Head Start-Preschool 1.35% Cost of Living Adjustment in the amount of \$261,086 (Federal) and 1.35% Early Head Start Cost of Living Adjustment in the amount of \$19,240.

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.

K. FCRTA Item – 2004-05 Federal Transit Administration Section 5311 Grant Application, FCRTA Resolution 2005-11

Summary: FCRTA Staff is preparing the 2005-06 Federal Transit Administration (FTA) Section 5311 Operating Assistance Grant Application for submittal to COG and Caltrans. Our adopted 2005-06 FCRTA Budget reflects a Fresno County Regional Apportionment of FTA Section 5311 funds in the amount of \$459,001. Resolution 2005-11 is included in the agenda package for Board action following an opportunity for public comment. [WEBSTER]

Action: The General Manager recommends approval of the Application by adopting Resolution 2005-11.

IV. ACTION / DISCUSSION ITEMS

A. Formal Amendment No. 8 to the 2004-05 thru 2009-10 Federal Transportation Improvement Program, Resolution 2005-34, CONTINUED PUBLIC HEARING: 07-21-05

Summary: Formal amendment No. 08 follows the recommendation of the Department of Transportation to incorporate part of a \$35 million of Federal Demonstration fund project into the 2004-05 through 2009-10 Federal Transportation Improvement Program. The \$8.8 million encumbered will be placed into the State Highway Operations and Protection Program (SHOPP) for the roadway rehabilitation project on Route 180, a project that is necessary to rehabilitate the roadway and raise the grade to prevent flooding. This formal amendment will be considered final pending receipt of an agency designation letter from Senator Jim Costa. The money incorporated into this preexisting project will be divided between right of way phase funding and construction phase funding. Information regarding this amendment will be handed out at the meeting. [DEVERE]

Action: Staff recommends approval of Formal Amendment No. 08 by approval of Resolution 2005-34.

B. AB1012 - Loan Agreements between Regions

Summary: Caltrans newly developed process for tracking obligational authority includes a loan process that is simple and transparent. Regions can loan and borrow each other's obligational authority "by wire", by shifting apportionments/OA from one account to the other in the agreed upon Fiscal Year's with a brief Memorandum of Understanding between the agencies. Sacramento COG has voiced an interest in borrowing up to \$8 million through such an arrangement. We still have commitments from our members to expend our estimated remaining \$12 million in current year obligation authority this year, but due to the complexity and timing that is involved in the process, we don't know if it is going to be possible to achieve our goal. Rather than leave unspent obligational authority on the table we may prefer to loan some of it to Sacramento or another willing regional entity and this would give us a larger target for next year when the loan is repaid. Conversely, if everyone delivers as promised we may be in the market to borrow someone else's obligational authority to expedite projects. However, the schedule of the process would prevent us from requesting formal board authorization to make the loan when it became urgent. Therefore, we are requesting authorization to borrow or loan excess obligational authority to other regions should it become necessary to maximize the program. This only works if there is another region able to spend the money. [Beshears]

Action: COG Staff recommends that the Committee grant the Policy Board Chairman and Executive Director authority to enter into agreements to loan or borrow federal obligation authority with other regions to maximize the federal aid program, if it becomes apparent that the Fresno region will lose funds if a loan is not executed.

C. Status Report--Signal Synchronization, Fresno-Clovis Metropolitan Area

Summary: The City of Fresno has been requested to provide a status report on the signal synchronization program that is currently underway. City of Fresno staff will be making a presentation to the Committee. [BOREN]

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

D. State Route 99—Pursuit of Interstate Designation Status Report

Summary: Staff will provide a verbal update on the pursuit of an Interstate designation for State Route 99. [GOODWIN]

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

E. Bay Bridge Funding Update

Summary: As was discussed at last month's meetings, two different pieces of state legislation had been proposed by both Governor Schwarzenegger (AB 1714) and Senator Pro-Tem Perata (SB 1024) in an effort to identify funding strategies to eliminate the \$3.6 billion funding shortfall that has been identified for the San Francisco-Oakland bay bridge reconstruction. On June 28, 2005 The Governor and Senator Perata announced a

compromise solution different from both of the proposed bills that both sides could agree with. Under the agreement which must be approved by the legislature:

- o The bridge design will remain the Self-Anchored Suspension span chosen by Bay Area officials and existing in current law.
- o The State will contribute an additional \$630 million to the total retrofit program to pay for the demolition of the old Bay Bridge (\$300 mil.), cost increases on the Richmond-San Rafael Bridge (\$250 mil.), and increased Caltrans costs (\$80 mil.) of the total program. Beyond the demolition funds, none of the increased state share will come from the General Fund or from funds allocated for other transportation projects in the state.
- o The remaining costs will be covered by toll revenues. A toll increase of \$1 on all state-owned bridges in the Bay Area will take effect on January 1, 2007.
- o Authority over all state owned toll bridge revenue in the region will be transferred to Bay Area Transportation Authority (BATA) allowing for cost-effective bonding against future revenue. BATA will have the responsibility for ensuring sufficient funding for completion of the bridge, including any future cost increases. No further state legislation will be required.
- o Recognizing this joint responsibility, BATA will share in management of the project's completion with Caltrans.
- o Since BATA will now control all state –owned bridge toll revenue, it will also assume financial responsibility for maintenance of the seven bridges in the region, once the bridge retrofit and replacement work is completed.
- o Completion of the bridge is projected for 2012-13. [BOREN]

