POLICY ADVISORY COMMITTEE

ANNOTATED AGENDA

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

I. PRESENTATIONS

A. 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

II. CONSENT ITEMS

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

A. Executive Minutes of March 18, 2005

B. Transportation Funding Claim – City of Huron 2004-05, Resolution 2005-10

Summary: The City of Huron has submitted their 2004/05 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 Huron	$ 203,107	$ 9,672	$ 212,779

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

Action: Staff recommends approval of the funding claim by adopting Resolution 2005-10.

C. San Joaquin Valley Intelligent Transportation System Architecture Maintenance Plan, Resolution 2005-11

Summary: In February, staff provided the Draft San Joaquin Valley ITS Architecture Maintenance Plan for our committees' and Policy Board's review. This Maintenance Plan is an FHWA required follow-up document to the San Joaquin Valley Intelligent Transportation System (ITS) Strategic Deployment Plan that was approved by our Policy Board and FHWA in early 2002. Staff now brings you the Final Draft Maintenance Plan for your approval. This Plan is required to be submitted to FHWA by May of 2005 to safeguard our region against the loss of federal funding for ITS related projects.

ITS Maintenance Plan Overview:
The San Joaquin Valley ITS Strategic Deployment Plan is a unique document that requires periodic maintenance to remain relevant. Changes to the Intelligent Transportation Systems in the San Joaquin Valley region, such as newly implemented projects or changes in agency priority will be documented through updates to the Deployment Plan. This maintenance plan documents the procedures for updating the San Joaquin Valley ITS Strategic Deployment Plan.

ITS Maintenance Plan Purpose:
Released in 2001, the Federal Highway Administration (FHWA) Final Rule and the Federal Transit Administration (FTA) Policy requires regions, which are using funds from the Highway Trust Fund, to establish a Regional ITS Architecture /Strategic Deployment Plan that complies with the National ITS Architecture. In response, the eight counties within the San Joaquin Valley adopted the San Joaquin Valley ITS Strategic Deployment Plan in September 2001. This plan received federal approval in January 2002. The plan fosters the integration of regional ITS systems and defines the system components, key functions, stakeholders, and information sharing. It guides the development and deployment of ITS projects. Having a plan in place safeguards against the loss of future funding for projects.

Affects of ITS Maintenance Plan on Member Agencies:
According to Caltrans, in the summer of 2005, member agency engineers will be required to fill out a Systems Engineering Review Form for all ITS projects when submitting their E-76 forms for authorization to proceed with the preliminary engineering phase of an ITS project. The form will ensure compliance with the Regional Architecture developed in the Valleywide Plan. If a member agency has a new ITS project or is making significant changes to an existing ITS project then a change request form will need to be completed and submitted to the Fresno COG so that the Maintenance Team may review the change and update the Regional Architecture accordingly. This change request form is Appendix A in the Maintenance Plan. FHWA has communicated that since the Maintenance Plan process is a new one for most around the state that it is their intention to provide training to the Regional Transportation Planning Agencies/Metropolitan Planning Organizations on how to best implement the process with our member agencies. Staff will then work with our member agency engineers to explain the Maintenance Plan process so that there is a clear understanding by all agencies on what is expected.

ITS Maintenance Plan Status:
The Final Draft San Joaquin Valley ITS Maintenance Plan is ready for approval. Staff from each of the SJV MPO/RTPA's (known as the Maintenance Team) has collaborated with FHWA and Caltrans in developing the plan to ensure that the plan is in place in a timely manner. The use of a white paper issued by FHWA as a guiding document has ensured that the maintenance plan meets all requirements. Included in your agenda packet is the Final Draft of the San Joaquin Valley ITS Maintenance Plan.

The San Joaquin Valley COG Directors at their March meeting unanimously approved the Final Draft of the San Joaquin Valley ITS Maintenance Plan. The Final Draft will be provided

to both the technical committees and the policy boards of each of the eight San Joaquin Valley COG's for their approval. The final documents will then be submitted to FHWA for their concurrence after all approved resolutions are collected. [DANSBY]

Action: Staff recommends approval of the San Joaquin Valley ITS Architecture Maintenance Plan by adoption of Resolution 2005-11.

