

Fresno COG Policy Board

Date: Thursday, January 29, 2015

Time: 5:30 PM

Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

Americans with Disabilities Act (ADA) Accommodations

The Fresno COG offices and restrooms are ADA accessible. Representatives or individuals with disabilities should contact Fresno COG at (559) 233-4148, at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting / public hearing. If Fresno COG is unable to accommodate an auxiliary aid or translation request for a public hearing, after receiving proper notice, the hearing will be continued on a specified date when accommodations are available.

AB23 Requirement: In accordance with the Brown Act and AB23 the amount of stipend paid to members for attending this meeting of the Fresno Council of Governments Policy Board is \$100.

PLEASE TURN ON MICROPHONE BEFORE SPEAKING

THINK GREEN - KEEP FRESNO COUNTY CLEAN!

REGIONAL TRANSPORTATION MITIGATION FEE AGENCY - MEETING WILL FOLLOW FRESNO COG POLICY BOARD MEETING - FCRTA MEETING WILL FOLLOW RTMF MEETING

Exhibits:

 January 29 2015 RTMF meeting package

AGENDA AND ANNOTATED AGENDA IN PDF FORMAT FOR PRINTING

RECOGNITION

Outgoing Board Members:

- Councilmember Ron Lander, City of Coalinga
- Councilmember Marcia Sablan, City of Firebaugh
- Mayor Pro Tem Gary Yep, City of Kerman

New Board Members:

- Mayor Ron Ramsey, City of Coalinga
- Mayor Craig Knight, City of Firebaugh
- Mayor Stephen Hill, City of Kerman
- Mayor Victor Lopez, City of Orange Cove
- Mayor Pro Tem Raul Villanueva, City of Parlier
- Mayor Scott Robertson, City of Selma

I. TRANSPORTATION CONSENT ITEMS

About 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. FY 2014-15 Transportation Funding Claims [Fawcett] [APPROVE]

Exhibits:

 ITEM I A Coalinga  ITEM I A Fresno  ITEM I A County

Summary:

| Resolution # | Member Agency | Amt LTF | Amt STA | Grand Total Payable to Claimant |
|--------------|--------------------|--------------|-------------|------------------------------------|
| 2015-02 | City of Fresno/FAX | \$20,153,615 | \$3,043,012 | \$23,196,637 |
| 2015-03 | County of Fresno | \$5,402,768 | \$855,962 | \$6,258,730 |
| 2015-04 | City of Coalinga | \$511,445 | \$79,913 | \$591,358 |

Action: TTC/PAC recommend approval by resolution of the TDA Claims FY 2014/15 of the above listed member agencies.

B. FY2013-14 Transit Productivity Evaluation Report [Long] [ACCEPT]

Exhibits:

 ITEM I B

Summary: The productivity evaluation is conducted annually to assess the progress of transit operators who receive State Transportation Development Act funds and to recommend potential productivity improvements. The California Public Utilities Code 99244 requires that "Each transportation planning agency shall annually identify, analyze, and recommend potential productivity improvements which could lower the operating costs of those operators who operate at least 50 percent of their vehicle service miles . . . within the area under its jurisdiction." If operators fail to reasonably respond to recommended productivity improvements, local transportation funds cannot exceed the appropriation for the prior year.

The FY2013-14 Productivity Evaluation assesses the following transit agencies:

1. Fresno Area Express and Handy Ride
2. Clovis Stageline and Roundup
3. Fresno County Rural Transit Agency
4. Consolidated Transportation Services Agencies for the Metropolitan and Rural Areas.

The FY 2013-2014 Transit Productivity Report was reviewed and accepted by the Social Service Transportation Advisory Council (SSTAC) on December 16, 2014.

Action: TTC and PAC recommend accepting the FY2013-14 Transit Productivity Evaluation Report.

C. **FFY 2013/14 Obligational Authority Update [Garza/Chargin] [INFORMATION]**

Exhibits:

 ITEM I C

Summary: On April 2, 2014 Fresno COG submitted the 2013/14 Obligation Plan to Caltrans Local Assistance. This plan documents Fresno COG's estimated schedule for project and fund delivery for federal fiscal year (FFY) 2013/14 (October 1, 2013 through September 30, 2014). The Fresno COG total Obligational Authority (OA) Target for CMAQ and RSTP in FFY 13/14 was **\$23,161,050**. The federal fiscal year ended on September 30, 2014 and Fresno COG's local agencies delivered **\$20,543,378** worth of projects for the Congestion Mitigation & Air Quality Program (CMAQ) and the Regional Surface Transportation Program (RSTP). An adjustment of \$2,168,562 was made to account for the over delivery that occurred in FFY 12/13. This is the amount a Region/Program must pay back if it over delivered or the amount a Region/Program will receive to "make whole" if under delivered based on the Division of Local Assistance's (DLA's) OA Management Policy. An additional \$426,191 adjustment was made as required by Sections 182.6(n) and 182.7(k) of the California Streets and Highways Code. This estimated oversight amount is calculated based on the FFY 2014 advance apportionments dated November 1, 2013.

Enclosed is the final obligational authority delivery report from Caltrans. This report indicates that the Fresno County region was successful in delivering 99.9% of the RSTP and CMAQ obligational authority delivery target assigned to our region leaving only \$22,920 in obligation authority undelivered.

Fresno COG would like to thank all of the policy board members who made regional project delivery a priority, and most importantly a big THANK YOU to project sponsors, city/county staff, and to local assistance staff for their hard work and collaboration in this region-wide effort.

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

D. **Annual Project Listing [Chargin] [INFORMATION]**

Exhibits:

 ITEM I D

Summary: Federal law, 23 CFR 450.332, requires MPOs to develop listings of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which federal funds were obligated in the preceding program year within 90 calendar days following the end of the program year. These listings shall be published or otherwise made available, as a record of project delivery and a progress report for public information and disclosure. Obligation refers to the federal government's commitment to pay or reimburse the lead agency for the federal share of a project's cost. Obligation does not indicate expenditure or project completion; only that the project has been approved for federal reimbursement. Programmed project costs can be found in the corresponding Federal Transportation Improvement Program and Regional Transportation Plan. Please note that this list includes only federal funds that were obligated; no state or local funds are reported. The information contained in this report was provided by the California Department of Transportation.

