TRANSPORTATION TECHNICAL COMMITTEE

ANNOTATED AGENDA

Date: Wednesday, March 9, 2005
Time: 8:30 a.m.
Place: COG Conference Room

I. PRESENTATIONS

A. Public Presentations

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

B. Commendation to Ron Peterson, Deputy Director – Retiring from the Council of Fresno County Governments

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 February 9, 2005

B. FY2005-06 Section 5310 Regional Priority List, Resolution 2005-06

Summary: In its State designated role as the Regional Transportation Planning Agency (RTPA) for Fresno County, the Council of Fresno County Governments serves as the Regional Evaluation Committee for federal Section 5310 grant applications. The purpose of the 5310 program is to provide annual capital grants for the needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient, or inappropriate. Eligible applicants include private nonprofit corporations, public agencies where no nonprofit corporations are readily available to provide the proposed service, and public agencies that have been approved by the State to coordinate services for elderly persons and persons with disabilities. Eligible equipment includes accessible vans and buses, communication equipment, and computer hardware and software that will provide support for the transportation system.

The State deadline for FY05 grant applications was March 4, 2005. COG staff received seventeen applications, consisting of requests by the Fresno County Economic Opportunities Commission for eight large buses, Fresno Area Express/Handy Ride for eight medium vans, and WestCare California for one minivan. These applications have been scored and ranked by COG staff with input from a sub-committee of the Social Service Transportation Advisory Committee (SSTAC). Included in the agenda packet is the FY2005/2006 Draft Regional List recommended for Policy Approval by COG staff and the SSTAC on March 8, 2005.

Once the FY2004/2005 Priority List is adopted by the COG Policy Board, the results will be forwarded to Sacramento for consideration during the statewide scoring and ranking process. Caltrans headquarters has requested this list be adopted with a resolution. A resolution has been prepared and is included in your agency packet. [VILLENEUVE]

Action: COG staff recommends approval of the FY2005/2006 Regional Priority List for Section 5310 funds by adoption of Resolution 2005-06.

C. TEA 21 Reauthorization Update

Summary: A sixth extension of the Transportation Equity Act for the 21st Century (TEA-21) – the federal law authorizing highway and transit expenditures nationwide – took effect October 1st of 2004, extending TEA-21 funding for highway, highway safety, and transit programs until June 1, 2005. The original expiration for the six-year TEA-21 legislation (1998-2003) was October of 2003 so we have now been waiting for a year and a half for Congress to come to consensus and pass a reauthorization bill.

In this new 109th Congress, 1st Session, the Administration, Senate, and House of Representatives are currently working on resolving the issues that have kept a reauthorization bill from passing last year. An inability to come to consensus on a funding level for the next six-year bill has been an important issue. However, there does seem to be an acceptable compromise on the horizon. Last year, the Administration warned Congress that the President would not accept a reauthorization proposal with a funding level over $256 billion. This was unacceptable to both houses of Congress last year but in early February of this year, President Bush introduced his Fiscal Year 2006 Budget that included an updated reauthorization proposal funding Federal highway, transit, and highway safety programs at $283.9 billion over six years in guaranteed funding. This is a $28 billion increase above the Administration's last proposal.

On February 9, 2005, the House Transportation and Infrastructure Committee presented a six year, $283.9 billion reauthorization proposal - H.R. 3 – "The Transportation Equity Act: A Legacy for Users" (TEA-LU), consistent with the President's budget. H.R.3 was being marked up as this agenda was being prepared, and we will likely have information on the House mark-up by the TTC meeting. The Senate has not introduced their new reauthorization proposal for this current session but is expected to soon. A compromise between the House and Senate proposals will need to take place in the form of a new reauthorization bill by the end of May of this year to meet the deadline of the current TEA-21 expiration or another extension will need to take affect. An Executive Summary of TEA-LU as written on the U.S. House Committee on Transportation and Infrastructure website is in the package for your review. [DANSBY]

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

D. Red Tape Attack

The *Project Red Tape Attack: Problems, Issues and Recommendations* report was released in January 2005 by the Self-Help Counties Coalition and Caltrans. The report's origins came from a previously released "White Paper" that expressed numerous alleged inter-agency difficulties between Caltrans and cities/counties in the pursuit of project planning, development, and construction of transportation projects.