D. Energy Efficiency Program

Summary: Strategic Energy Innovations (SEI), a non-profit organization that provides energy efficiency services to underserved markets, is requesting support for a Central Valley Integrated Demand and Energy Management Program. SEI would partner with PG&E, the Great Valley Center, and other local organizations to improve energy efficiency in the Valley. This program would be provided by a grant from the California Public Utilities Commission and would eventually be a self-sustaining program. Fresno COG, as well as other MPOs in the Valley, could participate at a variety of levels, but most likely would provide information and outreach to member agencies. Included in your package is a copy of the support letter and program description that was requested to be sent quickly. The support letter sent clearly states that the support is at present only from COG staff, and that we would be taking the support request through our process for consideration of formal COG Policy Board support. [PAUKOVITS]

Action: Staff recommends approval of the support letter.

E. Remove II Program

Summary: On March 17, 2005, the Air District Board approved the REMOVE II program (REduce MOtor Vehicle Emissions), which was formerly introduced and named the Mobile Source Emission Reduction Incentive Program (MSERIP). The REMOVE II program provides incentives for projects included in six different categories (detailed descriptions are included in your package):

- E-Mobility (Telecommunications)
- Bicycle Infrastructure
- Public Transportation and Commuter Vanpool Passenger Subsidy
- Alternative Fuel Mechanic Training
- Light- and Medium-Duty Vehicle
- Light-Duty Vehicle Retirement

On March 28, 2005, the Air District made applications for the program available. Applications will be accepted beginning on April 22, 2005 and will be funded on a "first-come, first-served" basis. Therefore, it is recommended that applications be completed and returned to the Air District as soon as possible. It is expected that projects will be approved as early as June 2005.

The Air District estimates that approximately $3.7 million will be available in the first year of the program. Fresno COG staff will continue to work with the Air District to identify additional categories, including traffic flow improvements, that could be eligible for REMOVE II funding. Please use the Air District website (www.valleyair.org) or contact Fresno COG staff for additional information. [PAUKOVITS]

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

F. Environmental Protection Agency Indoor Air Quality Grant Program

Summary: EPA Region 9 is requesting proposals for implementation of the "Indoor Air Quality Tools for Schools", asthma management training programs, and community-based in-home asthma environmental education and management. Approximately $175,000 is available, with individual funding awards up to $20,000. Applications are due by April 29, 2005 for projects that begin on September 30, 2005. Included in your package is a copy of the request for proposals. [PAUKOVITS]

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

G. American Planning Association (APA) Awards

Summary: Enclosed in your agenda packet is the Call for Nominations 2005 Planning Awards Entry Form. Entry packets must be received by 5:00 p.m. on Tuesday, April 26, 2005. [BOREN/DANSBY]

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

H. Areawide Clearinghouse

	Project	Applicant
1.	Police Protection Equipment	City of Mendota
2.	Del Rey Child Development Center	I-5 Social Services Corporation
3.	Firebaugh Child Development Center	I-5 Social Services Corporation
4.	Cantua Creek Child Development Center	I-5 Social Services Corporation
5.	Purchase New Fire Engine	City of Sanger
6.	Construction of 60 unit affordable housing community for low income seniors in the City of Clovis, CA	Southern California Presbyterian Homes
7.	Construction of 68 unit affordable housing community for low income seniors in the City of Fresno, CA	Southern California Presbyterian Homes

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

The City of Mendota is applying to the USDA-RD for a Community Facilities Grant in the amount of $39,600 for Police Protection Equipment.

The I-5 Social Services is applying to the USDA-RD for a Community Facilities Grant in the amount of $91,600 to furnish a Child Development Center in Del Rey.

The I-5 Social Services is applying to the USDA-RD for a Community Facilities Grant in the amount of $100,860 to furnish a Child Development Center in Firebaugh.

The I-5 Social Services is applying to the USDA-RD for a Community Facilities Grant in the amount of $69,100 to furnish a Child Development Center in Cantua Creek.

City of Sanger is applying to the USDA-RD for a Community Facilities Grant in the amount of $240,000 to purchase a new fire engine.