This report indicates that approximately \$107.2 million in federal funds were obligated for transportation projects in the region between October 1, 2013 and September 30, 2014. The report also indicates that \$38.8 million of Federal Transit Administration (FTA) funds were obligated for transit projects and \$1.5 million were transferred from FHWA to FTA for transit projects.

The federal funds obligated for transportation projects were distributed amongst CMAQ, DEMO, HBRR, HSIP, Local Rail, RIP, RSTP, SHOPP, SRTS, and STP projects. Approximately \$3.2 million of the obligated Federal Highway Administration (FHWA) funds were for bicycle/pedestrian facilities; 18 projects included bicycle/pedestrian components. The listing was published on December 31, 2014 and is enclosed. It is also available for public viewing at www.fresnocog.org in the FTIP section: Annual Obligation Listings.

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

E. **California Transportation Commission (CTC) Annual Report [Garza] [INFORMATION]**

Exhibits:

Summary: As required under Government Code Sections 9795 and 14535, the California Transportation Commission (Commission) has provided its 2013 Annual Report to the California Legislature.

The Commission is responsible for programming and allocating transportation funds used in the construction of highway, intercity passenger rail, active transportation, aeronautics, and transit improvements throughout California. The Commission is a part-time body that holds public meetings typically one or two days per month, at which time it formally reviews, approves and/or adopts state transportation policy.

State law requires that the Commission adopt and submit an annual report to the Legislature by December 15 of each year. The report must include a summary of the Commission's prior-year decisions in allocating transportation capital outlay appropriations, and identify timely and relevant transportation issues facing the State of California. The annual report must also include an explanation and summary of major policies and decisions adopted by the Commission during the previously completed state and federal fiscal year.

During the 2013-14 fiscal year, the Commission allocated over \$4 billion in state and federal transportation funding, helping generate more than 92,000 private and public sector jobs, contributing to a construction program in excess of \$5.89 billion in state-administered construction contracts.

In addition, the Commission adopted the 2014 State Transportation Improvement Program (STIP) which includes more than \$1 billion in highway and road projects, and more than \$237.7 million in rail and transit projects. Furthermore, the Commission developed, implemented and adopted the Active Transportation Program (ATP), in response to the Commission's call for projects, 771 applications valued at more than \$1 billion were received. With assistance from a multi-disciplinary project evaluation committee, Caltrans, the Metropolitan Planning Organizations (MPOs) and others, the Commission adopted the Statewide and Small Urban and Rural program of projects on August 20, 2014, consisting of 148 projects totaling \$220.8 million in Active Transportation Program funds. The MPO program is expected to fund an additional \$147.2 million worth of projects that will not only encourage increased biking and walking and benefit California's disadvantaged communities, but will also provide safe access improvements to more than 83 of California's schools.

Reflecting on recent initiatives by the Administration, Legislature, and Regional Transportation Planning Agencies, the Commission is keenly aware that California has entered a time of change. Greater focus is now directed towards addressing greenhouse gas emission reduction and other sustainability goals when making transportation investment decisions for an efficient and functioning transportation system. The platform is evolving from improving mobility through expansion of the state transportation system, to preserving the existing infrastructure and supporting the implementation of sustainable communities strategies. This evolution includes greater focus on and expectation for reforms to improve efficiency, increase transparency and promote accountability of transportation expenditures.

Enclosed is the 2014 CTC Annual Report that includes more detailed information. It can also be accessed at: http://www.catc.ca.gov/reports/2014Reports/2014AnnualReport_Final.pdf

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

F. **Initiation of FY 2015-16 Unmet Transit Needs Process [Long] [INFORMATION]**

Summary: The Fresno COG Policy Board must determine that public transportation needs within Fresno County will be reasonably met in Fiscal Year 2015-16 prior to approving claims of Local Transportation Funds for streets and roads. The COG's Social Service Transportation Advisory Council (SSTAC) is responsible for evaluating unmet transit needs. Each year the SSTAC begins the process of soliciting comments from the public by sending approximately 400 letters to agencies and individuals interested in providing feedback on their public transportation needs within Fresno County. The request for comments letters, English and Spanish, are to be sent in February.

In addition to the request for written comments, SSTAC will be holding three information-gathering meetings. The location, date and time have yet to be determined.

Action: This is an information item. Direction may be given at the discretion of the Policy Board.

Exhibits:

 ITEM I G 1  ITEM I G 2

Summary: Fresno COG staff has developed the FTA Section 5310 Program Management Plan, which is included as an attachment to this item.

The Program Management Plan (PMP) was released for a 30-day Public Review on December 30, 2014 through January 27, 2015. Under the previous federal transportation authorization legislation – the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) – there were two programs that were designed to enhance mobility for seniors and people with disabilities.

These programs were:

Transportation for Elderly Persons and Persons with Disabilities (Section 5310), which provided federal funds to help private nonprofit agencies and certain governmental authorities fund capital items that supported the special transportation needs of seniors and people with disabilities.

New Freedom Program (Section 5317), which provided federal funds to expand transportation mobility options for people with disabilities. MPOs in large urbanized areas exceeding 200,000 in population, such as Fresno, received a direct allocation of funding under this program.

Changes under MAP-21:

In July of 2012, a new federal transportation authorization bill was signed into law. The new law – Moving Ahead for Progress in the 21st Century (MAP-21) – consolidated the two programs (Transportation for Elderly Persons and Persons with Disabilities-Section 5310 and New Freedom Program-Section 5317) to create the Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310 program). This new program continues to enhance mobility for seniors and people with disabilities, and the activities that were eligible for funds under the former New Freedom Program are now eligible for the new Section 5310 funding. The Final FTA Circular FTA C 9070.1G was published on June 6, 2014.

Under SAFETEA-LU and previous legislation, Section 5310 program funds were apportioned to states for distribution to subrecipients, whereas under MAP-21 funds are apportioned specifically to Urbanized Areas with population over 200,000. Another change instituted by MAP-21 is that Section 5310 program funds apportioned to large urban areas are now allocated using American Community Survey (ACS) 5-year data based on each area's share of seniors (i.e., persons 65 and older) and people with disabilities, as opposed to funds apportioned annually to the States based on an administrative formula that considers the number of elderly individuals and individuals with disabilities in each State.

