

The image shows a computer monitor. The screen area contains a rectangular box with a double border. Inside this box, the text "Transportation Technical Committee" is at the top, and "Consent Items Agenda Items II. A. J." is below it. The monitor has a base, represented by a large rectangle at the bottom. Two vertical lines connect the bottom of the screen area to the top of the base. On the right side of the base, there is a small, empty rectangular box.

**Transportation
Technical Committee**

**Consent Items
Agenda Items II. A. J.**



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Fresno, California 93721

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TRANSPORTATION TECHNICAL COMMITTEE

EXECUTIVE MINUTES

Date: Wednesday, September 6, 2006
Time: 8:30 a.m.
Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

Members Attending:

Renee Mathis, Clovis
Nicholas Don Paladino, Fresno Cycling Club
Paul Marquez, Caltrans
Stan Nakagawa, Fresno County
John Donaldson, League of Women Voters
Scott Mozier, Fresno

Jeffrey Webster, FCRTA
John Wright, Clovis
Eric Zetz, Fresno County
Gary Fief, CHP
Jeff Roberts, Building Industry Asso.

Others Attending:

Barbara Goodwin, Fresno COG
Kathy Chung, Fresno COG
Mike Bitner, Fresno COG
Jason Paukovits, Fresno COG
Clark Thompson, Fresno COG
Todd Sobrado, Fresno COG
Brenda Lauchner, Fresno COG
Renee DeVere, Fresno COG
Barbara Steck, Fresno COG

Bob Hull, Caltrans
Ken Okereke, Caltrans
Stephanie Sherrell, Selma
Dottie Wright, Fresno COG
Mary Gonzalez, Fresno
Margo Lerwill, County of Fresno
Lynn Gorman, County of Fresno

Renee Mathis (Clovis), Chair opened the meeting.

I. 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.

There were no public presentations.

II. CONSENT ITEMS

All items on the consent agenda are considered to be routine and non-controversial by COG staff and may be approved by one motion if no member of the Committee or public wishes to comment or ask questions.

- | | |
|--|---------|
| A. Joint TTC/PAC Joint Executive Minutes of July 14, 2006 | Approve |
| B. 2006-07 Transportation Funding Claims | Approve |
| 1. City of Kerman, Resolution 2006- 33 | |
| 2. City of Orange Cove, Resolution 2006-34 | |
| 3. City of Parlier, Resolution 2006-35 | |
| C. 2005/06 Transportation Development Act Surplus Distribution | Approve |
| D. 2005-06 Fourth Quarter Progress Report | Accept |

Member Agencies: The cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma & Fresno County

E. State Transit Assistance Increased Funding	Information
F. Caltrans Transportation Planning Grant – Call for Applications	Information
G. Report on Roundabout Conference	Information
H. High Speed Rail Authority Board Vacancies	Information
I. California Infrastructure Bond Workshop Announcement	Information
J. Needs Assessment of California's Local Streets and Roads	Information
K. Role of SR 180 in Providing Aggregate to Meet Anticipated Statewide Increase in Demand	Information
L. Prop. 87 – Public Presentation Item @ COG Board Meeting, 9-28-06	Information
M. Monthly Legislative Update	Info/Discussion

For a complete summary of these items please see the September 9, 2006 Annotated Agenda.

There was a question regarding item C. by Dr. Donaldson (LWVF).

A motion was made by Jeffrey Webster (FCRTA) and seconded by Nick Paladino (Cycling Club) to approve the Consent Items with the exception of Item C. A vote was called for and the motion carried.

Item C. 2005/06 Transportation Development Act Surplus Distribution - Dr. Donaldson (LWVF) questioned what the amounts are based on. Les Beshears (COG Finance Director) explained they are based on population. With this clarification a motion was made by Jeffrey Webster (FCRTA) and seconded by John Donaldson (LWVF) to approve Item C. of the Consent Agenda. A vote was called for and the motion carried.

III. ACTION / DISCUSSION ITEMS

A. New Fresno COG Website Kick-Off

The Fresno COG has begun beta (final) testing of an extensive redesign of its website. Now in testing, the new website has been built with the following objectives in mind:

- Begin transitioning the COG in the direction of a 'paperless' work environment,
- Facilitate the communication between committees, committee members, Fresno COG staff, and the public,
- Reduce Fresno COG administrative costs,
- and more.

Todd Sobrado gave a brief demonstration of the new website. For additional information and questions, please call Todd Sobrado at (559) 233-4148 or email at todds@fresnocog.org.
[SOBRADO]

Mr. Sobrado also explained that there will be an opportunity to discuss items online.

Dr. Donaldson (LWVF) expressed concern that it would cost a lot to print out the package. Barbara Goodwin, Executive Director, responded that members could print out only what they were interested in. She also stated that we will continue to send full packages to members who request it.

This was an information item and required no further action from the Committee.

B. Valley COG Memorandum of Understanding (MOU) / Appointments

As a result of proposed (then withheld) legislation earlier this year, consensus was reached that the current Memorandum of Understanding between the eight Valley COGs needed to be revisited and modified. The purpose is to establish a Policy Council of elected officials and to develop a process and framework for establishing formal San Joaquin Valley positions on issues

where valleywide consensus exists. A copy of the draft Memorandum of Understanding is included in the package. The draft was circulated in July through all the eight valley COGs, and the intent is to formalize the agreement in September, including Board appointments to the Regional Policy Council.

This schedule allows the new Policy Council to meet for the first time at the Valley COG's October 4-6, 2006 Policy Conference in Bakersfield. The newly appointed members are encouraged to attend Thursday, October 5th (all day) and 6th events. [GOODWIN]

A motion was made by Scott Mozier (Fresno) and seconded by John Donaldson (LWVF) to 1) approve the Memorandum of Understanding of the Regional Planning Agencies in the San Joaquin Valley, and authorize the Executive Director and Board Chairman to execute the agreement; and 2) recommend appointment of two members and an alternate from the COG Policy Board to serve on the Valley COG Regional Policy Council. A vote was called for and the motion carried.

C. October 4-6th Valley COG Conference in Bakersfield

Attention was called to the San Joaquin Valley COG's Regional Issues Conference agenda for October 4th through 6th. The October 4th events are actually Kern's Transportation Forum, much like the forum we will host on September 28th here in Fresno, and the Executive Directors' meeting. The Issues Conference will primarily take place on Thursday the 5th and Friday, the 6th. Member agencies are encouraged to participate in this valleywide conference. [GOODWIN]

This was an information item and required no further action from the Committee.

D. Fresno County Request to Form a Land Buffer Task Force

Pursuant to a request by the County of Fresno, in June 2006, Fresno COG took through its committee process a request by Fresno County to have Fresno COG host a Land Buffer Task Force. Lynn Gorman, Fresno County Staff, was present and requested that action on this item be deferred for another month in order to give more time to go out to each of the cities.

E. 2006 Transportation Forum -- September 28, 2006 -- Update

Fresno COG, in partnership with the Economic Development Corporation serving Fresno County and the Regional Jobs Initiative, is pleased to announce the 2006 Fresno COG Transportation Forum and Transportation Achievement Awards. The half-day forum is scheduled September 28, 2006 at the Radisson Hotel in Downtown Fresno from 8:00 a.m. to 12:00 p.m. The theme of this year's program is *Transportation Infrastructure = Economic Development → Jobs*. Forum speakers will present in detail how state and local infrastructure affects the economic vitality of our community. Discussions on the State's infrastructure needs, its current funding shortfalls and proposed transportation bonds, will set the stage for presentations on Fresno County's regional transportation needs, both urban and rural, and financing strategies available to implement proposed projects. Assemblymember Juan Arambula will provide the introduction. Other speakers include Randell H. Iwasaki, Chief Deputy Director, Caltrans; Tony Boren, COG Deputy Director; Measure "C" Steering Committee Co-Chairs Lynne Ashbeck, Clovis City Councilmember, Mary Savala, League of Women Voters and Mayor Pro Tem Trinidad Rodriguez, COG Board Chair; Dave Spaur, CEO of the Economic Development Corporation, and Ashley Swearengen, COO of the Regional Jobs Initiative. Barbara Steck (COG staff) announced the recipients of the Transportation Awards as follows:

The Terry O. Cooper Memorial Award for Outstanding Individual
Nicholas D. Paladino, Bicycling Advocate

Outstanding Project or Program for a Rural Area
"Public Transportation Infrastructure Study"

Outstanding Project or Program for the Urban Area (FCMA)
"FAX Frequent 15"

Honorable Mention in this category will be presented to:
"Introduction of International Passenger Service to the Region" [STECK]

This was an information item and required no further action from the Committee.