Following an introduction which generally explores observations of the situation around the state, the report then shifts its focus to problem identification, issues and recommendations. Some of the significant problems identified in the report include: basic conflicts in goals, unresolved questions of agency authority and respect, communication between parties, and Department project managers lacking sufficient authority and rewards. The report closely evaluates various aspects of the above mentioned problems and presents recommendations on how to rectify the issue/situation. In total twenty-one recommendations are brought forth in the report. Among the recommendations are: utilizing techniques to optimize the working relationships of the partners, project development agreements, policy development for resolving disputes, enhanced communication, clearinghouse options, etc.. A complete copy of the report is included as an attachment.

Both Business, Transportation and Housing Agency Secretary Sunne McPeak and Caltrans' Director, Will Kempton, have been affirming their commitment to Caltrans partnering (real versus theory) with local and regional agencies. As a result they are forming working groups to move forward and address these recommendations [BOREN]

Action: Discussion/action item. Direction may be provided at the discretion of the committee.

III. ACTION/DISCUSSION ITEMS

A. Formal Amendment No. 02 to the 2004-05 thru 2009-10 Federal Transportation Improvement Program, Resolution 2005-07, PUBLIC HEARING: 3-24-05

Summary: Federal Transportation Improvement Program (FTIP) Amendment No. 02 consists of several parts as follows:

1. Program Regional Bid Congestion Mitigation Air Quality (CMAQ), Regional Surface Transportation Program (RSTP) and new State Transportation Improvement Program Regional Transportation Enhancement projects. Program older Transportation Enhancement projects that were not obligated in fiscal year 2003-04 and were not carried forward into the 04-05 FTIP. Revise schedules, phases and funding amounts of projects currently programmed in the 04-05 FTIP in order to achieve financial constraint and to accommodate local agency requests.
2. Program two new State Transportation Improvement Program Regional Choice projects, a landscaping project and a relinquishment project, both along SR 180 between SR 168 and Fowler Avenue.
3. Revise the schedule and funding amounts of the currently programmed State Transportation Improvement Program Interregional Project SR 99 (the project to widen from four to six lanes SR 99 from Route 201 to the Floral Avenue Overcrossing).
4. At the request of the County of Fresno, program the Balsam Creek Bridge project in the Highway Bridge Replacement/Rehabilitation Program (HBRR).
5. At the request of Caltrans, program the lump sum amount of $1,013,000 in fiscal year 2005-06 in the 130-Railroad Grade Crossing Protection Program.

6. Revise project descriptions and make other minor changes as warranted.
7. Revise the Revenues and Expenditures Summary Sheets to incorporate revised apportionments for the State Transportation Improvement Program Regional Transportation Enhancement Program for fiscal years 2004-05 thru 2008-09, add Regional Transportation Enhancement (STPE-L) as a new Program Fund Source with an apportionment in fiscal year 2004-05, and incorporate revised expenditures to reflect recent programming activities.
8. Update Appendices H *(Projects Exempt from Air Quality Conformity)* and I *(Non-Exempt Projects)* to incorporate new projects and changes to existing projects.

Additional clarification of the old Transportation Enhancement Program is warranted in that these funds are subject to AB 1012 "use it or lose it" rescission if they are not obligated this year. Consequently, the Project Delivery Committee, which was formed to assist staff with the programming of projects in this financial constraint environment, recommended some last-minute changes to the old Transportation Enhancement program that would maximize funding by transferring excess funds to existing Regional Bid projects. COG policy allows for this transfer. The City of Fresno has $252,000 in excess Transportation Enhancement funds left over after completing four approved projects. The City requested these funds be added to the Peach Avenue Median Landscaping project. The City also could not deliver the North Avenue Landscaping project within the time constraint and requested that the $230,400 programmed for this project be used to begin the initial phase of the Santa Fe Depot Entry Plaza project. In addition, $46,000 in unprogrammed Transportation Enhancement funds remained in the apportionment. After considering the existing projects, the Committee agreed to direct these funds to Reedley's Manning Avenue Gateway Beautification project. [THOMPSON]

Action: Staff recommends approval of Formal Amendment No. 02 to the 2004-05 thru 2009-10 Federal Transportation Improvement Program by adoption of Resolution No. 2005-07.

B. Proposal for a Measure "C" Extension Steering Committee, Purpose and Responsibilities/Membership

Summary: The Measure "C" Mediation Working Group is recommending to the Council of Fresno County Governments that a Steering Committee be formed, and specifically recommends its membership composition.