MAP-21 presented an option for MPOs of Large Urbanized Areas (UZAs) to assume regional administration of the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program. Fresno COG formally announced intentions to become the designated recipient for the Fresno Urbanized Area with a letter to the California Department of Transportation and FTA Region 9 on December 3, 2013. The governor of the State of California delegated authority of "Designated Recipient" for Fresno Urbanized Area to Fresno COG on April 23, 2014. In urbanized areas with populations less than 200,000 and in rural areas, the state (Caltrans) is still the designated recipient.

Each direct recipient, like Fresno COG, is required to have an approved Program Management Plan (PMP) on file with the appropriate FTA regional office and to update it regularly to incorporate any changes in program management or new requirements. The PMP provides essential information for the understanding and implementation of the Federal Transit Administration (FTA) Section 5310 grant program managed and administered by the Fresno Council of Governments (Fresno COG). Also attached is the Final FTA Circular FTA C 9070.1G which serves as a guidance document for the Section 5310 program.

The PMP is on the Fresno COG website at http://www.fresnocog.org/sites/default/files/publications/Transit_Planning/DRAFT_5310_PMP.Fresno_COG.pdf.

Any comments should be directed to Peggy Arnest at (559) 233-4148 x241 or parnest@fresnocog.org.

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

H. **Prop 84 Update [Terry] [INFORMATION]**

Summary: (Prop 84 Round 2) Following is a brief report on the status of Round 2 activities:

- (Task 1) San Joaquin Valley Greenprint Phase II activities began in August with the formulation and release of a Request for Proposals (RFP) for consultant services, and subsequent retention of the consultant team led by Mintier-Harnish. Phase II will build on and extend the work completed in Phase I. It will conclude with the development of a guide for resource management, including examples of strategies and tools used elsewhere, that governments, businesses and communities can self-select to address their economic and resource objectives. The development and implementation of a pilot program is also a significant component of Phase II. The purpose of this program is to demonstrate how agencies can use the Greenprint mapping tools and information developed in Phase I in local and regional planning. The kick-off meeting for Phase II between the consultant team and the Greenprint Advisory Committee (formerly Steering Committee) is scheduled for Thursday, January 22nd beginning at 1:00 p.m.

For any questions regarding the Greenprint, please contact Clark Thompson at (559) 233-4148 Ext. 203 or via email at clarkt@fresnocog.org.

- (Task 2) Model Land-Use Revalidation activities (Model Improvement Program Phase 2) began in January 2014, and are on-going. Fehr and Peers, as the selected consultant, are conducting the activities associated with the project, including data collection and processing, refinement of model input data; and model estimation, calibration, validation, evaluation and associated training activities. In addition, the consultant is overseeing all project management and information sharing details.

For any questions regarding Model Land-Use Revalidation efforts, please contact Mike Bitner at (559) 233-4148 Ext. 216 or via email at mbitner@fresnocog.org.

- (Task 3) SCS Implementation efforts have begun at each of the valley MPOs. Due to the completion of several anticipated Round 2 activities within Round 1, Department of Conservation representatives have approved the re-allocation of line item funds to increase the amount of funding for both SCS printing/duplication for outreach and public involvement, as well as the amount available to assist with RHNA coordination. A total of \$55,000 for RHNA coordination and \$88,674 for SCS printing/duplication reflect the new line items. These amounts are to be allocated to each COG based upon population percentages (utilizing the Planning Center data), similar to other valley activities in the recent past. With 24% of the Valley's overall population, Fresno COG's proportion of these funds is \$20,841.54 for SCS activities, and \$13,200 for RHNA activities.

For any questions regarding SCS Implementation activities, please contact Rob Terry at (559) 233-4148 Ext. 222 or via email at rterry@fresnocog.org.

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

I. **New Technology Reserve Fund-Measure "C": Public Meeting January 28th @ 2:30 PM [Garza] [INFORMATION]**

Summary: The Fresno County Voters passed an extension to the Measure C program in November 2006, continuing a half cent sales tax for transportation purposes. Much of the planning and implementation of the Measure C Program is done by Fresno COG staff, while the agency responsible for overseeing the implementation of Measure C is the Fresno County Transportation Authority (FCTA). The New Technology Reserve Fund is under the Non Pass-Through Measure C Regional Public Transit Program and currently has approximately \$8.3 million with no expenditures to date. It was estimated, based on the Final 2006 Measure "C" Extension Expenditure Plan, that the New Technology Reserve fund would have \$36 million, or 2.1% of Measure "C" funding over 20 years for the implementation of new technologies. However, as of the most recent FY 14/15 sales tax revenue estimates, the expected revenue over 20 years has been reduced to \$30.6 million.

The goal of the New Technology Reserve Subprogram is to set-aside Measure "C" funding to finance new transit technologies that may be developed in the future, such as Personal Rapid Transit (PRT) or similar systems. System benefit goals would include the following:

- Reduction of traffic congestion, energy consumption, and air emissions resulting from less

- vehicular traffic and less surface street congestion
- Improved mobility in densely developed areas by providing convenient and direct transit service

Funds will be distributed based upon a call for projects and resulting contract.

A public meeting to discuss the scoring criteria and call for projects is scheduled for January 28, 2015 in the Fresno COG Sequoia Room at 2:30 PM.

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

J. **Measure C TOD Call for Projects-4th Funding Cycle [Cai] [INFORMATION]**

Exhibits:

 ITEM I J

Summary: The Measure C Transit Oriented Infrastructure for In-fill Development (TOD) program was created to encourage and support higher density and mixed use development with proximity to major transit stations. The TOD program guidelines were approved by the Fresno COG Policy Board in September, 2011, and by the FCTA Board in October, 2011.

A call for projects for the 4th funding cycle was issued on January 7th, 2015. Applications are due at 4:30 p.m. on February 6th, 2015. There is \$888,800 currently available in the TOD account as of December 31, 2014.

Enclosed is the application packet for the TOD program 4th funding cycle.

The applications will be brought back to the Board in March with the TOD Scoring Committee's recommendation for project selection.