F. San Joaquin Valley Blueprint - Update

The Blueprint planning process is moving into high gear as COG begins the intensive community outreach outlined for Phase I. Working with the consultant, VRPA Technologies, COG will be conducting approximately 40 presentations and five workshops in an effort to determine the vision and values of community members as they contemplate growth and quality of life issues to the year 2050. Future phases will address goals, objectives and measurable outcomes as well as development of alternative growth scenarios. The Blueprint Roundtable has been formed to monitor the planning process and make recommendations on project deliverables as we move forward. Attention was called to the enclosed roster of the members of the Roundtable who held their first meeting on August 23rd and elected Kirk Hunter, Chair and Nathan Magsig, Co-chair. Attention was also called to the committee recommended outreach plan and schedule, the proposed Phase I approach and the stakeholder list, understanding that the stakeholder list is a work in progress and will be amended as we receive requests for additional outreach. [STECK]

A motion was made by John Wright (Clovis) and seconded by Eric Zetz (Fresno County) to recommend approval of the Blueprint outreach plan and schedule, Phase I outreach approach and the stakeholder list (with the understanding that the stakeholder list is a work in progress and will be amended as we receive requests for additional outreach). A vote was called for and the motion carried.

G. 2007 Washington D.C. One Voice - Call for Projects

Barbara Steck (COG staff) announced that it is again time to begin the process of planning for COG's annual "One Voice" trip back to Washington DC where COG will present a list of priorities for our region. Previous trips over the past four years have been quite fruitful as can be seen in the *Fresno COG "One Voice" 2006 Summary and 2007 Recommendations*.

The 2007 "One Voice" trip will take place February 10-15, 2007. In preparation, COG has been in communication with D.C. lobbyist, Simon & Company, to discuss their recommendations for project selection criteria. As noted in their memo, they are suggesting that Fresno COG limit the number of projects to three and that remain in the \$2 to \$5 million maximum range for each. In addition, there is a need to solicit information on policy issues and regulatory reform that member agencies and community partners may be concerned with so that those issues can be raised with our Washington delegation and their staff. COG is preparing a request to call for projects on September 7th with proposals due on September 29th. A task force meeting will be scheduled for October 11th to review project proposals and prepare to make recommendations to the Policy Board. [STECK]

This was an information item and required no further action from the Committee.

H. San Joaquin Valley Partnership – Update – Strategic Action Plan

The San Joaquin Valley Partnership is in the process of finalizing its initial work under the Governor's Executive Order, with a report due to the Governor by November 1. The Partnership will be meeting in Bakersfield on September 14th and 15th, to formally initiate review of its Strategic Action Proposal. Attention was called to a copy of the draft that will be considered at that meeting. Ashley Swearingen, who has helped staff the Partnership through her CSUF office, is scheduled to present the Strategic Action Proposal to the Fresno COG Policy Board at its September 28th meeting. The Partnership will be looking for approval/support from the COGs on its Proposal. [GOODWIN]

John Wright (Clovis) made the following two comments as part of Recommendation #3: Implement an Integrated Framework for Sustainable Growth, under Strategic Actions. 1) Since **surface** storage versus underground storage has been such an issue in the Valley, perhaps using **water storage** would be a better fit for this recommended action; and 2) The subject of Water Reuse, which could be of great potential, is not mentioned. Barbara Goodwin, Executive Director responded she will pass this information on to Carol Whiteside.

This was an information and/or action item and required no further action from the Committee. It is anticipated that the Policy Board will be asked for a formal position at its September 28th meeting.

I. Measure "C" Update

Following approval of the 2006 Measure "C" Extension Expenditure Plan by the COG Policy Board at its June 22, 2006 meeting, COG staff began the process of obtaining approval of the Measure "C" Extension Expenditure Plan by each of its member agencies. This process was completed on July 18, 2006 when the Fresno County Board of Supervisors voted unanimously to support the proposed 2006 Expenditure Plan. On July 19, 2006 the Fresno County Transportation Authority also voted unanimously to approve the proposed Expenditure Plan and made a formal request to the Fresno County Board of Supervisors, asking them to place the Expenditure Plan on the November 2006 ballot. Following this request, at its July 25, 2006 meeting, the Fresno County Board of Supervisors voted unanimously to place the 2006 Measure "C" Reauthorization Expenditure Plan on the November 2006 ballot.

At this point in the process, Fresno COG staff is working with its member agencies and various community groups in a continuing public education effort regarding Measure "C". The advocacy effort or campaign for Measure "C" is being led by the Greater Fresno Area Chamber of Commerce. [BOREN]

This was an information item and required no further action from the Committee.

J. Caltrans Monthly Report

Paul Marquez, Caltrans staff informed the Committee regarding Malcolm Daugherty who has been appointed as the new Caltrans District Director.

This was an information item and required no further action from the Committee.

1. Transportation Concept Report for SR 43 within Fresno County

Ken Okereke, Caltrans staff made a presentation on the Draft Transportation Concept Report for State Route 43. The document was included in the agenda packet. Colored copies are available on the Caltrans website at:

<http://www.dot.ca.gov/dist6/planning/tcrs/index.htm>

This was an information item and required no further action from the Committee.

2. State Route 180 West Route Adoption Study Status Report

Bob Hull, Caltrans Project Manager for the State Route 180 West Route Adoption Study, made a presentation and status report on the Route Adoption Study.

This was an information item and required no further action from the Committee.

K. Thank You Letter to Secretary McPeak re: Partnership

Staff already sent a personalized thank you note to Secretary McPeak for her active role on the San Joaquin Valley Partnership, and also for the dedication shown by her in attending most of the meetings in June when Fresno COG led the lobbying effort to restore \$5 million to the Partnership for this next year. An additional thank you letter will be prepared for all members of the Fresno COG Policy Board to sign at their September 28th Board meeting.

IV. OTHER BUSINESS

A. Items from Staff

There were no additional items from staff.

B. Items from Members

There were no additional items from members.

There being no further business, the meeting was adjourned.

Respectfully submitted,



BARBARA GOODWIN, Executive Director
Council of Fresno County Governments

\dw

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2006-37

In the Matter of:	)	RESOLUTION OF APPROVAL
	)	TRANSPORTATION FUNDING
TRANSPORTATION	)	CLAIM FOR THE COUNTY OF
DEVELOPMENT ACT	)	FRESNO, 2006-07
OF 1971	)	
_____	)	

WHEREAS, the Council of Fresno County Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the County of Fresno has submitted a Transportation Funding Claim for its 2006-07 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by Fresno County has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the County of Fresno has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.
3. On June 22, 2006 the COG Board approved Resolution 2006-17 which found that public transportation needs within the County of Fresno and its sphere of influence will be reasonably met in 2006-07.

BE IT FURTHER RESOLVED, that the COG hereby approves the Transportation Funding Claim submitted by the County of Fresno and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Council of Fresno County Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 26th day of October, 2006.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 26th day of October, 2006.