PURPOSE AND RESPONSIBILITIES OF THE STEERING COMMITTEE
(recommended by COG staff)

To assist the Council of Fresno County Governments (Fresno COG) in a planning effort proposing the extension of the existing Measure "C" ½ Percent Sales Tax. The Steering Committee's main purpose is to develop an Expenditure Plan reflecting the needs and vision of the Fresno County community and is deemed to be acceptable to 2/3 of our community. The purpose of the Expenditure Plan is to document the type and form of expenditures that would occur should an extension of Measure "C" be approved by voters. The responsibilities include reviewing and providing recommendations on a variety of issues, including but not limited to the following:

- As a member of the Steering Committee, providing information to and feedback from the agencies you represent on Measure "C" issues
- Public Comments and Input
- Measure "C" Governance Structure
- Enabling Legislation
- Proposed Citizens Oversight Committee

- Public Education Efforts
- Duration of Tax
- Type and Form of Proposed Measure "C" Expenditures
- Other Issues As Deemed Appropriate

These recommendations would be presented, in the form of a proposed Expenditure Plan, to the Council of Fresno County Governments for their consideration and action.

MEMBERSHIP OF THE STEERING COMMITTEE (recommended by Measure "C" Mediation Working Group)

A twenty-two voting member Steering Committee is recommended. This is deemed a workable sized group and the specific membership recommended is intended to be a good balance of community interests. The Steering Committee would meet in a public and open process, considering input from other public interests and individual citizens.

The membership is recommended by Stakeholder Group, and where available the current representative is noted. The identified group should select its representative, and perhaps an alternate, although it is strongly recommended that the primary member be willing to commit and attend all Steering Committee meetings.

Stakeholder Group	**Current Representative**
County of Fresno (1)	Supervisor Susan Anderson
City of Fresno (1)	Councilman Henry T. Perea
City of Clovis (1)	Mayor Lynne Ashbeck
Westside Cities (1)	Kerman Mayor Pro Tem Trinidad Rodriguez
Eastside Cities (1)	Parlier Mayor Armando Lopez
Business (2)	Gordon Webster, Jr., Business Journal Debbie Hunsaker, Alert-O-Lite (from Greater Fresno Area Chamber of Commerce)
Labor (1)	Randy Ghan, Central Labor Council
League of Women Voters (1)	Mary Savala, Director of Environmental Resources
Sierra Club, Tehipite Chapter (1)	Kevin Hall, Transportation and Air Quality Chair
Trails/Education (1)	Mark Keppler, The Maddy Institute at CSUF
Building Industry Association (1)	Jeff Roberts, Granville Homes
Fresno Co. Transp. Authority (1)	Chair Harry Armstrong, Clovis Councilman
Coalition for Livable Comm. (1)	Nicholas Paladino, Member
Fresno Area Rail Consol. (1)	Dennis Manning, Vice-Chair
Agriculture (1)	Keith Nilmeier, Fresno Co. Farm Bureau Member
Valley Taxpayers Assoc. (1)	Jeff Reid, Member
ADA/Seniors (1)	Ed Eames, Member ADA Advisory Council
Faith-Based Organization (1)	
Trucking Industry (1)	Jim Ganduglia or Tim Fortier
Medical Community (1)	
COG's Environmental Justice Committee(1)	Myrna Martinez Nateras, Program Director, Pan Valley Institute

BACKGROUND:

When the proposed Measure "C" Extension failed to pass the 2/3 vote test in November of 2002, there were recognizable tensions between the proponents and opponents of the tax extension. In an effort to ease the tension a mediation effort was organized, with oversight from Superior Court staff, to bring the various groups back together in the hopes of resolving some of the issues so a new tax extension proposal could be placed on a future ballot. After meeting for over a year with little forward

movement, a smaller mediation effort was suggested where a ten-member working group would be formed with the goal of establishing communication, building trust between the specific stakeholders, and recommending to the Council of Fresno County Governments a next step in its charge to develop a new Measure "C" extension proposal. In October of 2004 the Council of Fresno County Governments Policy Board appointed an ad-hoc working group of five members, and five staff as resource, to participate in the ten-member mediation effort which was again overseen by staff of the Fresno County Superior Court System.