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

K. **Measure C Citizen Oversight Committee Appointment [Veenendaal] [INFORMATION]**

Exhibits:

 ITEM I K

Summary: The purpose of the Citizen Oversight Committee is to inform the public and to ensure that the Measure C funding program revenues and expenditures are spent as promised to the public. The Measure C Expenditure Plan states that the COC shall be composed of thirteen members, including six at-large public members who respectively reside in each one of the five Fresno County Supervisorial Districts (with additional qualifications listed below) and seven members who must each be representatives drawn from a diverse mix of interested community organizations. Members of the Citizen Oversight Committee must meet certain eligibility and residency criteria as noted in the Measure C Extension Expenditure Plan - Appendix G – Citizen Oversight Committee. Appendix G also states the Committee's duties and responsibilities.

There is currently a vacancy for a public-at-large member who lives in Supervisory District 1. During the required 60-day advertising period, no applications were received from individuals who live in the required district. Therefore, the application period has been reopened for another 60 days or until qualified applications are received. The application form is attached.

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

L. **Association for the Beautification of Highway 99 Master Plan Update [Dawson] [INFORMATION]**

Summary: At the request of the Association for the Beautification of Highway 99, Fresno COG has agreed to fund an update of the Highway 99 Beautification Master Plan. The original Highway 99 Beautification Master Plan was completed July 2000. Fresno COG is facilitating work on the Master Plan Update through an existing contract for planning work made available to our member agencies.

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

M. **Strategic Highway Safety Plan (SHSP) [Garza/Han] [INFORMATION]**

Summary: A Strategic Highway Safety Plan (SHSP) is a major component and requirement of the Highway Safety Improvement Program (HSIP) (23 U.S.C. § 148). It is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. An SHSP identifies a State's key safety needs and guides investment decisions towards strategies and countermeasure with the most potential to save lives and prevent injuries. SHSPs were first required under SAFETEA-LU, which established the HSIP as a core federal program. The Moving Ahead for Progress in the 21st Century Act (MAP-21) continues the HSIP as a core Federal-aid program and the requirement for States to develop, implement, evaluate and update an SHSP that identifies and analyzes highway safety problems and opportunities on all public roads.

An SHSP is developed by the State Department of Transportation in a cooperative process with Local, State, Federal, Tribal and private sector safety stakeholders. It is a data-driven, multi-year comprehensive plan that establishes statewide goals, objectives, and key emphasis areas and integrates the four E's of highway safety – engineering, education, enforcement and emergency medical services (EMS). The SHSP allows highway safety programs and partners in the State to work together in an effort to align goals, leverage resources and collectively address the State's safety challenges.

California is now in the process of updating the Strategic Highway Safety Plan (SHSP). Caltrans published its first SHSP in 2006 with more than 600 people developing the original plan and hundreds have been working over the past 8 years to implement it. The plan has provided the state with guidance on how to reduce the number and severity of multimodal crashes on all public roads. The process is strategic – designed to focus resources on the most significant problems so the greatest progress can be made. The process relies heavily on analysis of state crash data to understand what factors are involved in crashes so they can target those factors.

Since this SHSP update process was initiated, Caltrans has reached out to give presentations to 50 agencies and organizations throughout the state. These included a number of medium and large Metropolitan Planning Organizations or MPOs including the one here in Fresno. Fresno COG hosted the Central Valley SHSP Workshop on December 11, 2014 in the Sequoia Room. The goal for the workshop was to review crash data to understand the safety problems on all public roads specifically focusing on roadway departure, roadway access, intersections and interchanges, and work zones.

Caltrans requested input from attendees on what should be included in the updated plan in order to reduce fatalities and serious injuries in this area.

Participants had an opportunity to provide input on the major issues in their communities, possible solutions to those issues, barriers to improving safety that needs to be addressed and ideas for overcoming those barriers. A wide spectrum of issues were discussed, including distracted drivers, rural vs. urban challenges, bike safety, data needs, and overcoming institutional barriers. FHWA representative will document the feedbacks and take them into consideration during the plan update process.

The draft SHSP update should have been completed in December 2014, but will undergo internal and SHSP Steering Committee review through February 2015. The draft will be available for broader agency and public review in March 2015. The final updated SHSP is anticipated by April 2015.

Visit the SHSP Website at <http://www.dot.ca.gov/hq/traffops/shsp/> for more information or to sign up as a participant of a Challenge Area team.

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

N. **Grant Writing Workshop [Chargin] [INFORMATION]**

Exhibits:

 ITEM 1 N

Summary: Fresno Pacific University, Continuing Education and Grant Writing USA will present a two-day grants workshop in Fresno, January 29-30, 2015. This training is for grant seekers across all disciplines. See attached flyer for more information.

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

O. **Monthly Grant/Call for Project/Request for Proposals Reminder [Chargin] [INFORMATION]**

Exhibits:

 ITEM I O

Summary: A memorandum listing current grant information is enclosed.

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

II. **TRANSPORTATION ACTION / DISCUSSION ITEMS**

A. **PUBLIC HEARING: Fresno County Coordinated Public Transit-Human Services Transportation Plan Resolution 2015-01 [Long] [APPROVE]**

Exhibits:

 ITEM II A 1  ITEM II A PLAN

Summary: Federal Transit Law, as amended by SAFETEA-LU, required that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs be derived from a locally developed, coordinated public transit-human services transportation plan and that the plan be developed through a process that includes participation by seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers and other members of the general public.

In 2012, Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) (MAP-21) included changes that impacted the coordinated plan. MAP-21 repealed 5316 – Job Access and Reverse Commute and section 5317 – New Freedom. It retained the 5310 program and reinstated the requirement for a coordinated plan.

As part of fulfilling the requirement to receive funding from any of these sources, Fresno County must complete a 'Coordinated Public Transit Human Services Transportation Plan'. The plan accomplishes the following:

- identifies resources currently in use for public transit
- surveys users to determine current needs and future expectation of users, and
- develops strategies to close gaps in perceived service levels.

The Federal funds are among the resources used to close the gaps identified in the plan. The Fresno County Coordinated Human Services Transportation Plan was developed as a product of the Fresno County Public Transportation GAP Analysis and Service Coordination Plan completed by Mobility Planners Inc.

Questions and comments can be directed to Jeff Long at the Fresno Council of Governments at jeff.long@fresno.gov.