Signed: _____
Barbara Goodwin, Executive Director

Date: 10/3/06

Claimant: County of Fresno

TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2006/07

TO: Council of Fresno County Governments
2100 Tulare Street, Suite 619
Fresno, California 93721

FROM: Applicant: Fresno County Department of Public Works and Planning
Address: 2220 Tulare Street, 6th Floor, Mail Stop 214
City: Fresno Zip Code: 93721
Contact: Catherine Crosby Phone: 262-4385

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment	\$ 5,465,711
Surplus (Prior Years)	\$
Unexpended, Held by Claimant	\$
Other Agency	\$

State Transit Assistance Fund

Estimate	\$ 1,469,805
Prior Year Carryover	\$ 205,157
Unexpended, Held by Claimant	\$

Other

Audit Exception/Impairment (required General Fund Payback)	\$
Other	\$

TOTAL \$ 7,140,673

In accordance with Title 21, Chapter 3, Subchapter 2 and 2.5 of the California Code of Regulations, it is requested that an allocation be made in the total amount of

Seven Million One Hundred Forty Thousand Six Hundred Seventy Three Dollars
(spell out amount)

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund

Authorized Signature:

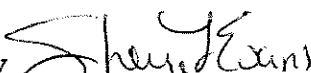


ATTEST:

Title: Chairman, Board of Supervisors

Date: OCT 03 2006

BERNICE E. SEIDEL, Clerk
Board of Supervisors

By 
Deputy

Date: 10/3/06Claimant: County of Fresno**TRANSPORTATION FUNDING CLAIM DETAIL**

PURPOSE	AMOUNT	SUB-TOTAL
1. Bicycle & Pedestrian Facilities (Art. 3)	\$ <u>109,314</u>	
Additional Sidewalks Funding (Art. 8a)	\$ <u>1,665,978</u>	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
	SUB-TOTAL	\$ <u>1,775,292</u>
2. Regional Transportation Planning		SUB-TOTAL \$ <u>152,657</u>
3. Public Transportation (Art. 4)	\$ _____	
(Art. 8c)	\$ _____	
Other Agency ()	\$ _____	
Other Agency ()	\$ _____	
State Transit Assistance Funds	\$ _____	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
Other, specify ()	\$ _____	
	SUB-TOTAL	\$ _____
4. Community Transit Service (CTSA, Art. 4.5)		SUB-TOTAL \$ _____
5. Streets & Roads (Art. 8a)	\$ <u>2,485,077</u>	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
	SUB-TOTAL	\$ <u>2,485,077</u>
6. To Be Claimed By: (Fresno County Rural Transit Agency)	\$ <u>774,330</u>	
(Consolidated Transp. Serv. Agency)	\$ <u>267,820</u>	
Other (FAX)	\$ <u>1,666,154</u>	
Other (Clovis Transit)	\$ <u>19,343</u>	
	SUB-TOTAL	\$ <u>2,727,647</u>
7. Reserved in Fund Pending Further Claiming		SUB-TOTAL \$ _____

GRAND TOTAL \$ 7,140,673

(Claim Total Must Agree With Total On First Page)

Minus All Unexpended Funds Held By \$ _____

GRAND TOTAL PAYABLE TO CLAIMANT \$ 7,140,673

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Date: 10/3/06

Claimant: County of Fresno

BICYCLE AND PEDESTRIAN FACILITIES

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

Project Title and Brief Description		Project Cost
1. (Generic)	Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction;	\$ <u>1,775,292</u>
AND/OR		
1. (Specific)		\$ _____
2. (Specific)		\$ _____
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ <u>1,775,292</u>

Revenue Source & Amount	
LTF (Article 3)	\$ <u>1,775,292</u>
LTF (Article 8a)	\$ _____
Other:	\$ _____
Other:	\$ _____
Audit Exception - G.F. Payback ..	\$ _____

STREETS AND ROADS CLAIM

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

Project Title and Brief Description		Project Cost
1. (Generic)	Development, Construction and Maintenance of Facilities	\$ <u>2,485,077</u>
AND/OR		
1. (Specific)		\$ _____
2. (Specific)		\$ _____
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ <u>2,485,077</u>

Revenue Source & Amount	
LTF (Article 8a)	\$ <u>2,485,077</u>
Other:	\$ _____
Other:	\$ _____
Audit Exception - G.F. Payback ..	\$ _____

Date: 10/3/06

Claimant: County of Fresno

CONTINGENCY PROJECT LISTING

Should additional Local Transportation Fund or State Transit Assistance Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:

() **ARTICLE 3, BICYCLE & PEDESTRIAN FACILITIES**

Project Title & Brief Descriptions

Project Cost

1. Various Bicycle and Pedestrian facilities throughout..... *\$ Amount of Add'l funds made available in current FY.*
the claimant's jurisdiction

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

() **ARTICLE 4, PUBLIC TRANSPORTATION**
OR
() **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions

Project Cost

1.

2.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

(X)

ARTICLE 8, STREETS AND ROADS

Project Title & Brief Descriptions

Project Cost

1. Development, Construction and Maintenance of Facilities..... *\$ Amount of Add'l funds made available in current FY.*
throughout the claimant's jurisdiction

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ Surplus Available

CERTIFICATE OF DELIVERY OF DOCUMENT

I am employed by the County of Fresno as a Deputy Clerk of the Board of Supervisors. On October 3, 2006 I delivered a copy of Transportation Funding Claim (Item no. 22) to the Chairman of the Fresno County Board of Supervisors.


Sherrie Evans
Deputy Clerk

BEFORE THE BOARD OF SUPERVISORS
COUNTY OF FRESNO
STATE OF CALIFORNIA

IN THE MATTER OF	}	RESOLUTION REQUESTING THE
TRANSPORTATION FUNDING CLAIM		COUNCIL OF FRESNO COUNTY
FOR FISCAL YEAR 2006-07		GOVERNMENTS TO ALLOCATE THE
		SPECIFIED FUNDS FROM THE LOCAL
		TRANSPORTATION FUND AND THE
		STATE TRANSIT ASSISTANCE FUND
		TO THE COUNTY OF FRESNO

WHEREAS, the County of Fresno hereby submits a Transportation Funding Claim from the Local Transportation Fund of Fresno County for Fiscal Year 2006-07 and

WHEREAS, the County of Fresno agrees to reserve the sum of \$1,666,154 and \$19,343 from its Local Transportation Fund Allocation and State Transit Assistance Fund to be claimed by the City of Fresno and the City of Clovis, respectively, as payment for providing transit services to the unincorporated areas within the Fresno-Clovis Metropolitan Area; and

WHEREAS, the County of Fresno agrees to reserve the sum of \$774,330 from its Local Transportation Fund Allocation to be claimed by the Fresno County Rural Transit Agency to provide transit services to the rural areas within Fresno County; and

WHEREAS, the Council of Fresno County Governments has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Administrative Code; and

WHEREAS, the Council of Fresno County Governments encourages interjurisdictional coordination of transportation needs and increased coordination of transportation implementation plans; and

WHEREAS, the County of Fresno has made a commitment to unmet transit needs through adoption of a Transportation Development Plan for the County and participation in a Joint Powers Agreement between the County and the cities and communities in the rural portions of the County to provide transit services so that

1 allocation of funds to finance the Joint Powers Agreement satisfies the requirement for
2 establishing a schedule for transit implementation; and

3 WHEREAS, there are no additional unmet transit needs within the County.

4 NOW, THEREFORE, BE IT RESOLVED that the County of Fresno hereby
5 requests the Council of Fresno County Governments to allocate \$1,666,154, \$19,343
6 and \$774,330 from the Local Transportation Fund to the named applicants for Fiscal
7 Year 2006-07 for the purposes allowed under ARTICLE 3 and ARTICLE 8 respectively
8 of the Transportation Development Act of 1971, as identified in the attached claim and
9 which is in accordance with the adopted Regional Transportation Plan.

10 BE IT FURTHER RESOLVED that the named applicants further agree to
11 provide the Council of Fresno County Governments with such information as may be
12 necessary to support their Annual Transportation Claims.