The ten-member working group consisted of:
(* = COG appointed representative)

* Mayor Lynn Ashbeck, City of Clovis
* Councilmember Henry T. Perea, City of Fresno
* Supervisor Susan Anderson, Fresno County Board of Supervisors
* Kerman Mayor Pro Tem Trinidad Rodriguez, Fresno COG Chair, [representing Westside Cities]
* Parlier Mayor Armando Lopez, [representing Eastside Cities]

Mary Savala, League of Women Voters of Fresno County
Kevin Hall, Sierra Club – Tehipite Chapter
Mark Keppler, Maddy Institute
Gordon Webster, Jr., Business Journal, Greater Fresno Area Chamber of Commerce
Debbie Hunsaker, Alert-O-Lite, Greater Fresno Area Chamber of Commerce

The mediation working group was supported by staff representing:

County of Fresno (Lynn Gorman, Transportation Policy Specialist)
City of Fresno and "Transit" (Bruce Rudd, Fresno Area Express General Manager)
City of Clovis (Kathy Millison, Clovis City Manager)
Small Cities Representative (Don Pauley, Kingsburg City Manager)
Fresno COG (Barbara Goodwin, Executive Director)
Greater Fresno Area Chamber of Commerce (Steve Newvine, Executive Director)

Over the course of seven meetings various subjects were discussed, including:

Steering Committee Membership
Enabling Legislation
Governance Structure of the Authority
Citizens Oversight Committee
Public Education Efforts
Timelines to Elections (June or November 2006)

Agreement has been reached that a new Steering Committee needs to begin its work in the public arena and that our timetables are shrinking. Therefore the Mediation Working Group is recommending to the Council of Fresno County Governments that a Steering Committee be formed, as previously outlined. [GOODWIN]

Action: The Measure "C" Mediation Working Group is recommending to the Council of Fresno County Governments that a Steering Committee be formed, and specifically recommends its membership composition as detailed above.

C. Odyssey Community Transit Project –Final Report

Summary: The Final Report for the Community Transit Project: "*Better Access for Low-Income and Minority Residents through Transportation Planning: A Community-Based Needs Assessment*" is included in your agenda package as well as the supplemental report entitled *Transit Dependence and Auto-Reliance in Fresno County*, which examined the demographic and socioeconomic conditions of Fresno County as

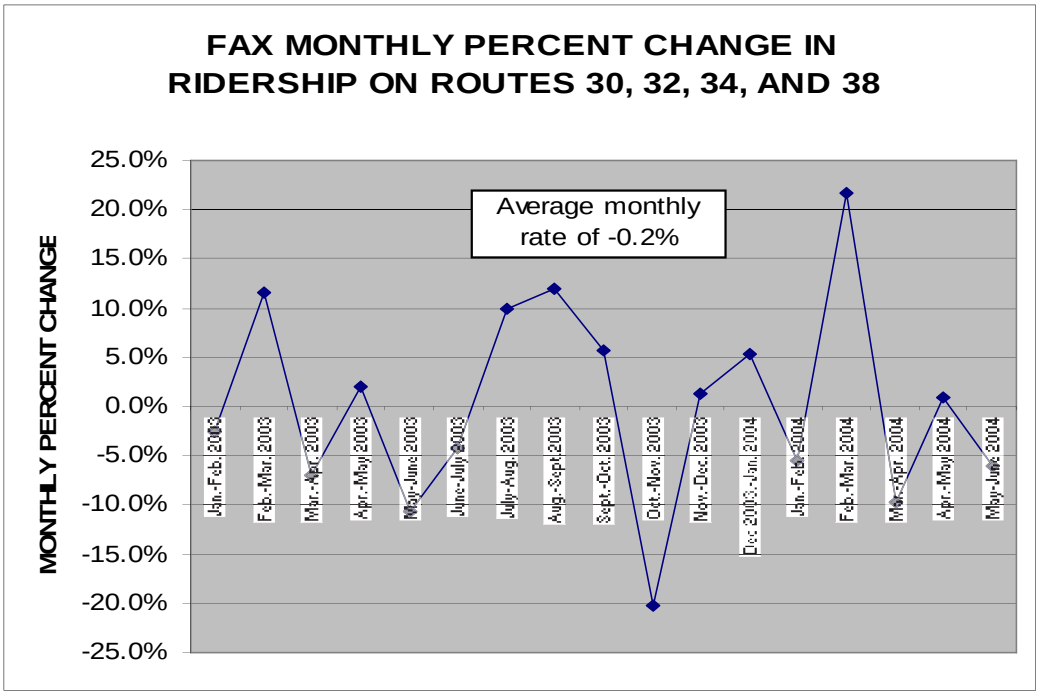
they relate to transit use. The majority of the funding for this project was provided by a Caltrans' Environmental Justice grant with supplemental contributions from the Fresno COG and the San Joaquin Valley Air Pollution Control District.