Action: TTC and PAC recommend approval of the Fresno County Coordinated Public Transit-Human Services Transportation Plan, by adoption of Resolution 2015-01.

B. **PUBLIC HEARING: Measure C Trail Funds “Ongoing Maintenance” Amendment - Resolution 2015-05 [Beshears] [APPROVE]**

Exhibits:

 ITEM II B

Summary: Trail Proponents have proposed amending the language in the Measure “C” Expenditure Plan to include additional provisions to allow eligibility for limited maintenance on new Trail projects funded in whole or in part with non-Measure C Trail funds.

The amended provisions shall go into effect for a one year trial period. At the end of the one year trial

period the Authority shall perform a public review of the effectiveness of the policy and determine whether or not to continue the program. If a majority of the Authority Board votes to continue the program, the amended provisions shall become permanent, otherwise the amended provisions are invalidated and the provisions of the initial Ballot language continue in effect. If the Authority determines to discontinue the program, eligible projects that qualified during the trial period shall retain eligibility.

The amended provisions provides that if a local agency builds a new trail or a new extension of an existing trail using non-Measure Trail funds, the local agency will qualify to use Measure C Trails funds for "Ongoing Maintenance" of up to 20%, within maximums, of the cost of the non-Measure C Trail funds used to construct the project, subject to certain provisions spelled out in the resolution.

This concept has been publicly vetted through the COG process, the Oversight Committee, and the Transportation Authority Board. The consensus is in agreement to proceed with the amendment. The amendment must obtain a majority vote of the COG and Authority Boards to go into effect.

Action: TTC and PAC and staff recommendation: Per procedures provided in the Measure "C" enabling legislation and adopted by the Fresno Council of Governments and Fresno County Transportation Authority to amend the Measure "C" Expenditure Plan, the Pedestrian/Trails Facilities Program is amended to include additional provisions to allow eligibility for limited maintenance on new Trail projects funded in whole or in part with non-Measure C Trail funds per Resolution 2015-05.

C. **National Park Transit – Selection of YARTS Board and Advisory Representatives from Fresno COG [Fawcett] [APPOINT]**

Exhibits:

 ITEM II C

Summary: In preparation for the start of the bus service from Fresno to Yosemite National Park in the Spring of 2015, and per the amended Joint Powers Agreement (JPA) and Memorandum of Understanding (MOU) with Yosemite Area Regional Transportation System (YARTS); Fresno COG agrees to participate on YART's Board of Commissioners and Authority Advisory Committee (AAC). The YARTS Joint Powers Authority, which gives the Board of Commissioners the Authority to direct operational and procedural decisions, is also intended to allow for expansion of the Transit Service, particularly in the "gateway" communities of neighboring counties in the Yosemite region generally lying on or near the primary highway corridors. Highway 41, where the current route between Yosemite and Fresno is being established, is the newest of the "gateway" partners and the intent of the MOU is to establish attendance by Fresno COG appointed members to the YARTS Board, and will become full voting participants at such time when the YARTS JPA and Bylaws are amended to include the Fresno COG as a member of the YARTS JPA, with timing dependent upon the success of the service during the two-year demonstration period.

The YARTS AAC provides important information and expertise to the Board's elected decision makers, similar to the structure and function of the Fresno COG TTC/PAC, ensuring public participation from the stakeholders in the community.

This MOU recently established between Fresno COG, as of the November 20th Fresno COG Board meeting, and the stated participation on the YARTS Board and AAC, will ensure that Fresno COG is part of the effort to guide the planning, management and operations of the Transit Demonstration Project over the next two years. This participation is crucial to establishing the service beyond demonstration to a fully operational transit system. This system is anticipated to begin fully operating public transit service in the summer of 2015.

The YARTS Board of Commissioners and AAC meet quarterly. More information regarding the governance, authority and meetings can be obtained on the YARTS website: <http://www.yarts.com/reports.html>

The three appointees recommended by TTC and PAC to represent Fresno COG on the YARTS AAC are:

1. Moses Stites – Transit Representative (FCRTA)
2. Layla Forshedt – Hospitality and Tourism (Fresno/Clovis Convention & Visitors Bureau)
3. Tom Gaffery – Route and Stops (Parking & Transportation Manager, CSU Fresno)

Action: Discussion and approval of three appointees recommended by TTC/PAC and selection of two Board members to serve on the YARTS Board of Commissioners.

D. **Fresno/Madera Corridor Origin-Destination and Fiscal Study Consultant Selection [Terry] [APPROVE]**

Exhibits:

 ITEM II D

Summary: To provide for a comprehensive understanding of transportation movements and effects between Fresno and Madera Counties, the Fresno Council of Governments (Fresno COG) and the Madera County Transportation Commission (MCTC) – in partnership with the Counties of Fresno and Madera, and the City of Fresno – released an RFP to retain a consultant to conduct a joint study focusing on the traffic movements along the entirety of the Highway 41 corridor running through both Fresno and Madera Counties, and the various impacts associated with such movements. The joint study will consist of two parts. Part one will consist of an analysis of origin and destination traffic movements between the two counties. Part two will provide an analysis of the fiscal impacts of such movements on the local and regional economy. The total study has a budget of \$250,000. The results of the joint study are intended to better inform local decision-making bodies regarding commuter patterns and their economic impacts as these agencies continue discussions relating to development patterns of interest to each jurisdiction, in-line with previous agreements to consider such activities and potential impacts. In addition, deliverables are also intended to improve the Fresno COG and MCTC's abilities to implement their respective Sustainable Communities Strategies.

The total timeline of the complete project will consist of a 12-month period; allowing for approximately 6 months of traffic analysis (January-June 2015) and 6 months of fiscal analysis (July-December 2015) with integrated administrative report editing/review and completion taking place concurrently.

On November 19, 2014, an RFP for Part One activities was released, with two responses being submitted (Fehr & Peers and Airsage). The scoring committee, which included representatives from all of the aforementioned agencies, unanimously recommends the consulting firm of Fehr & Peers be awarded the contract, not to exceed the amount of \$125,000, as indicated in the RFP. Contract work associated with Part One activities will be completed by June 30, 2015. An RFP for Part Two activities is expected to be released in the spring of 2015.