1 THE FOREGOING was passed and adopted by the following vote of the
2 Board of Supervisors of the County of Fresno this 3rd day of October, 2006, to-
3 wit:

4 AYES: Supervisors Perea, Case, Anderson, Waterston, Larson

5 NOES: None

6 ABSENT: None

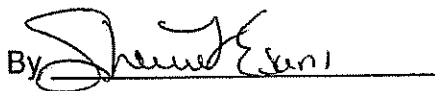
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8
9 

10
11 CHAIRMAN, Board of Supervisors

12
13
14 ATTEST:

15 BERNICE E. SEIDEL

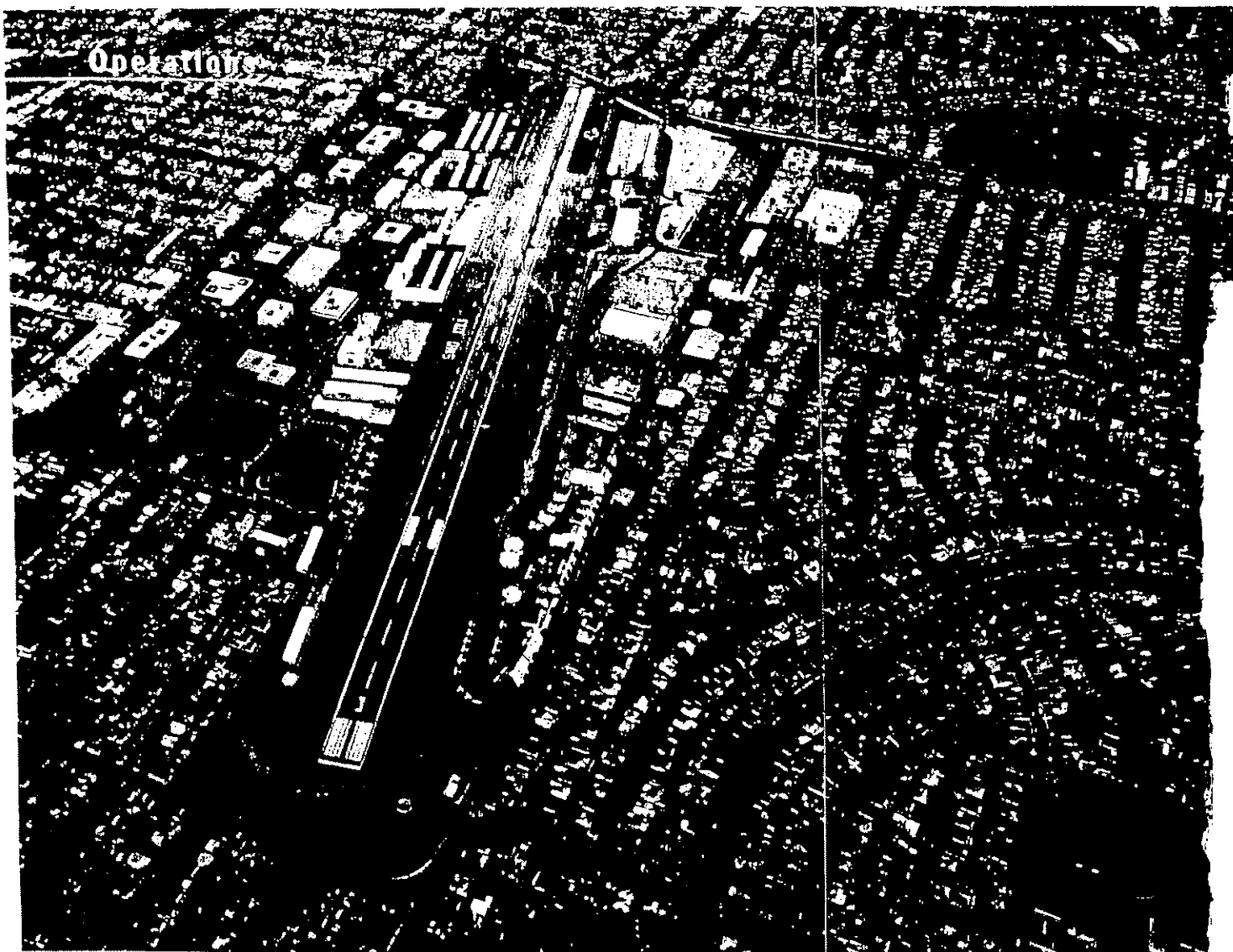
16 Clerk, Board of Supervisors

17
18 By 

19 Deputy

20
21 AGENDA #22

22 RESOLUTION NO. 06-584



Why Your Community Needs Its Airport

Because once it's gone, it's gone forever.

By David Esler

A dearth of open space suitable for urban development has combined with the need for cash-strapped municipal governments to seek short-term tax revenues, creating a "perfect storm" in the ongoing assault on general aviation airports.

Last year, *B&CA* reported the targeting of general aviation airports by real estate

developers (see "How to Save Your Airport," March 2005) in order to gain land for new housing, offices and stores as a growing trend. However, in the intervening months, it appears to have gained sufficient momentum to be reclassified as an accepted practice by the land-development industry. For financially beleaguered city and county governments — as well as politicians soliciting PAC campaign contributions — these proposals can appear extremely attractive.

According to Henry Ogradzinski,

president and CEO of the National Association of State Aviation Officials (NASAO), these developers are "the enemy" when it comes to general aviation airports, "because they are looking for large plots of land to turn into housing and strip malls, anything that they can make a buck on. They very often convince the local politicians that the airport is a drag on the tax base, and 'Boy, wouldn't it be better if we could put up 1,500 condos or attract some industry to put on that land?' So it is the developers who are often the 'first

Santa Monica Municipal Airport (SMO), from the air. Interstate 10 runs from the top center to the upper left; Clover Park is the green patch to the left of the airport. SMO's right (south) side is actually the border between Santa Monica and Los Angeles. Corbils/Douglas Stone

movers' in this scenario." NASAO and its state aeronautics members devote much of their energies to defending airports, especially general aviation relievers.

The second mover is the politicians. "They may be convinced that it's better for the community's tax base," Ogrodzinski continued, "or they may, in their self-interest, be angling for a campaign contribution, so sometimes they are honestly convinced, and at other times, they're brought over by a slick developer with a nice rich PAC at his disposal."

'Aviation-Haters'

The third group of players in the airport endgame is an amalgamation of anti-noise advocates and "people in the community who either hate the airport or aviation in general — they are way beyond being just 'NIMBYs' ['not in my back yard'] — who agree with the developers and see them as saviors of sorts," Ogrodzinski observed. "They would rather have anything there than the airport."

On the other hand, as it did at Buchanan Field (CCR) in Concord, Calif., this constituency may realize the proposed construction replacing the airport "will screw up their lives in other ways, like creating unbearable congestion, and that the airport and its noise isn't such a bad idea after all," Ogrodzinski said. When a major West Coast developer proposed replacing CCR with 6,500 residences, a collection of malls and offices, and a college campus, anti-noise advocates in the already congested San Francisco Bay-area bedroom community were persuaded to become partisans for the airport. Described in our report last year, the proposal was ultimately rejected by the airport's operator, Contra Costa County, which had assumed its ownership as an obligated land-grant airport after World War II. An enhancement plan to improve the airport is currently under way.

"So you have a number of things going on there," Ogrodzinski continued, "some rational, some based on enlightened self interest, and some deriving from plain greed and irrational dislike of aviation. Nevertheless, I don't think most people get up in the morning with the idea that they're going to close the local airport."

But it's not just general aviation airports that are under a seemingly relentless chipping away throughout the country.

Steve Brown, the NBAA's vice president for operations and a former FAA deputy administrator, claimed that the state of U.S. general aviation fields "is only part of a slow deterioration that places pressure on all classes of airports across the country. In general, because the overall economy has been reasonably healthy, whether you're talking about an air carrier airport, a general aviation reliever, even a military field, all categories of airports are being subjected to huge pressures from real estate developers eying the land they occupy. And as local authorities make short-term decisions in the hope of gaining some tax revenues, this places all airports under more pressure than ever before."