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

F. Status Reports

1. **STIP Fund Estimate**
2. **Performance Measures for STIP funded projects**
3. **Advancement Opportunities**

Summary: Staff will provide a verbal update and related hand-outs on the identified State Transportation Improvement Program issues at the meeting . [BOREN]

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

G. Measure C Update

Summary: Staff will provide a verbal update on the Measure “C” Reauthorization Steering Committee process. [GOODWIN]

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

H. 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 Committee.

I. California Regional Blueprint Planning Program

Summary: Last month, Caltrans announced a new planning grant program-- *The California Regional Blueprint Planning Program*. The Regional Blueprint Planning program is a voluntary, competitive grant program that will initiate or augment existing efforts of Metropolitan Planning Organizations (MPOs) and Councils of Government (COGs) to conduct comprehensive scenario planning that results in consensus by regional leaders, local governments and stakeholders on a preferred growth scenario - or "blueprint" – that achieves the objectives delineated below for, at minimum, a twenty-year planning horizon (through 2025). Scenario planning enables public officials and other participants to more realistically evaluate future land use patterns and their potential impacts on the region's transportation system, housing supply, jobs-housing proximity and balance, environment and natural resources. It is intended to better inform regional and local decision-making and to foster consensus on a vision and preferred land use pattern.

This program will contribute to the vision of improved quality of life within California by addressing future growth on a twenty-year horizon through the integration of transportation, housing, land use, environmental resources, other infrastructure, and services. This integration will result in a more efficient and effective transportation system and land use pattern to achieve the three outcomes (3Es) that define quality of life - prosperous economy, quality environment, and social equity (more equal opportunity) - for all Californians. The program will incorporate the goal that the region as a whole and each jurisdiction, to the extent possible, should strive to "take care of our own" by planning for and being prepared to accommodate a sufficient housing supply to match natural population increases and workforce needs for all income categories.

The program will provide funds for regional collaborative decision-making and adoption of a "blueprint" for local growth that will: (1) foster a more efficient land use pattern that (a) supports improved mobility and reduced dependency on single-occupant vehicle trips, (b) accommodates an adequate supply of housing for all incomes, (c) reduces impacts on valuable habitat, productive farmland, and air quality, (d) increases resource use efficiency, and (e) results in safe and vibrant neighborhoods; (2) provide consumers more housing and transportation choices; (3) improve California's economic competitiveness and quality of life; (4) reduce costs and time needed to deliver transportation projects through informed early public and resource agency involvement; and (5) secure local government and community support, including that of under-represented groups, to achieve the resulting comprehensive vision through including innovative computer models and public involvement activities.

This program is intended to complement and leverage existing resources of both small and large MPOs and COGs to implement integrated planning. Both ongoing and new regional scenarios planning initiatives are eligible for funding. Eligible applicants are MPOs with the concurrence of the COGs in their region. [Contracts will be administered through existing Master Fund Transfer Agreements with MPOs.]

All Regional Blueprint proposal shall be developed in collaboration with a broad range of public and private stakeholders, including local elected officials, city and county agencies, civic organizations representing business, labor, environmental, and community leaders, neighborhood groups, and the general public. Connection to existing interregional

partnerships, studies in progress, and modeling enhancements is essential. The Regional Blueprint proposal shall be based on a minimum twenty-year horizon. The resulting products shall identify **efficient and effective transportation system alternatives and preferred land use patterns.**

Proposed projects should evaluate how regions can address:

1. Improving mobility and accessibility through a combination of strategies and investments.
2. Reducing dependency on single-occupant vehicle trips by:
 - Fostering designs that enable more walking and bicycling for healthier communities
 - Reducing the growth in traffic congestion and making more efficient use of existing transportation infrastructure through comprehensive transportation system management;
 - Encouraging public transit usage, ridesharing, walking, and bicycling;
 - Deploying transportation demand management practices (which may include economic incentives and value pricing);
 - Promoting mixed-use development and increasing housing and commercial development around transit facilities and in close proximity to employment centers;
 - Promoting equity in growth and development by rehabilitating, maintaining, and improving existing infrastructure that supports infill development and appropriate reuse and redevelopment of previously developed land.
3. Accommodating a sufficient housing supply within the region (and within each sub-region and jurisdiction to the extent possible) to match population increases and workforce needs for the full spectrum of the population (very low, low, moderate and above moderate income households) over the next 20 years.
4. Minimizing impacts on valuable habitat and productive farmland.
5. Increasing resource use efficiency, including energy, water, and building materials conservation. [BOREN]

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

J. Office Space Status Update

Summary: COG Staff will provide update. [Boren]

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

V. 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.**