During their January meeting, the TTC and PAC both recommended that representatives from the City of Clovis and Caltrans be invited to participate. Invitations to both agencies have been formally made.

Action: TTC and PAC recommend the Policy Board award the Fresno/Madera Highway 41 Origin-Destination Study Part One contract to Fehr & Peers, not to exceed the amount of \$125,000, as indicated in both the RFP and the consultant's proposal.

E. **Transportation Project Ag Mitigation Ad-Hoc Committee [Terry] [INFORMATION]**

Summary: In June of 2014, the Fresno COG Policy Board adopted the region's first Sustainable Communities Strategy (SCS) following considerable effort and input from Fresno COG member agencies and interested stakeholders. With this approval, the Policy Board also approved 3 follow-up programs as part of the 2014 RTP/SCS implementation efforts, which included the formation of an ad-hoc committee charged with discussing potential mitigation activities relating to the transportation project impacts upon farmlands. The Committee will include one representative from each of the incorporated fifteen cities, the County of Fresno, Fresno LAFCo, Caltrans, the Blueprint Planner's Network, the building/development community, the environmental protection/conservation community, the environmental justice community, and two representatives from the agricultural community. Outreach efforts to assemble the committee roster have been underway since November, and continue through today, with several local agency assignments still outstanding. When finalized, the committee roster will be provided to each agency's lead administrator or their designated representative, for reference. It is anticipated that committee meetings and activities will begin in late February 2015.

For those previously listed agencies that have not already done so, please contact Rob Terry at Fresno COG (rterry@fresnocog.org) to indicate the individual from your organization that will be designated for committee inclusion.

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

F. **Cap and Trade Funding Program Update [Terry/Garza] [INFORMATION]**

Exhibits:

 ITEM II F 1  ITEM II F 2  ITEM II F 3

Summary: AB 32, the Global Warming Solutions Act of 2006, directed the California Air Resources Board (ARB) to address climate change using multi-year programs to reduce greenhouse gas (GHG) emissions throughout the State. ARB adopted a Scoping Plan that describes the approach the State will take to reduce GHG emissions and achieve the goal of reducing emissions to 1990 levels by the year 2020.

The Cap-and-Trade Program, which ARB labels as a key element in the Scoping Plan, began in 2012. A portion of the GHG emissions permits (allowances) established by the Cap-and-Trade Program are sold at quarterly auctions and reserve sales. The Legislature and Governor appropriate auction proceeds from the Greenhouse Gas Reduction Fund (GGRF) to State agencies and programs through the Budget process, consistent with the implementing legislation. Funding allocations are organized into three categories: Transportation and Sustainable Communities Funding, Clean Energy and Energy Efficiency Funding, and Natural Resources and Waste Diversion Funding. Attachment 1 provides a chart briefly describing the funding categories and their related programs (information for the all programs may be found on the ARB's website at: <http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/ggrfprogrampage.htm>). The 2014-15 State Budget provides for \$832 million to the GHGRF; \$630 of which is allocated to the Transportation and Sustainable Communities Fund. Below is more detail on each of the five Transportation and Sustainable Communities Funding programs.

- **Affordable Housing and Sustainable Communities (AHSC) Program:** This program is administered by the Strategic Growth Council (SGC), and implemented by both the Department of Housing and Community Development (HCD) and Natural Resources Agency's, with a funding allocation of \$130 million. The program aims to fund land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce GHG emissions, while significantly benefiting disadvantaged communities and providing affordable housing. Program activities are intended to yield in projects that include transit-oriented development, intermodal affordable housing, transit capital projects, active transportation and complete streets. Draft guidelines were released September 23, 2014, and can be found at: http://sgc.ca.gov/docs/Draft_AHSC_Guidelines_for_posting_082314.pdf. The program provides for two types of projects: TOD (Corridor, District or Neighborhood) Project Areas, and Integrated Connectivity Projects (ICP), with total funds awarded accounting for no less than 40% to TOD and no less than 30% to ICP projects. Application will consist of a two-part process, where concepts will first be submitted to the SGC for preliminary review, followed by submission of a full application package for those invited to submit based upon their initial concept being approved by the SGC. For those not selected for full application submission, this process eliminates the significant time and cost associated with full application preparation.

Upon review of the draft guidelines, regional planning agencies throughout the valley expressed considerable concern regarding program eligibility and processing, which appeared to eliminate program eligibility for all agencies throughout the valley. While originally scheduled for adoption in December 2014, similar concerns raised by agencies throughout the state caused the SGC to postpone their anticipated adoption until their January 20, 2015 meeting, with the assurance that such concerns would be addressed in a revised guideline document to be provided in early January 2015.

Attachment 2 provides a copy of the letter submitted to the SGC highlighting the concerns of the regional planning agencies with the valley. Chief amongst the concerns highlighted include: potential failure of the guidelines to ensure the required 50% of funds are allocated to areas designated as disadvantaged communities; lack of coordination with the established regional planning process; overly stringent and unrealistic housing project densities and minimum project sizes; agency eligibility concerns; and excessive matching requirements.

On January 9, 2015, the SGC released Revised Guidelines that addressed the bulk of the concerns

notated by Fresno COG and other valley partners, as notated in the comment letter sent to SGC. The SGC memo addressing the changes can be found at: http://www.sgc.ca.gov/docs/December_Guidelines_Memo_.pdf. The Revised Guidelines can be found at: http://sgc.ca.gov/docs/AHSC_Proposed_Final_Guidelines.pdf. At the January 20, 2015 SGC Meeting, following significant public comment and discussion regarding the revisions, the Council unanimously adopted the revised AHSC Guidelines. Furthermore, the Council expressed their continued dedication to making adjustments to the program in following rounds as challenges and shortcomings are identified. Following is a chart detailing recent and upcoming dates and activities relevant to the AHSC program:

| Date | Activity |
|---------------------|--|
| January 9, 2015 | Release Draft Final Guidelines |
| January 20, 2015 | Final Guidelines Approved by SGC |
| January 30, 2015 | Concept and Notice of Funding Availability (NOFA) Released |
| February 4-11, 2015 | Concept Technical Assistance Workshops |
| February 19, 2015 | Concepts Due |
| March 11, 2015 | Approved Concepts Invited for Full Application |
| April 15, 2015 | Full Applications Due |
| Late June 2015 | AHSC Awards Recommended for Approval/Funding |

Attached is the flyer announcing the six outreach workshops throughout the state that the SGC will be hosting in early February to share more information about program and provide details on how to submit a concept proposal. This information can also be found at: http://sgc.ca.gov/docs/AHSC_February_Technical_Assistance_Workshop_Notice.pdf.