The non-profit organization Odyssey conducted the study with participation from Fresno COG, San Joaquin Valley Air Pollution Control District, Fresno Area Express, Fresno County Rural Transit Agency, and Caltrans. The purpose being to promote participation of environmental justice populations (low-income and minority) in transportation planning and improve their use of existing transit services on the following seven transit lines: FAX's West Fresno Routes 30, 32, 34, and 38 and FCRTA's Southeast and Westside lines.

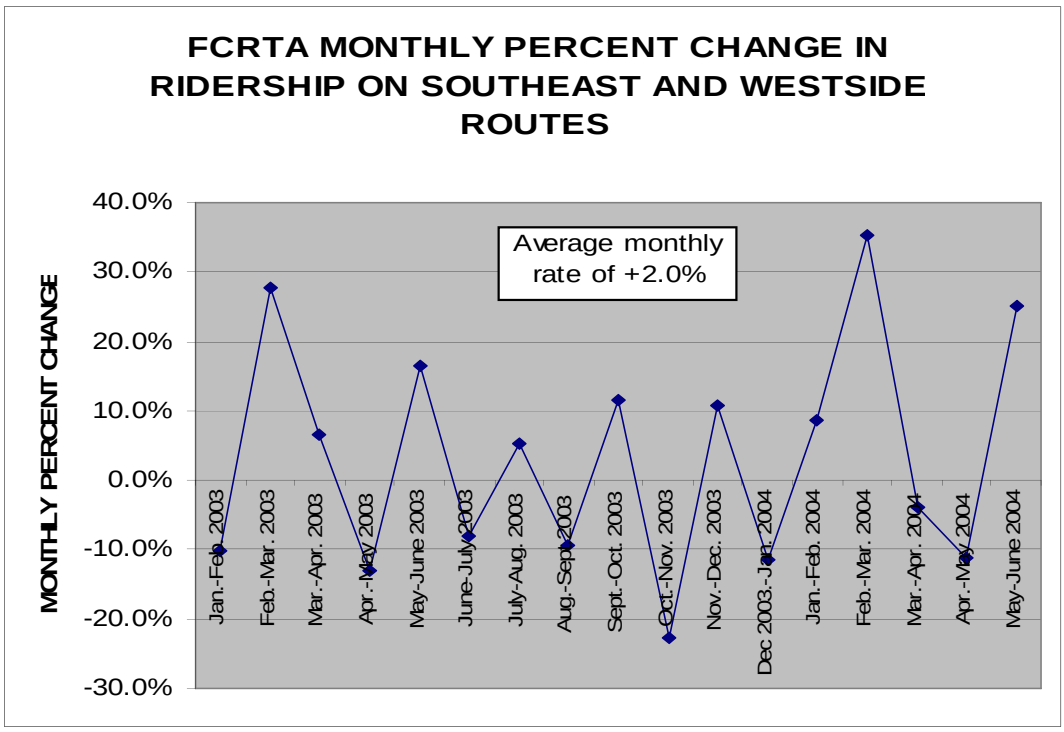
More specifically, the project sought to:

- Identify low-cost, community-based strategies for increasing transit ridership and improving air quality;
- Work with transit agencies to implement the most feasible strategies; and
- Measure the results.

Staff did provide a PowerPoint presentation to the TTC in November of 2004 on this study and it was decided at that time that there were questions that the committee had that needed to be addressed by the consultant, Odyssey. In response, Odyssey attended the January 2005 TTC meeting and provided the committee with a presentation and answered questions. Committee members questioned the positive results of this study that show an increase in transit ridership on the FAX and FCRTA study routes and a reduction in vehicle miles traveled and emissions from pollutants as a result of getting more people out of their cars and riding the bus. FAX and FCRTA's passenger counts for the period during this study (January 2003 – June 2004) are not consistent with these positive results. In the Final Report, Odyssey shows that 6% of FAX riders surveyed indicated that they increased their transit usage because of the information provided by Odyssey. When we look at actual monthly passenger counts obtained through FAX we find that on the FAX study routes 30, 32, 34, and 38 the average monthly percentage change over the course of the 18 month study indicates an overall transit ridership decrease of -0.2%. This percentage fluctuated greatly over the study period with monthly increases as much as 21% and decreases as much as 20%. Please see the graph below for monthly percent change in ridership on the FAX study routes:



With regards to FCRTA's Southeast and Westside transit routes, Odyssey's Final Report concluded that 8% of FCRTA riders surveyed indicated that they increased their transit usage because of the information provided by Odyssey. When we look at actual monthly passenger counts obtained through FCRTA we find that on the two FCRTA study routes the average monthly percentage change over the course of the 18 month study indicates an overall transit ridership increase of 2.0%. This percentage fluctuated greatly over the study period with monthly increases as much as 35% and decreases as much as 22%. Please see the graph below for monthly percent change in ridership on the FCRTA study routes:



Based on the above information there were very slight changes in transit ridership on FAX and FCRTA's study routes during the course of this study.