Southern California Presbyterian Homes is applying for a US Department of Housing and Urban Development grant in the amount of $7,198,412 for construction of a 60 unit affordable housing community for low income seniors in the City of Clovis, California, to be developed under the Section 202 Supportive Housing for the Elderly Capital Grant.

Southern California Presbyterian Homes is applying for a US Department of Housing and Urban Development grant in the amount of $9,098,200 Construction of a 68 unit affordable housing community for low income seniors in the City of Fresno, California, to be developed under the Section 202 Supportive Housing for the Elderly Capital Grant.

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.

I. FCRTA Item – FCRTA Budget Amendment, Capital Reserve Transfer for Compressed Natural Gas Refueling Facilities Installations, Resolution 2005-02

Summary: Included in the Agenda Package is an April 1st Memorandum. The adopted Budget for 2004-05 needs to be amended to transfer available Capital Reserve Funds in an amount not to exceed $100,000, to cover Compressed Natural Gas Refueling Facility installations for Kingsburg Transit, Mendota Transit, Orange Cove Transit, Parlier Transit, Sanger Transit, and Selma Transit. [WEBSTER]

Action: The FCRTA General Manager recommends approval of the internal Capital Reserve Budget Transfer by adopting Resolution 2005-02.

III. ACTION/DISCUSSION ITEMS

A. Formal Amendment No. 03 to the 2004-05 thru 2009-10 Federal Transportation Improvement Program, Resolution 2005-08, PUBLIC HEARING: 4-28-05

Summary: This amendment is a request by the State Department of Transportation to advance funding in the Highway Bridge Replacement and Rehabilitation (HBRR) Program from fiscal year 2007-08 into fiscal year 2004-05 of the Triennial Element in order to fund additional bridge projects. The County of Fresno indicates it has several bridge projects that are ready to request authorizations for construction pending approval of the programmed funding amount in fiscal year 2004-05. This project has been determined to be exempt from regional air emissions analyses (Section 93.126 – Bridge Replacement/Rehabilitation. [THOMPSON]

Action: Staff and the TTC recommend approval of Formal Amendment No. 03 to the 2004-05 thru 2009-10 Federal Transportation Improvement Program by adoption of Resolution 2005-08.

B. Fresno County April 2005 8-Hour Air Quality Conformity Determination for the Federally Approved 2004 Regional Transportation Plan (RTP) and the 2004-05 thru 2009-10 Federal Transportation Improvement Program (FTIP), Resolution 2005-09,
PUBLIC HEARING: 4-28-05

Summary: Fresno COG has made a positive air quality conformity finding for the federally approved 2004 Regional Transportation Plan (RTP) and the 2004-05 through 2009-10 Federal Transportation Improvement Program (FTIP).

The U.S. EPA designated the San Joaquin Valley a Serious Non-Attainment area for the new 8-hour ozone standard, effective June 15, 2004. Conformity to the new 8-hour standard applies one year from the effective date (June 15, 2004). EPA issued a final rule on July 1, 2004 that amended the transportation conformity rule to include criteria and procedures for the new 8-hour ozone national ambient air quality standard.
Section 93.109 (e) of the conformity rule addresses regional conformity tests in 8-hour ozone areas that have 1-hour ozone SIPs. The conformity rule indicates that 8-hour areas with adequate or approved 1-hour budgets must use these budgets for 8-hour conformity before 8-hour budgets are available.

An Air Quality Conformity Determination is required in non-attainment 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.

This Air Quality Conformity Determination demonstrates that all of our adopted transportation plans and programs contained in the 2004 RTP and the 2004-05 through 2009-10 FTIP are in conformance with the applicable air quality rules for the 8-hour ozone air quality standard and conforms to provisions of the State Implementation Plan for the San Joaquin Valley.
[BITNER/PAUKOVITS]

Action: Staff and the TTC recommend adoption of the Conformity Finding by approval of Resolution 2005-09.