- Sustainable Agricultural Land Conservation (SALC) Program:** This program is administered by the California Department of Conservation, as directed by the SGC, with a funding allocation of \$1 million (as part of the \$130 million allocated to the SGC as part of the AHSC Program). Activities associated with this program include the formulation/placement of Sustainable Agricultural Land Strategy Plans. Draft guidelines for this program were released on September 22, 2014, and can be found at: http://www.sgc.ca.gov/docs/Sustainable_Ag_Lands_Conservation_Program_Guidelines_092214_DRAFT.pdf. Adoption of the Final Guidelines took place at the SGC meeting on January 20, 2015, and can be found at: http://www.sgc.ca.gov/docs/SALC_Proposed_Final_Guidelines_.pdf. Information on the application process can be found at: http://sgc.ca.gov/s_salcpprogram.php. Following is a chart detailing recent and upcoming dates and activities relevant to the SALC program:

| Date | Activity |
|------------------|---|
| January 9, 2015 | Release Draft Final Guidelines |
| January 20, 2015 | Final Guidelines Approved by SGC |
| January 21, 2015 | Request for Proposals Released |
| February 6, 2015 | Concepts Due for SALC Easement Grants |
| March 20, 2015 | Applications Due for SALC Strategy Grants |

| | |
|----------------|--|
| April 1, 2015 | Full Applications Due for SALC Easement Grants |
| June/July 2015 | SALC Awards Recommended for Approval/Funding |

- **High Speed Rail Program:** This program is administered by the High Speed Rail Authority, with a funding allocation of \$250 million. Activities within the program consist of the planning, design, and right-of-way acquisition, and construction of the initial operating segment. The Authority currently has a Request for Qualifications (RFQ) out for the building of Phase Three of High-Speed Rail in the Central Valley, with submissions due January 30, 2015. Additional information can be found at: <http://hsr.ca.gov/>
- **Transit and Intercity Rail Capital Program (TIRCP):** This program is administered by the California State Transportation Agency, with a funding allocation of \$25 million. Activities within this program consist of capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail systems to reduce GHG emissions, expand and improve rail service and increase ridership, integrate the rail service of the state's various rail operations, including integration with the high-speed rail system, and improve safety. Draft discussion guidelines were released for review and comment on December 19, 2014. The draft guidelines were presented to the California Transportation Commission (CTC) on January 22, 2015, for final approval. Guideline workshops were held in Northern and Southern California on January 20 and 21, respectively as required by statute. Comments will be accepted through January 31st and the Final program guidelines will be published on February 6, 2015. The draft guidelines can be found at http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/3228-ggrf/draft.tircp_guidelines2014.pdf

Please note: the call for projects for this multi-year program will be issued on February 9th. Funds programmed with FY14/15 revenues will need to be allocated no later than June 30, 2016. Additional information can be found at: <http://www.dot.ca.gov/hq/MassTrans/tircp.html>

- **Low Carbon Transit Operations Program (LCTOP):** This program is administered through the California Department of Transportation (Caltrans), with a funding allocation of \$25 million for FY 14-15. Activities within this program are designed to provide operating and capital assistance for transit agencies to reduce GHG emissions and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total funds received shall be expended on projects that will benefit disadvantaged communities. Interim final guidelines for the program were released December 19, 2014.

Please note: SB 862 establishes the LCTOP as a formulaic program instead of a state-level competitive program. Eligible agencies must submit expenditure proposals or Cycle 1 no later than Feb. 2nd. Cycle 2 expenditure proposals are due April 15th. Detailed information can be found at: <http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/3228-ggrf/lctop.guidelines.2014rev.pdf> Additional information on the program can be found at: <http://www.dot.ca.gov/hq/MassTrans/lctop.html>.

- **Low Carbon Transportation Program:** This program is administered by the California Air Resources Board (ARB), with a funding allocation of \$230 million. Within this program, Cap and Trade auction proceeds provide an additional funding source for ARB's advanced technology, clean transportation incentive programs, thus expanding the types of projects ARB has funded through the Air Quality Improvement Program (AQIP). Activities within the program include zero and near-zero emission passenger vehicle rebates, heavy duty hybrid/ZEV trucks and buses, freight demonstration projects, and pilot programs (car sharing, financing, etc.) in disadvantaged communities. Additional details for the various program activities can be found at: <http://www.arb.ca.gov/msprog/aqip/aqip.htm>

The Air Resources Board will host a public workshop on January 23, 2015 regarding the development of the Fiscal Year (FY) 2015-16 Funding Plan for the Air Quality Improvement

Program (AQIP) and Low Carbon Transportation Greenhouse Gas Reduction Fund (GGRF) Investments. This is the second in a series of three planned public workshops ARB staff will hold on the development of the FY 2015-16 Funding Plan. A third workshop will be held in spring 2015 to discuss more detailed staff proposals for the FY 2015-16 AQIP and Low Carbon Transportation appropriations. ARB staff anticipates releasing the proposed FY 2015-16 Funding Plan in May 2015 for Board consideration in June 2015.

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

G. **SB 375 Update [Cai] [INFORMATION]**

Summary: Senate Bill 375 (SB375) requires the greenhouse gas emission targets be updated at least every eight years, and may be revised every 4 years. After seeking input from the 18 Metropolitan Planning Organizations (MPOs) and the public, the California Air Resources Board (ARB) staff recommended to the ARB Governing Board that a second round of target-setting will be conducted in 2016 for the 8 MPOs in the San Joaquin Valley to update the 2035 greenhouse gas emission reduction targets. The following table shows the recommended timeline for updating the targets for the 18 MPOs in the State:

Proposed Timeline for Target Update

| | Four Largest MPOs(SACOG,MTC,SCAG & SANDAG) | Eight San Joaquin Valley MPOs | Six Small MPOs |
|----------------------------------|--|-------------------------------|----------------------------------|
| Proposed adoption of new targets | Late 2015 | Late 2016 | Late 2015 |
| Applicability of new targets | SCSes developed in or after 2019 | 2018 SCS | SCSes developed in or after 2016 |

Based on the recommended schedule, Fresno COG will start engaging the cities, the County and the public in the second round of target setting in early 2016.