Committee members also showed interest in reviewing the emissions and vehicle miles traveled analysis for this study as provided by Jeff Weir, at the Air Resources Board. This 12-page report is included in your agenda packet. This methodology is consistent with what COG uses to evaluate projects for CMAQ funding. The TTC advised the Odyssey Project Advisory Committee to meet with the consultant and discuss these issues and come to consensus with how to proceed.

Prior to the Advisory Team meeting, COG did receive the attached letter dated January 13, 2005 from Odyssey's Executive Director, Derek Chernow, in response to the TTC concerns. Derek, with regards to the evaluation segment of the Final Report Derek states in his letter:

- The evaluation of auto trips, vehicle miles traveled and emissions impact was performed using calculations provided by the Air Resources Board.
- Odyssey performed on-board surveys to ascertain ridership change, not actual "body" counts. This is consistent with the other Community Transit Projects that have been performed by Odyssey and approved by local and state agencies.

With regards to the project goals, Derek states in his letter:

- Odyssey was not able to deliver the transit ridership increases that they had originally represented verbally at the onset of the project.
- Odyssey did fulfill the goals of the Environmental Justice Grant application as originally submitted and approved by Caltrans, which did not include discussion of increasing transit ridership nor evaluating emissions reductions or reductions in vehicle miles traveled but primarily focused on marketing and outreaching to minority and low-income communities and engaging them in the transportation planning process and usage of Fresno's public transportation system.

The Odyssey Project Advisory Committee met in February and the main result of the meeting is that Odyssey agreed to provide the COG with a letter which will act as a "Foreword" to the Final Report. This letter is included in the package for your review. In summary, the letter dated March 1, 2005 states that Odyssey did not reach their goal of increasing transit ridership as reflected in their final report and thus, we cannot claim any reduced vehicle miles traveled or emissions reductions from this study. However, they did perform all of the tasks as outlined in the contract which included marketing and outreaching to minority and low-income communities and engaging them in the transportation planning process and usage of Fresno's public transportation system. Odyssey did provide marketing materials and a list of community contacts as well as geographical information systems maps with demographic information of the study areas. This work is consistent with the goals of the Environmental Justice Grant Program to "promote more public involvement by diverse and under-served communities in the planning for transportation projects."

Odyssey's Project Advisory Committee, made up of members from the COG, FAX, FCRTA, Caltrans, and the San Joaquin Valley Air Pollution Control District, is recommending that the Policy Board accept this report with the inclusion of this "Foreword" provided by Odyssey. [DANSBY]

Action: Staff recommends the Policy Board accept the Final Report for the Community Transit Project: "Better Access for Low-Income and Minority Residents through Transportation Planning: A Community-Based Needs Assessment" with the addition of the new "Foreword" as provided by Odyssey.

D. Expedited Project Selection Process

Summary: The programming of projects in our Federal Transportation Improvement Program (FTIP) is subject to Federal Financial Constraint guidelines which require COG to limit programming to the apportionment level of each year for each funding Program in the three year triennial element. Apportionments not spent in three years are subject to lapse per AB 1012 which is a "use it or lose it" statute. Federal Highways Administration (FHWA) and Caltrans allow Metropolitan Planning Organizations to adopt an Expedited Project Selection Procedure which establishes criteria for advancing projects within the financially constrained triennial element. The need for a more flexible and timely procedure is a product of the much more rigorous financial constraint scrutiny implemented by FHWA as a result of the state budget crisis. In short, once this procedure is adopted, projects in the second and third year of the triennial element can be advanced and obligated without amendments. When Fresno COG undertakes another formal amendment programmed projects and apportionment funding levels will again need to show financial constraint, which may involve some shifting of projects. Staff must continue to monitor the program to insure that the triennial element remains financially constrained, however much needed flexibility is created by this expedited process.

In January an Expedited Project Selection Process was reviewed through the COG agenda and taken to the Project Delivery Subcommittee in February. The subcommittee concurred with the need to adopt this procedure. The consensus of the group is to allow second and third year projects to advance during the Federal Redistribution period (June through September) subject to the availability of excess statewide obligational authority. To advance second or third year projects during the rest of the year would entail moving an equal amount of projects back to maintain financial constraint and require board approval. [BESHEARS]

Action: Staff recommends approval of the Expedited Project Selection Process.