C. Memorandum of Understanding—*Comprehensive Federal Transportation Planning*—Council of Fresno County Governments/State of California Department of Transportation (Caltrans)

Summary: In its role as a federally designated Metropolitan Planning Organization (MPO) and state designated Regional Transportation Planning Agency (RTPA), Fresno COG is required to enter into a Memorandum of Understanding with the State of California Department of Transportation (Caltrans) that covers the roles and responsibilities of both the MPO and Caltrans in federal planning and programming processes. As part of a comprehensive review of all 18 California MPO's Overall Work Programs for FY 2004/05, the FHWA directed Caltrans and all California MPOs to review and update their MOUs if necessary. FHWA identified a deadline of June 30, 2005 for execution of the agreements. As a result of this review, a revised and updated MOU (attached) was developed by the involved stakeholders

In general, the MOU covers state and MPO requirements for long range planning and programming activities, federal clearinghouse requirements, public participation, consultation with Native American Tribal Governments, data collection, project cost estimates, air quality conformity responsibilities and certification requirements. From an administrative perspective the MOU is necessary to ensure the continuous flow of various state and federal transportation revenues to both the COG and its member agencies. A copy of the seven-page MOU is included in your package. [BOREN]

Action: Staff and the TTC recommend approval of the MOU and an authorization for the Fresno COG Policy Board Chairman to sign the agreement.

D. Draft Report—Results of U.S. Department of Transportation Joint Certification Review of the Fresno County Metropolitan Planning Process

Summary: Pursuant to 23 U.S.C. 134(i) and 49 U.S.C. 1607, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every three years. A TMA is an urbanized area, as defined by the U.S. Census, with a population of over 200,000. In general, the reviews consist of three primary activities: a site visit, a review of planning products and preparation of a report that summarizes the review and offers findings. The review specifically focuses on compliance with federal regulations, challenges, successes, and experiences of the cooperative relationship among the MPOs, Caltrans, local jurisdictions and transit operators in the conduct of the metropolitan planning process.

The federal review team, consisting of Federal Highways Administration (FHWA) and Federal Transit Administration (FTA) staff, conducted their site visit and related interviews on December 14-16, 2004 at the COG offices. The public meeting was held on Wednesday, December 15, 2004 from 6:00 p.m. to 8:00 p.m. at the Caltrans District 06 Manchester Center offices. The review focused on the following areas:

MPO organizational structure and administration, board membership, planning agreements and coordination efforts, regional transportation planning processes, transportation improvement program process and development, overall work program process and elements, financial planning and fiscal constraint, program delivery and project monitoring,, air quality conformity process, intelligent transportation systems, public involvement / environmental justice; and freight and goods movement.

The review team findings include some notable strengths, several recommendations for improvement and no corrective actions.

Notable strengths of the Fresno COG identified by the review team include its:

- Efforts to streamline the Transportation Improvement Program (TIP) amendment process;
- Project delivery;
- Freight and goods movement activities;
- Efforts to improve public involvement in developing the Regional Transportation Plan, and in establishing the Environmental Justice (EJ) Task Force;
- Work on the Public Transportation Infrastructure study, Regional Public Transportation Coordination/Consolidation study, Fresno-Madera County East-West Corridor and Freeway Interchange Deficiency studies, and implementation of the Highway 99 Beautification Master Plan.

The review team offered Fresno COG the following recommendations for improvement:

- Pursue a Memorandum of Understanding with the Clovis transit operator and work with Caltrans to update the Caltrans/COG comprehensive planning agreement by June, 2005;
- Eliminate placeholder listings in the Transportation Improvement Program;
- Improve Overall Work Program (OWP) documentation demonstrating that federal funds are only being used for eligible tasks under various work elements;