Historically, more private-use airports succumb to the developers' bulldozers every year, but this doesn't relieve the pressure on public-use facilities. "The military would say the same thing, as would representatives of the airlines," Brown said. "They're all engaged, to the best of their abilities, in trying to protect the airport facilities they still have. There are some places where airports can be expanded, but they are typically not where the capacity is needed the most."

Unprotected

Brown cited the late Meigs Field, arguably one of the most beautifully sited airports in the nation prior to Chicago Mayor Daly's midnight raid on the facility a few years back, as "clearly the most visible closure in recent memory. Beyond losing the field entirely, though, what was tragic about Meigs was the fact that its closure sent a terrible signal to other mayors and city councils around the country. Fortunately, so far, we haven't had any others that have come up like that."

Meigs fell under the plow because Chicago had no federal obligations to keep it open, the city's Department of Aviation having never accepted FAA Airport Improvement Program (AIP) grants on behalf of the field. At the time and as we reported last year, it was generally assumed that airports that had applied for and accepted AIP funding with its binding agreements were protected from closure for at least 20 years — per grant. And that's federal law. But since then, dangerous precedents have been set in which airport authorities in at least two states have used congressional intervention to essentially annul FAA requirements to either keep fields open or not restrict their operations

Composing a 'Values Checklist' for Your Airport

A good way to get started with an airport-advocacy program is by composing a "values checklist" listing the strengths and weaknesses of the facility. Here are some areas to consider when getting started:

► Is the airport really serving the community or region in its present state? Using the guidelines stated in this report (both the main story and sidebars, especially those describing state aeronautical programs) justify all the reasons why the airport benefits your community. (See also next point.)

► In today's Darwinian economic paradigm, an airport has to be an "engine" for commerce. How is your airport generating or otherwise supporting commerce in your community or region? If not, why not? Are all the regionally based corporations and businesses in your area aware of the airport's potential value as a node in the national air transportation system? What about public-service agencies, e.g., police, fire and EMS operators?

► For that matter, is your airport truly part of the national transportation system? How easy is it to access the airport with surface transportation?

► What are the safety and noise issues connected with keeping the airport open? How is it situated in terms of residential development? If noise is a continuing issue, what is the airport management doing to allay residents' complaints? How clear, or otherwise unobstructed, are the approaches? What is the airport's safety record up to now? Has there been a pattern of accidents? If so, are there changes that could be made to reduce accidents and still retain the airport?

► What is the condition of the airport's facilities? FBO(s)? Other support businesses, e.g., repair stations, avionics shops, restaurant, etc.? Runway and ramp condition? Hangar space? Landing and nav aids? Control tower? Fire protection and security (a given, in the post-9/11 environment). Is it worth it to apply for FAA Airport Improvement Program (AIP) grants? How difficult would the process be in the individual case of your airport?

if they're encumbered with open obligations from AIP grants.

In the first instance Jackson Hole, Wyo., was successful in instituting noise restrictions at its airport (JAC) after the state's congressional delegation inserted language into an unrelated House bill stipulating that the airport could bar access to Stage 2 aircraft despite FAA nondiscrimination rules. This gives one pause to wonder if the move emboldened the city of Rialto, Calif., to employ the same tactic in order to close Art Scholl Memorial/Rialto Municipal Airport (L67) for real estate development.

"This one represents a really scary precedent," AOPA Vice President Bill Dunn told *B&C/A*, "as local development interests were able to go over the FAA's head on an AIP obligation by appealing to their congressman, Representative Jerry Lewis [R-Calif.]. In the waning hours of the 2005 congressional session, he attached an amendment to the Federal Highway Transportation Bill allowing the city of Rialto to close the airport and sell the land to developers."

It seems FAA grants were originally used to purchase more than half of the 453-acre

facility's property. "And get this," Dunn said angrily, "although \$15 million in AIP funding has been invested in the airport, *the spoils of the sale don't go to the FAA* — 55 percent goes to the city and 45 percent to San Bernardino International Airport [a converted U.S. Air Force base]. So the FAA gets back the unamortized portion of the airport development grants, less the acquisition of the land... [or] about \$300,000 on the sale of property, which has been valued at more than \$4 million! The good news, if there is any, is that it literally took an act of Congress to close the airport. These vehicles don't come along that often. For them... a lot of things aligned at the right time to make this happen. There are 153 based aircraft at that airport which will now have to be relocated."

In their defense, Rialto officials claim Art Scholl Memorial is a "money pit" and that the city can no longer afford to operate it. However, the AOPA believes the municipality intentionally allowed the field to deteriorate to the state where it cannot support itself through traditional forms of revenue like ramp and hangar rents and fuel flowage fees.

"Most elected officials have never seen a

ALL CATEGORIES OF AIRPORTS ARE BEING SUBJECTED TO HUGE PRESSURES FROM REAL ESTATE DEVELOPERS EYING THE LAND THEY OCCUPY.

development plan they don't like," Dunn said. "In many instances, what we're finding is the flat land of the airport is the last developable property in most communities. Instead of having to level a hilltop, all they have to do to make an airport into a shopping center is bulldoze what's there and start over."

Clear Need for Capacity at Existing Airports

Looking at the bigger picture beyond the real-estate crunch and the threat it poses to the general aviation relievers in terms of potential closures, there is a clear need across the board for more capacity at the nation's busiest airports. With sales picking up, more than a thousand aircraft are being added to the overall fleet every year, and operators are flying more than ever before, increasing the pressure on airport infrastructures for more runways and runway extensions, better lighting and additional nav aids.

"In the places where that is needed, like Los Angeles, it is a virtual impossibility," the NBAA's Brown said. "In fact, what is normally happening is that there are proposals for enacting even more constraints, so it is going in the wrong direction in that respect, [and] that's largely a failure of local zoning."

The New York metropolitan area is a similar story. While the Port Authority of New York and New Jersey has brought some improvements to Teterboro (TEB) in the form of new taxi configurations, run-up areas and ramps, and revised approach procedures designed for more efficiency, Brown claimed "there is really no prospect of lengthening runways or adding additional ones there or at any of the primary air carrier airports."

Consequently, business aviation advocates must be alert to local initiatives limiting the usefulness of airports or restricting their operations, "because we can't afford to lose any of the access we have," Brown pointed out. "Any time there is an opportunity through technology or some limited airport

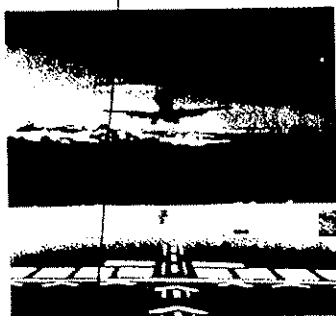
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grants to improve the service, capacity or efficient use of the existing infrastructure, people need to get behind that and optimize what we have."

Returning the spotlight to Los Angeles, Brown cited Van Nuys (VNY), ranked the world's busiest general aviation airport and, with more than 450,000 operations annually, among the top 20 busiest U.S. facilities, as a prime example of the wrong-way trend to limit capacity. Of the 800 aircraft based at VNY, more than 120 are jets.

"Van Nuys was in the middle of orange groves in the 1940s and -50s, and now there isn't buildable space within a seven-mile radius of the airport," Brown said. So with no room for expansion and thousands of homes and businesses butted up to the fences, considerable pressure is being placed on the field's operator, Los Angeles World Airports (LAWA), to limit operations.

This culminated in 2005 with the commission of an FAR Part 161 noise study. Ongoing, the study, required by the Airport Noise and Capacity Act (ANCA) when an airport operator desires to institute proprietary noise controls (i.e., a noise limit specific to the airport), is expected to continue for at least another year. "They are looking at the potential economic benefit and cost of limiting operations at Van Nuys," Brown said.