E. Designation of Freeway 99 as an Interstate

1. Investigating the Feasibility, Design, and Cost of Creating A Multimodal Transportation Partnership in California's San Joaquin Valley

Summary: As a result of an Executive Order from President Clinton and later reaffirmed by President Bush, a 19 member Federal Interagency Task Force for the Economic Development of the San Joaquin Valley exists to address our unique circumstances in the Valley. One of the discussions occurring at the Task Force level has been about creating a Multimodal Transportation Planning Entity for the entire San Joaquin Valley. The Great Valley Center has submitted, at the request of the Interagency Council, a "pre-proposal" to the federal Department of Transportation for a grant to investigate the feasibility of such an entity. There is $400,000 available nationally, and this request is for $180,000. The proposal, included in the package, states: *"We will investigate the feasibility, design, and cost of a new, intermodal transportation planning entity to bring together under one umbrella disparate transportation functions such as rail, freight, transit, roads and highways, airports, ports, and air quality agencies now individually serving eight Valley counties. The primary work will focus on creating a new transportation infrastructure and a supportive, integrated land use process to improve air quality in the entire San Joaquin Valley."* As an item of note within this discussion, the Fresno COG, certainly a stakeholder in this proposal, has never received notices of invite to these meetings. Staff will confirm, but based on general discussion with others, does not believe any Valley COGs have received invitations to these meetings, nor have we been asked to provide input into this proposal.

From the transportation perspective this proposal affects the eight federally designated Metropolitan Planning Organizations (MPO) within the Valley (all eight counties are now MPOs) and their member agencies. Metropolitan Planning Organizations are designated by the federal government when sufficiently sized urbanization occurs within an area to warrant the type of regional transportation planning required by the federal government to be eligible for federal funding. The organizations are to be composed of a majority of the cities, and also represent a majority of the population within the area. Those organizations are the eight COGs within the San Joaquin Valley. The eight COGs already undertake joint efforts on a number of common issues: Air Quality interaction with the Air District and state and federal air quality agencies, Development of Common Regional Transportation Models, Goods Movement Studies, Intelligent Transportation System Plans and Maintenance Plans, Development of a common Valley Chapter within each of our Regional Transportation Plans, and other coordinated issues as needed such as the East-West Corridor Study affecting Fresno and Madera Counties.

The COGs have transportation responsibilities and coordinate our planning responsibilities with our members who have direct land use authority.

The Valley COG Directors will receive a presentation on this proposal from the Chair of the Federal Interagency Council at its March 11 meeting. Staff will provide feedback from this meeting, but obviously not before the TTC meeting on March 9. [GOODWIN]

Action: Staff seeks guidance from its committees and Policy Board, but at a minimum recommends a letter be sent to the Interagency Council requesting meeting notifications be sent to each of the COGs since matters under our current jurisdiction are being discussed. Any further recommendations are pending the presentation being made to the Valley COGs on Friday, March 11.

2. State Planning and Research, Part I, Special Studies Program—Submitted by Caltrans re: 99 Consensus Issues

Summary: Caltrans District 6 is submitting a grant request for State Planning funds, in this 2004/05 fiscal year, to provide "Unique Consensus Building: 275 miles of diversity on SR 99 in the San Joaquin Valley". They are requesting $150,000 in grant funds with a $30,000 in-kind match from the Great Valley Center to undertake a two part consensus building effort.

Part A Collaboration with Districts 6 and 10 toward developing Valleywide consensus for a Route 99 Corridor Theme, with one specific goal being the consensus on a statewide model for a 21st century rest stop.

Part B Attaining consensus of stakeholders on whether or not to support designation of State Route 99 as an Interstate route. Such consensus would aid the Business, Transportation and Housing Agency as well as the Governor's office in its decision making process regarding Interstate status for State Route 99.

Caltrans, in submitting the grant, requires a Regional Transportation Planning Agency as a co-sponsor. They are asking both the Fresno COG and the Tulare County Association of Governments to co-sponsor their effort. A copy of the draft grant request is included in your package, and contains more detail. [GOODWIN]

Action: COG staff recommends support of the grant request, which provides necessary resources to undertake the consensus building needed.