- Improve Regional Transportation Plan documentation demonstrating what is the financially constrained and air quality conforming project listing;
- Incorporate new planning assumptions into the conformity process as soon as possible.
- Take a leadership role in assessing timely implementation of Transportation Control Measures from the applicable State Implementation Plan.
- Hold interagency consultation meetings outside of the Model Coordinating Committee.
- Improve documentation demonstrating that Congestion Management System requirements are being met and that the Congestion Management System is being evaluated periodically;
- Continue to address ways in which COG can more effectively solicit public comment, and demonstrate that it is considered and responded to;
- Perform an Environmental Justice evaluation of the Fresno County metropolitan planning process, including quantitative analysis of the Regional Transportation Plan to determine benefits and burdens of the regional transportation system relative to Environmental Justice identified populations.
- Include the Environmental Justice Task Force as a formal participant in the development, review and updating of COG's Regional Transportation Plan and in evaluating and updating COG's Public Involvement Procedures (PIP);
- Pursue Memorandums of Understanding with the two remaining federally recognized tribes as accomplished with the Big Sandy Rancheria and offer federally recognized tribes participation in the metropolitan planning process at a level of involvement and decision-making consistent with the government-to-government relationship;
- Translate major planning documents including the Transportation Improvement Program and Regional Transportation Plan, or summaries of such documents into Spanish and other languages of non-English speaking Environmental Justice-identified populations, and make translated documents more widely available to such communities;
- Provide regional leadership via scenario planning/alternative land use planning efforts, and integrate such work into the Regional Transportation Plan development process.

Included in your packet is a copy of our specific responses to each of the identified recommendations for improvement.

"Based on FHWA and FTA's interaction with the MPO as oversight agencies and planning partners, the information received during the review, and our current understanding of the transportation planning process in Fresno County, FHWA and FTA jointly certify that the process meets the requirements of 23 CFR 450 and 49 CFR 613." Once the draft becomes final the certification is valid for three years from the date of the report. [BOREN]

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

E. Update on Obtaining Interstate Designation for State Route 99

Summary: A meeting was held on March 23rd in Tulare with valley stakeholders, mainly valley COG representatives, regarding the efforts to move State Route 99 into Interstate Status. There now appears to be virtual unanimity on supporting Congressman Nunes' proposed language and efforts to enter into negotiations with the federal government to achieve Interstate designation, so long as there is active involvement of regional representatives.

Everyone recognized that if the language to begin negotiations between the State and federal government is successfully added to the bill in the transportation reauthorization

conference committee, it will begin a process that will involve resolution of a number of issues that will require further thought and discussion. The transportation planning agencies in the region – the Councils of Government – have raised concerns about the cost of bringing the nominated corridor up to federal standards, the potential requirement of closing interchanges, the potential requirement for huge expenditures for federal requirements that go beyond the safety and efficiency function of the highway. Much of this cost can be eliminated if the federal government grants waivers and/or exceptions, to requirements unrelated to safety or traffic flow. These concerns will undoubtedly be part of the discussions. Therefore it is the regions' request that as the negotiations proceed there be regular communication, at least telephonically, with the COG directors to discuss and receive input on the issues under discussion, local concerns, and implementation issues.

Further, there was agreement that the broader stakeholders group continue to meet, quarterly, to be updated and have the opportunity to provide further input into the process as it moves forward. Staff will provide additional updates as they become available. The key areas to watch, at present, are the reauthorization bill, and the Governor's position. Both of these are likely to see movement this month.

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

1. Discussion of Lobbyist Selection – Samuelian Proposal

Summary: In November, at the request of Orange Cove, a two-page proposal to the Council of Fresno County Governments from *California Consulting, LLC (Steve Samuelian, Managing Partner*) was submitted for consulting services his firm could provide at the State level in the effort to obtain the Interstate 99 Designation. COG staff presented the proposal to the PAC at its meeting in November together with the information that there had been no formal Board direction to solicit a request, nor had there been an RFP process associated with the proposal or a local funding source identified for the services should they be approved. Funding would require local dollars due to restrictions on our federal and state funding sources which preclude lobbying efforts. COG's 2004-05 OWP uses all local funding currently available for ongoing work efforts and an expansion of services requiring local funds would lead to an increase in member dues or other member funding. A worksheet showing the impact on dues, based on the proposal, is included in your package. A second method of funding the proposal, simply dividing the cost by 16 is also noted. After considering the proposal and the information provided by COG staff in November, PAC was of the opinion that it was premature for Fresno COG to enter into a consultant services agreement with any consultant given the complexity and uncertainty of the issues associated with obtaining the interstate designation. PAC also felt that obtaining an Interstate designation is a "valleywide" effort and therefore any consultant services should be reviewed and funded on a valleywide basis.