"I was there [in June] to meet with the LAWA and city reps, their contractors doing the study, and our members based on the airport. Basically, we got a sense of where they are in the process, the kind of public outreach they will take and its schedule, and how they will gather the economic information on the costs and benefits. I was satisfied that the people engaged in performing the study are qualified and professional."

On the other hand, Brown wasn't satisfied that all the factors that should be considered in the VNY Part 161 study — the "impact points" — have been put on the table. "That will be the role of the NBAA and our members. At Van Nuys, a lot of the people we talked to say they regularly operate nonstop between the East and West Coasts, and one of the things under consideration is a reduction in the hours of operation of the airport. This measure, if adopted, would reduce the working day and limit the flexibility of those operators, thereby diminishing the usefulness of the airport."

If the number of operations is lowered at VNY, Brown predicted, fewer tax revenues will flow to the city from the businesses that depend on the airport. Ironically, LAWA itself claims the airport contributes a whopping \$1.2 billion annually to the Southern California economy and that the facility "creates job, promotes business and

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The FAA's Position on Acts of Congress to Close Airports

B&CA asked the FAA's Airport Safety and Standards Division director, David Bennett, what the aviation authority's position was regarding the use of congressional legislation to override federal grant obligations so airports could either be restricted or shut down. Here's his response:

"We think the general laws relating to airport access are very clear and support the FAA's position in enforcing reasonable access to airports and keeping them open in accordance with federal obligations such as AIP funding and surplus property disposal," Bennett said. "I think the exceptions you cite [the Jackson Hole Stage 2 ban and Rialto airport closure] show that it takes a law to do that [i.e., discriminate against a class of aircraft or close an obligated airport]. Only two or three airports per decade are released from these obligations, so it's very rare. The acts of Congress show that that's what it takes. It would be of interest to us, however, if it became widespread."

Concerning encroachment outside the fence lines, Bennett admitted that this "can be a problem. Incompatible land use adjacent to the airport can act to restrict the utilization of the airport. We agree with NASAO [National Association of State Aviation Officials] that local governments should not condone land use that will ultimately restrict airports. We have put out model standards that we encourage local governments to adopt and assist them in a number of ways, all of it short of control by the federal government. But we do expect local jurisdictions to do all they can for their airports, communities and the NAS."

Pressure Points

When a general aviation airport is closed, B&CA asked, is additional pressure placed on other airports in an area, particularly the commercial hubs? "If an airport is federally obligated," Bennett answered, "it is because we have found it to be an important part of the national airport system, both in terms of

access and, in many cases, to relieve commercial airports of GA traffic. But we also understand that they can be important just for access to the community as well as reducing congestion at the bigger airports."

Bennett cited the FAA's National Plan of Integrated Airport Systems as the linchpin of the U.S. airports system and the basis for identifying candidates eligible for AIP grants. In that regard, NPIAS currently recognizes more than 3,300 airports deemed significant to national air transportation and thus qualified to apply for the funding. It also includes estimates of the amount of AIP money needed to underwrite infrastructure development to raise airports to current design standards and add capacity to those considered congested. The FAA is required to provide Congress with a five-year estimate of AIP-eligible development every two years.

The current report, covering 2005-2009, states that 98 percent of the U.S. population resides within 20 miles of an NPIAS-funded airport, based on data from the 2000 census. Quoting from the report: "The NPIAS is comprised of all commercial service airports, all reliever airports and selected general aviation airports. It includes 3,344 of the 5,280 U.S. airports that are open to the public. . . ."

Concerning the density of NPIAS airports in terms of their accessibility by the general population, the report claims that "Commercial-service airports are within 20 miles of 66 percent of the population (77 percent when reliever airports are included). When general aviation airports are also included, 98 percent of the population is within 20 miles of a(n) NPIAS airport. Of the total U.S. population of 287 million people, all but 5.4 million live within 20 miles of a(n) NPIAS airport."

The full report can be found in the airports section of the FAA Web site at www.faa.gov.

provides vital general aviation and emergency services."

If You Can't Ban 'Em, Restrict 'Em

Meanwhile, at nearby Santa Monica Airport (SMO), local authorities, goaded by ongoing noise complaints, have been agitating for some time to shorten the field's single 5,000-foot runway (3/21). "The reality here, though," Brown pointed out, "is that they want to limit the size of aircraft that can access the airport to reduce both noise and the number of operations."

According to Brown, the need for more capacity among Los Angeles' airports also "reinforces the tragedy" of the loss of El Toro Marine Air Station in Orange County to aviation when the base was closed in 1999 and the space approved for mixed development. "There we had all the infrastructure we needed to expand in the Basin, and the elected officials just couldn't get it together to do it."

Still in the Golden State, Oceanside, just

north of San Diego, is framing its attack on its airport in an alternative land use study intended to decide "the highest and best use" of the property occupied by its airport (OKB). As in Rialto, the city claims it can't afford to operate the airport, but the AOPA believes the city government is determined to neglect the field.

"There was some discussion that one of the 'big box' stores wanted to build an outlet there," the AOPA's Dunn said. "Two of the five members of the Oceanside City Council support keeping the airport open, and three want to close it and reuse the land. [One council member also serves as mayor.] We're working closely with the Oceanside Airport Association, and I'm heading out there in a couple days and will spotlight these issues in the local media."

The airport has received AIP grants, but according to Dunn, the "party of three" thinks it can pay the FAA back. "It's an uphill battle. I think it's a winnable issue, though, as there's an election later this year for two of the council seats."

Another threat to airports of all stripes is incompatible land use around airfields, resulting in encroachment that creates all sorts of problems, ranging from potential safety risks to noise complaints and restricted operations. Some airport advocates believe that in cases where local governments have been unable to close airports outright, allowing incompatible land use (e.g., building homes and commercial structures along the fence lines), is evolving into a tactic to ultimately gain control of the land for development. As John Sibold, Washington state's director of aviation, pointed out to B&CA, permitting encroachment is often the first step in an orchestrated plan to close the airport.

This apparently is what's going on at still another Southern California airport, Jacqueline Cochran Regional in the desert community of Riverside, where the county that owns the field is considering a proposal by developers to modify the land-use compatibility agreement with the airport so

they can build 883 residences on 279 acres of buffer property.

"The expected impact, based on our experience in these issues," Dunn said, "will be complaints about safety and noise and attempts to enact curfews and limit aircraft types accessing the field. It's an obligated airport, but they will still try. Like so many local governments, [the entities that run these airports] are infatuated by the short-term money and lose sight of the value of the long-term airport."

Creating Tension

Washington's Sibold observed that "allowing things in that don't sit well in an airport environment, you will create tension between the airport and the community." This then increases the likelihood of encouraging even more public opposition, stoking an adversarial climate, which is just the opposite of what the airport needs.

"If you allow a garbage facility next to a residential area, you will create tension," Sibold said. "So why do that when you can zone for compatible uses? In cases where it does happen [in Washington], then we say, 'OK, then you need to cluster it and provide open areas of green space.' We look at safety data, and where aircraft might lose an engine or have a problem in the pattern."

Ratcheting up the density of housing in the airport area is then guaranteed to produce more complaints from residents. And despite how quiet modern aircraft are under Stage 3 and 4 rules, noise then becomes a "perception issue." This can all be avoided with proper planning and zoning, Sibold believes from his own experience running Washington's DOT Aviation Division.

Despite the California examples cited here, Dunn and others interviewed for this report believe that the state has put together one of the best systems in the country for preventing inappropriate land use around its airports. (Sibold said Washington has patterned its successful airport-defense program after California's.) That's especially good since in 2004, California was host to 263 public-use airports, the third highest in the United States behind Texas (369) and Alaska (312). The California system requires every county in the state to have an airport land-use commission, or ALUC, and to maintain a comprehensive use plan for acreage within two miles of an airport that specifies what is or is not compatible with the facility.