F. 180 West (Hughes – Brawley) Scoping and Cost Increases

Summary: There have been Project Development Team meetings with regard to cost increases on this project, and the potential scoping options that may be pursued. Ron Peterson will provide a verbal update of this issue at TTC. [PETERSON]

Action: Information/discussion item.

G. Presentation of Caltrans Draft Transportation Concept Report for State Route 168

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 the year 2030. Ken Okereke from Caltrans District 06 Office of System Planning will be present to give a presentation to the TTC on the draft Transportation Concept Report for State Route 168. Included in your package is a two-page synopsis of the report and the complete report.

All comments on the draft TCR for SR 168 are due by March 30, 2005. 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 Committee.

H. GoCalifornia—Governor Schwarzenegger's New Vision for Transportation

Summary: On February 24, 2005, Business, Transportation and Housing Secretary Sunne Wright McPeak announced the three bill legislative package for *"GoCalifornia,* an innovative plan to reform and revitalize California's Transportation system. *GoCalifornia* introduces innovative financing for transportation projects, streamlines project delivery, and protects future transportation funding. The accompanying legislative package of bills reflects Governor Schwarzenegger's commitment to transportation as well as his ongoing commitment to reforming government.

The Governor's perspective on *"GoCalifornia"* is that it increases the sources of funding for state roads and highways, reduces red tape for transportation projects and in general improves overall mobility for Californians while improving our quality of life and economic competitiveness. There are three pieces of pending legislation (included in your package) that the Governor will rely on to carry out his goals for *GoCalifornia.* They are as follows:

- **SB 705 (Runner, R-Antelope Valley**)—Gives Caltrans the ability to use "design-build," a streamlined building process that shortens project delivery. With design-build, Caltrans selects a contractor to design and construct a project under one agreement. Traditionally, Caltrans has used the lengthy design-bid-build process, whereby Caltrans engineers designed the project and then Caltrans awarded the construction to a private firm.

- **AB 850 (Canciamilla, D-Pittsburg)—**Implements innovative financing, including public-private partnerships, to pay for building and maintaining California's roads and highways. These partnerships will permit Caltrans to accept private investment and allow private operators to charge tolls to recoup their investment. The bill also permits Caltrans to operate High Occupancy

Toll (HOT) lanes. Providing single occupancy vehicles paid access to underutilized High Occupancy Vehicle lanes will reduce roadway congestion and generate additional transportation revenue.

- **AB 1266 (Niello, R-Fair Oaks)--**Enables Caltrans to use design-sequencing, which jump-starts groundbreaking by allowing construction, which jump-starts groundbreaking by allowing construction to begin as soon the design is finished for each phase of a project.

Additionally, Governor Schwarzenegger's previously announced budget reform proposal (ACA 4X; Keene, R-Chico) will protect transportation by forbidding suspension of Proposition 42 funding beginning in fiscal year 2007-2008. [BOREN]

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

I. Shingle Springs Litigation

Summary: Metropolitan Planning Organizations and other government agencies are required to perform an air quality conformity analysis on transportation plans, programs, and projects. This analysis is based on standards established by the Federal Clean Air Act. However, a recent lawsuit in El Dorado County has initiated discussion of the possibility that conformity to the California Clean Air Act must also be demonstrated. A Sacramento Superior Court ruling has indicated that a project Environmental Impact Report (EIR) in Shingle Springs was inadequate, as it did not include calculations for meeting the state air quality standards. This ruling is currently under appeal, and the outcome of the case is not certain. Several groups are discussing the implications of this ruling and possible solutions. Staff will provide an update on the situation. [PAUKOVITS]

Action: Information/discussion item.

J. Neighborhood Electric Vehicles

Summary: Operation Clean Air (OCA) and the City of Fresno have requested that Fresno COG review information and discuss supporting the use of Neighborhood Electric Vehicles (NEVs) within the City of Fresno. Operation Clean Air supports the use of these clean air vehicles throughout the San Joaquin Valley and would like to set criteria under which the vehicles can operate safely on city streets. Currently, other areas of California only use these vehicles in community neighborhoods and on streets with low posted speeds (less than 35 mph). In general 35 mph is the maximum speed of these vehicles. Fresno COG staff would also like to see greater use of these vehicles, and will work with the City of Fresno to research the implications (air quality, congestion, and safety) of allowing the use of the electric vehicles on city streets which may have higher posted speeds. Enclosed in your package is a copy of the request from Operation Clean Air. Staff will bring back this item for further action following a general analysis of the impacts. [PAUKOVITS]

Action: Information/guidance item.

K. 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.

IV. 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.