This item was tabled at the November COG Policy Board meeting by the Mayor of Orange Cove. The proposal was again surfaced at the end of the March PAC meeting where there was a desire expressed by some of the PAC members to again place the item on the Policy Board agenda. The addition of the agenda item failed to pass at the PAC. Since the item had been tabled by a Board member at a Board meeting, and the item was not placed on the agenda by PAC, staff did not place the proposal on the agenda.

At the March COG Policy Board meeting the Mayor of Orange Cove requested the item be reconsidered. After much discussion and some debate about how to proceed on the item, based to a large degree on agenda rules, the request from Board

members is that the Samuelian proposal appear formally at its April meeting for consideration.

Just prior to the TTC meeting Ms. Goodwin returned a phone call to John Arriaga (JEA & Associates) also a lobbying firm, who had heard that the Fresno COG was considering a lobbyist at the state level. Mr. Arriaga expressed his firm's interest, and submitted general information to staff to place before its committees and Policy Board. Mr. Arriaga's communication was handed out at the TTC meeting. TTC noted the interest shown by at least this one firm, and that there could be others as well.

The TTC discussed the issue and recommended that the Board 1) completely discuss the need for and option of hiring a lobbyist; 2) discuss whether they want to hire an individual firm (sole source) or go out to competitive bid and have an open RFP process and 3) discuss setting policy to provide clarity on using local funds (i.e. same process as federal/state requirements or not). They further questioned why we would spend this money at the State level assuming it's a federal decision. Ms. Goodwin explained the idea is to achieve agreement at the State level with the Interstate proposal, and then the Governor would support the effort at the federal level along with the current lobbying effort being undertaken by the Regional Jobs Initiative leadership.

Subsequent to the TTC meeting staff was made aware that California Consulting (Mr. Samuelian) had been refining the proposal to include additional COG issues beyond the Interstate 99 proposal, and had formally lowered the cost to $2,000 a month. The revised proposal is included in the package for consideration, and staff has adjusted the local funding methodology alternatives accordingly. [GOODWIN]

Action: Action/guidance is sought by staff on this item. TTC's recommendation is outlined above.

F. Department of Business, Transportation & Housing/California Environmental Protection Agency Report on Goods Movement In California

Summary: In order to develop a comprehensive understanding of goods movement issues facing California, earlier this spring, the Business, Transportation & Housing Agency (BT&H) in conjunction with the California Environmental Protection Agency (Cal EPA) teamed up to host two regional public meetings in northern and southern California. The purpose of the meetings was to bring together transportation and goods movement stakeholders in order to present ideas and recommendations on how to resolve issues and challenges associated with the growth of the goods movement industry In California, including the mitigation of its impacts.

The policy of the Schwarzenegger Administration is to improve and expand California's goods movement industry and infrastructure in a manner that will: generate jobs, increase mobility and relieve traffic congestion, improve air quality and protect public health, enhance public and port safety, and improve California's quality of life. The Administration has established a Cabinet Working Group to lead the implementation of this policy for goods movement and ports by working collaboratively with the logistics industry, local and regional governments, neighboring communities, business, labor, environmental groups and other interested stakeholders to achieve shared goals.

To determine what these shared goals were, Fresno COG participated in this process, by participating in a panel discussion at the goods movement conference held in Oakland. In its presentations COG staff focused on identifying the uniqueness of our situation in terms of geographic location, air quality, and anticipated population growth. Fresno COG also presented an overview of the San Joaquin Valley Goods Movement Study Phase One and

related findings. As a result of these meetings, Cal EPA and the BT&H compiled the presented ideas and recommendations into the draft document entitled *Goods Movement Action Plan, Phase I: Foundations*. This action plan is a tool intended to bring focus to goods movement issues on a statewide basis.