"At Cochran Field, Riverside County is trying to get the land-use plan changed to allow higher [building] densities in response to the developer's plan," Dunn explained.

"It is NASAO's position that inappropriate land use around airports hastens the

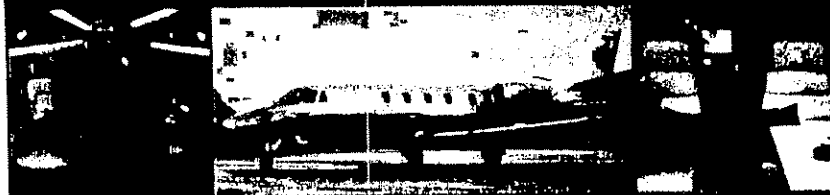
injury or demise of those airports," Ogradzinski said. "If you allow encroachment up to the fences or industry to erect a tower at the end of the runway, you are endangering your airport. Many times, I've gone to the FAA and pointed these things out, and they've responded that 'Zoning is not our business — it is the locality's business.' So I knew this would become a difficult row to hoe [as] ... there

were limits to what both the federal government and the states could do."

So three years ago, NASAO and the FAA began working together on a land-use initiative intended to create a national framework for protecting land around airports from inappropriate use. "Both organizations compiled a joint statement of agreement on the subject. It's not just about noise," Ogradzinski said, "it's about

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compatibility. What could be built nearby that would detract from the airport's safety and usefulness? Remember, these are essential public facilities. You have to protect them as such."

Do You Really Need Your Airport?

With modern city governments being pulled in so many directions by ever-escalating — and often conflicting — demands for services from residents and business, with declining tax bases, unemployment issues, crime, educational needs and all the other problems that fill our nightly news reports, how can they be convinced of the importance of retaining a cash-neutral or cash-draining municipal airport when developers are telling them how much money they can rake

in by replacing it with condos and strip malls? How do you persuade a community that it needs its airport as a fully functional, unencumbered public asset?

First, as NASAO's Ogradzinski observed, "If the airport doesn't have a 'champion,' it's toast." He meant someone like Toyota Motors Gulfstream captain Pat Carey, who took on the leadership role in the late 1990s to save Hawthorne Airport (HHR) in Los Angeles. (In recognition of his efforts, Carey received a *B&CA* Vision Award in 2002.)

Then the champion — either an individual or a group — must begin an organized campaign to educate local officials, residents, and business and industry as to the value of the airport as a public asset. The first place to start is by compiling a

"values" checklist. Then a liaison must be established with the public to show how the airport and general aviation not only touch their lives personally but what it represents to the future growth of the area, that it's a long-term asset benefiting the overall economy and quality of life.

The AOPA has long described general aviation airports as portals to the larger world, and Ogradzinski agrees. "I'm very often on the road, and when I'm talking about GA airports, I describe them as local gateways to the world — with your airport you can get anywhere in the world, you have access not only to the National Airspace System but the international airspace system. If you order something on line and don't live in a metropolitan area, you will in

Practicing 'Airvangelism' in Oklahoma

Out in Oklahoma — the birthplace of business aviation, according to state aviation director Vic Bird — they practice what they call "airvangelism."

"Airvangelism is an awareness campaign, letting average citizens know just how important the aerospace industry is in our state," Bird told *B&CA*. "The second part of it involves telling them how important their GA airports are. I simply make people aware of something they take for granted."

Aerospace is one of Oklahoma's top three industries, providing more than 140,000 jobs, a \$5 billion payroll and industrial output of \$12 billion a year. "From the time of Clyde Cessna, who started in Oklahoma, aviation has been important here," Bird said, proudly. "We are recognized as one of the six major centers in the world for MRO, and accordingly, American Airlines has established its largest maintenance base in Tulsa. Additionally, we have the U.S. Air Force Logistics Center at Tinker Air Force Base, employing 26,000 people and providing a \$3.5 billion impact in the state."

But it was the 111 general aviation airports distributed throughout Oklahoma that Bird wanted to talk about, especially about their value in attracting both industry and business aviation to the state.

"For example, Idabel, Okla., in the southeast corner of the state, hosts significant Weyerhaeuser Forest Products and Tyson Foods operations, employing 2,300 people, and one of the reasons why both of these companies sited there is because of the presence of the airport [404] with its 5,000-foot runway. The town is not close to any commercial airport: It's at least 2.5 hours from DFW, at least three hours from Fort Smith, and four hours from Oklahoma City. Being able to get there in a business jet is important to those two companies."

Business Jets Replace Greyhounds

"And we have examples of that all over our state," he continued, "major corporations like Michelin and Dollar General, which have, respectively, a plant and a distribution center in Ardmore collectively employing 2,000. Ardmore has two jet-capable airports [ADM and 1FO], and both companies have identified those airports as reasons for being there. Business doesn't come calling in a Greyhound bus

today — it arrives in a business jet."

There was a time when Idabel had some concern about sponsor commitment at its airport, Bird said, "but 10 years ago there was a strong focus on what the airport could mean in terms of economic development in that community, and since then, it has been well protected. My predecessor assisted in that regard, but it was a grassroots recognition of the role the airport played that saved it. Those fields are truly a way to the world for communities like this, a real lifeline."

Oklahoma hasn't been greatly confronted by airport closure threats of late, but Bird did mention one field that he has concerns about. "The airport at Grand Lake [309], a major tourist attraction, has fallen into the hands of a private individual," he said, "and that has caused concern with us and the FAA, because together, we have about \$1.5 million invested there. We want to get it back under public control. There is massive development in that area, lots of home building, and we'd feel better if it's back in public hands because there are developers who'd like to get that land."

Grand Lake had been owned jointly by the county and a public trust. As part of a settlement following a series of lawsuits involving the trust, it wound up being conveyed to the airport manager. "He's said he intends to keep it public but has to make money from it," Bird said. "He wants to construct 'hangar-homes,' which the FAA adamantly opposes, and so we don't know what his next move might be. The AOPA has weighed in on it on behalf of us, as did the EAA [Experimental Aircraft Association], and the NBAA adopted a resolution supporting our efforts to get it back to a public facility. We are pursuing this in both federal and state courts."

Bird contends that the birthplace of business aviation was Oklahoma as a direct result of the oil boom centered in the Tulsa area in the early 20th century. "Companies like Phillips Petroleum chartered Wiley Post to fly their executives around," he said, "and they learned quickly that they could get there faster by aircraft. All of the refiners started flight departments here in the 1920s and 1930s. We have really deep aviation roots. It's a legacy we aim to protect."

all likelihood have to rely on a FedEx, UPS or DHL general aviation aircraft bringing your package to your local airport. So the airport is a hub of commerce and your community's front door to the world."

The public-service argument is even more compelling, especially in the wake of last year's hurricanes that devastated the Gulf Coast. "Look at the aftermath of those storms," Ogrodzinski said. "General aviation airports became staging areas for the National Guard, the Red Cross and other NGOs [non-governmental organizations]. I spoke to several airport operators after Katrina and Rita, and those airports became places where people went because the airport had fuel, or it had large buildings still standing that could be used for shelter. So they gravitated naturally to the airport to find it not only a place of comfort and solace but their lifeline to emergency services, because there was nothing left in the community to fill that gap."