Fresno COG has received approval from the Federal Highway Administration for the 2014 RTP, and the Air Resources Board will make a determination on whether the SCS meets the greenhouse gas emission reduction targets at their Governing Board meeting on January 29, 2015.

Currently, Fresno COG staff is actively working on the implementation of the first SCS adopted in June 2014. The three SCS implementation programs that were directed and approved by the Policy Board are:

1. Needs Assessment: The Needs Assessment program will study the County-wide transportation infrastructure needs, especially in the disadvantaged communities.
2. Sustainable Planning and Infrastructure Grant Program: The Grant program will explore new and/or existing funding source to support the implementation of the SCS
3. Natural and Working Lands Conservation Policy: Under this Program, an ad hoc committee will be established to assist member agencies in identifying potential policies and actions to minimize the loss of farmland associated with the construction of transportation facilities. Please see item E under the action/discussion item associated with this committee on this agenda.

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

H. **Caltrans Report [Caltrans] [INFORMATION]**

Exhibits:

 ITEM II H

Summary: Caltrans staff will give an update at the Policy Board meeting. The Quarterly Update is included.

Action: Information item.

Fresno COG Sitting as the Fresno Council of Governments Policy Board

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

IV. **ADMINISTRATIVE CONSENT ITEMS**

About 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 November 20, 2014 [APPROVE]**

Exhibits:

 ITEM IV A

B. **Monthly Legislative Update [Garza] [INFORMATION]**

Exhibits:

 ITEM IV B  ITEM IV B Additional Info

Summary:

To locate current and past year **state bill information** go to the Official California Legislative Information webpage at: <http://www.leginfo.ca.gov/>

To locate current and past year federal bill information go to THOMAS, The Library of Congress's bill information website (in the spirit of Thomas Jefferson) at: <http://thomas.loc.gov/>

Please contact staff person, Melissa Garza, if you have any questions or comments.

C. **San Joaquin Valley Regional Policy Council Update [Boren] [INFORMATION]**

Exhibits:

 ITEM IV C

Summary: A copy of the December 12, 2014 Agenda is enclosed.

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

D.. **Regional Clearinghouse [Arnest] [APPROVE]**

Exhibits:

 ITEM IV D

Project

Applicant

- | | |
|---|----------------|
| 1. San Joaquin Drought Relief Basic Needs Program | Salvation Army |
|---|----------------|

Summary: Your agenda package includes this month's Clearinghouse Calendar containing "Project

Notification and Review Reports” for grant proposal.

1. City of San Joaquin Drought Relief Basic Needs Program - \$20,949 – Federal; \$6,983 – Applicant – Total \$27,932

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.

V. **ADMINISTRATIVE ACTION / DISCUSSION ITEMS**

A. **Fresno COG Washington D. C. One Voice [Garza] [INFORMATION]**

Exhibits:

 ITEM V A

Summary: The Annual Fresno COG One Voice trip to Washington D.C. for elected officials, business leaders and staff is scheduled for **April 11th -16th, 2015**. This trip provides an opportunity for a delegation of local public and private representatives to expand upon the relationships with Congressional representatives and federal staff members, while advocating for legislative relief for priorities of regional significance. Delegates focus their efforts on bringing prosperity to Fresno County, and seeking potential short-term and long-term relief on items like impacts due to severe drought conditions as well as improving transportation mobility, economic development, education and public safety. Individuals interested in participating must complete and submit the attached participant form.

During the One Voice kick-off meeting in late September, the One Voice steering committee recommended that the One Voice delegation focus trip efforts on transportation, water policy, jobs, and jobs training for skilled labor. Transportation issues may include requesting a dedicated funding source for goods movement and other priorities that may be submitted for consideration by member agencies or community partners. The Steering Committee also requested that workgroups be formed to further develop needed data and information regarding these top priorities, with Water Policy continuing as the #1 priority once again this year. Because the California Waterbond passed in November, the committee requested that federal efforts focus on additional supporting funds that will be utilized to close the infrastructure funding gap, as well as legislation mandating the increase in operations from water agencies. The committee provided several examples of how water policy not only affects agriculture but also municipalities. Though grants are available to address municipal dry water well concerns from the federal government, cities with populations under 25,000 are not eligible causing a serious concern for Fresno County communities.

Potential “federally related” Regional Priorities to be considered for the 2015 One Voice trip to Washington, DC have been submitted. Staff will provide update at the meeting.

Lastly, Fresno COG would like to request your financial support for the 2015 One Voice advocacy effort. Sponsorship information is available by contacting Brenda Veenendaal at brendav@fresnocog.org. One Voice sponsorship information and necessary One Voice documents are available on the Fresno COG website at this link: <http://www.fresnocog.org/one-voice>

The One Voice Steering Committee met on January 15th. Staff will provide an update from the meeting.

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

B. **San Joaquin Valley Regional Policy Council Legislative Platform [Garza] [ADOPT]**

Exhibits:

 ITEM V B

Summary: Attached please find the revised San Joaquin Valley Regional Policy Council’s legislative platform for adoption. It is requested that each individual SJV COG adopt the platform in advance of the Policy Council meeting that is scheduled for February 2015. The platform is used as a broad policy position document covering a range of issues and is intended to help develop the regional priorities that

will be presented during the SJV Valley Voice trip in Sacramento during the month of March.

The changes to the SJV Legislative Platform include:

1. All references to lowering voter thresholds for local transportation measures have been removed.
2. The identified funding need has been updated to reflect Caltrans and SJV Goods Movement Plan data numbers under the Transportation Funding heading.
3. An additional \$150 million in cap-and-trade funding has been requested for Amtrak operations statewide under the Passenger Rail section.

Action: Adopt.

VI. **OTHER BUSINESS**

A. **Items from Staff**

B. **Items from Members**

VII. **PRESENTATIONS**

A. **PUBLIC PRESENTATIONS**

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