The action plan is currently available for public comment to assure that there is accurate characterization of presented testimony, that the inventory of proposed projects and proposed mitigation measures are as complete as possible, and that public safety and homeland security issues are fully explored without jeopardizing confidential plans or information. Upon consensus, Phase II will be conducted in which all stakeholders can submit comments on ranking and sequencing of proposed projects steaming from Phase I. Upon review of the draft, COG staff felt that central valley goods movement issues were being addressed in a somewhat minimal manner and therefore COG staff has drafted correspondence to BT&H addressing those shortcomings (handout). COG staff will also provide review comments on Phase II of the study once that process is underway. The full text of the *Goods Movement Action Plan, Phase I: Foundations*, can be found at http://www.arb.ca.gov/gmp/docs/draftreport031805.pdf [DEVERE]

Action: Information/action item. Staff requests concurrence about proposed comments on the Goods Movement Plan, and would encourage member agencies to review and comment on the Action Plan as well. Staff also would seek additional direction or additional comments provided at the discretion of the Committee.

G. Measure C Steering Committee Update

Summary: The COG Policy Board officially formed the Steering Committee for Measure C as of April 1, and its first public meeting to be held April 8th at the Manchester Center Caltrans offices at 8:30 a.m.. The COG Policy Board also approved the amendments proposed to Senate Bill 110 (Florez) dealing with the Measure C enabling legislation: 1) Authority expansion to 9 members, appointment process, and rural/urban balance; 2) Requiring a Citizens Oversight Committee be established; and 3) Altering the process by which the Authority may amend the expenditure plan. These enabling legislation amendments have been supported, to date, by:

- League of Women Voters of Fresno
- Valley Taxpayers Association
- City of Clovis
- Greater Fresno Area Chamber of Commerce
- Coalition for Livable Communities
- Fresno County Board of Supervisors
- City of Fowler
- Associated General Contractors of California
- Fresno Area Residents for Rail Consolidation
- City of Fresno
- Council of Fresno County Government Policy Board

Additional information will be provided in a verbal update by staff. [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. Report on COG Rail Committee Action

Summary: The COG Rail Committee met on Friday, April 1, 2005, and heard a presentation by developer Clifford Tutelian and his representative, Steve Samuelian, regarding the proposed Broadway Row project within the Cultural Arts District in downtown Fresno. Both gentlemen requested the Rail Committee endorse the specific location of the future high-speed train station along the Union Pacific Railroad corridor adjacent to the Broadway Row project, between approximately Stanislaus and Amador Avenues (refer to enclosed map). Although the Rail Committee was impressed with the presentation and recognized the viability of the site, the Committee determined it was premature to endorse only this specific location at this time. The Committee recommends that this location along with any other potential location(s) along the Union Pacific corridor through downtown Fresno be thoroughly evaluated in the City of Fresno's upcoming Downtown Circulation Study. [THOMPSON]

Action: The COG Rail Committee and the TTC recommend the Policy Board determine the location of the future high-speed station along the Union Pacific Railroad corridor between approximately Stanislaus and Amador Streets as a viable alternative location and should be thoroughly evaluated in the City of Fresno's Downtown Circulation Study.

J. 2005 Tranny Awards

Summary: The Fresno COG approved and submitted an application to the California Transportation Foundation, nominating an individual award for Don DeMers, Executive Director, Fresno County Transportation Authority, who passed away recently. The Foundation Board chose instead to recognize Mr. DeMers by convening the 2005 Tranny Awards Luncheon in Mr. DeMers' honor. The Tranny Awards Luncheon will be held May 25, 2005 at the Sacramento Convention Center. Mr. DeMers' family and a delegation from Fresno will be attending, so if anyone is interested in joining the delegation, please contact COG staff at 233-4148. [GOODWIN/BOREN]

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

IV. OTHER BUSINESS

A. Items from Staff
B. Items from Members

V. OTHER PRESENTATIONS

A. Presentation -- United Security Bank--Ryan Toncheff

Summary: The purpose for the presentation will be to educate those who are unaware of the impact of community banks and the economy.

- Need for public awareness
- Factors that are directly impacted.
- Municipalities who invest and bank with larger monies centers.
- Our responsibility

B. Presentation--Creating Community Wealth (CCW)—Linda Sandoval with Roxene Lee & Associates, Inc.

Summary: The purpose of the Creating Community Wealth (CCW) project is to improve the economic status of underserved Hispanics in rural Central California and the goal of the project is to improve awareness and access to financial institutions seeking to serve the rural Hispanic population.

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