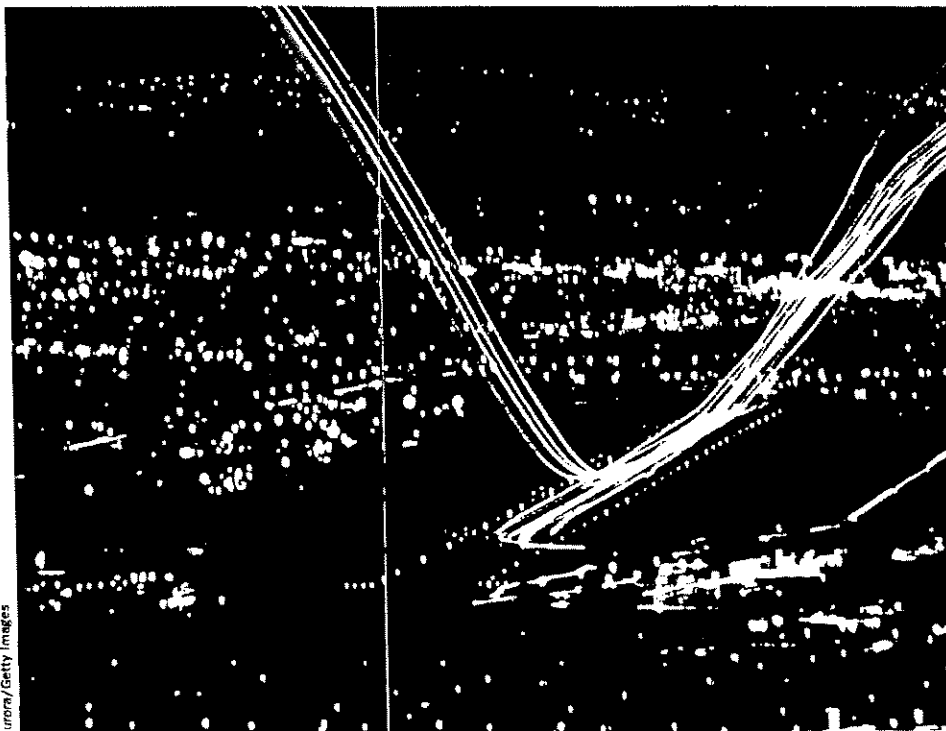
And since every airport is part of a larger network, "aviation alphabet organizations" were able to arrange critical resources and services to be transported from other unaffected airports to those requiring assistance.

"My point," Ogrodzinski concluded, "is that clearly in terms of natural disasters, hurricanes, fires, flooding or heavy rains, these airports serve as lifelines. How are we going to get supplies in or evacuate people if we don't have airports?"

At the NBAA, the business aviation lobby is taking the approach in its airport-advocacy efforts of promoting the fact that airports exist for reasons other than just tax benefits and are part of essential infrastructure, serving a broad range of purposes. "It's a never-ending crusade as to why it's important to keep visible the full value of airports on a local and national basis," Brown said. "We are often seen as a small special interest as compared to the broader public and all of their issues, so we need to develop a public understanding of the value of airports to their lives in the same context as highway and rail infrastructure."

So what do you tell cash-poor municipal governments struggling to provide basic services to their communities? Why should they avoid the siren call of the developers who promise them a short-term financial solution to their problems in exchange for their airport's land?

"I try to find out what the community thinks of its airport and of itself," Ogrodzinski said. "For example, some communities are tourist destinations interested in luring people to the area, or they often talk about tax breaks to attract business to the area. I will remind them that the CEO of that company they want to give the tax break to so it will put its plant there



Airplanes illuminate the night sky while coming and going from Van Nuys Airport, California.

will fly into the community's airport in a company aircraft. In other words, the airport is an important business asset to support sustainable local development.

"It's important to tell people who are not aviation oriented that we have a national system of airports," he continued, "and that if they are, for whatever their reasons, interested in closing their local airport, they need to know they are pulling an important brick out of their wall, that is, disconnecting themselves from a national transportation system."

Dunn at the AOPA added, "What we ask them is if they want to close the interstate off-ramps to their communities. We tell them the NAS is an interstate system in the sky, that one mile of asphalt on a road takes you one mile, while a mile of runway will take you anywhere in the world. The U.S. Department of Commerce recently updated the impact of GA airports in its 'RIMS-II' economic model and discovered that, for every dollar generated on an airport, another \$2.53 is generated in the community it serves, and that equates to jobs and payroll. Many businesses will locate a facility based on the presence of a GA airport."

"If they have a developer in their midst who's committed tens of millions of dollars to the city treasury, sure, it's an uphill battle," Dunn continued. "It's always a challenge. But the message we have got to get across is that whether your airport is a

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How Washington State Encourages Compatible Land-Use Planning Around Its Airports

It's not just the land within the airport boundaries, stupid. As ever more airports are saddled with noise and operational restrictions due to encroachment by homes and commercial properties, the importance of compatible land-use planning has never been more obvious.

As John Sibold, Washington state's aviation director, pointed out to *B&CA*, often allowing encroachment of inappropriate real-estate development signals the first step toward ultimately closing the field. Consequently, encouraging proper land-use planning is a major component in the Washington DOT's airport preservation program.

"The best way to describe our role is that we are tasked with preserving the state aviation system, with the understanding, of course, that the airports are controlled by local ownership," Sibold said. "Because of that fact, our job can be difficult, and we approach it several ways." In addition to providing money and resources to airports, especially smaller fields that can't qualify for federal grant money, the state vigorously pushes a compatible land-use program. "I'm the [airport] custodian here," Sibold explained. "I don't own the system, so I have to encourage local jurisdictions to protect their public assets."

Thus, Washington's airports program isn't as much about advocacy as it is a vehicle for presenting airports as transportation assets and providing assistance to local jurisdictions for proper land-use planning. "We try to convince them not to adopt land-use measures incompatible with the airport, often the first step to closure," Sibold continued. "So in the 1990s, the Washington DOT Aviation Division, following a model developed in California, was able to convince the state legislature to pass a law requiring local jurisdictions to protect airports as essential public facilities."

The second step was an amendment to that legislation recognizing that, for certain assets deemed to be essential public facilities, like airports, a higher standard of protection was needed. "The legislature accepted how difficult it is to [site new airports] ... in these times, so it is essential to protect what you already have."

So the legislators gave the Aviation Division authority to provide technical assistance to land-use authorities, counties and cities. "It requires that when they are updating their comprehensive land-use plans and get to aviation, they are required to contact us so that we can come in and give them advice as to what has to be protected. We have done that in the majority of counties in the state — 60 of them."

In the case of airports and land use, the Aviation Division approaches local jurisdictions, and attempts to work with their officials and planners to develop policy and zoning that meets the intent of the law. "Different approaches are taken with each airport, as every situation is unique," Sibold said. "In urban environments, for example, it's more difficult because the land is more valuable. What we ask of them is to zone it for aviation and light industrial use so there won't be a negative impact by building the wrong structures close to the airport."

Development Attracts Development

Being able to affect this process is essential for the long-term health of the airport because, as Sibold put it, when you allow certain development to occur, it will attract other development. "Since small airports are often unable to pay for themselves with the business that's generated on the field, municipalities don't see them as high in value, so they'd rather take that land and develop it. So it's important to get a head start at airports that don't yet have land-use problems so they can be zoned for protection and to keep their operators focused on that pro-airport philosophy. Where you have airports closing, it's where there is a lot of urban pressure." Although Washington recently lost privately owned Evergreen Airport in Vancouver, Sibold claimed the program has been generally successful in defending the state's other fields.

For cases where a jurisdiction disagrees with the state's airport land-use policies, a mechanism has been written into the law allowing airport users to file complaints with the state's Growth Management Hearings Board if they believe that the airport's policy doesn't follow the intent of the law. "The

Hearings Board takes cases from individuals from both sides of the argument as to whether or not the policies of the airport comply with the intent of the law," Sibold said. "In all of our cases where these complaints were filed, the jurisdiction was required to go back and revise its policies to do a better job of protecting the airport from incompatible land use."

"The state has the authority to file, as well," he continued, "but we rarely do, as we believe it's the public's responsibility. The legislature was clear — they don't want Big Brother in there, they want people to negotiate with each other [since] they recognize that every issue is different. Every jurisdiction has to get public comment from our agency on our plan. We're only addressing land-use outside the airport boundaries. All land use within the boundaries, if it's federal, is subject to approval through the master plan process."

The "problem" state aeronautical commissions face in these times of restricted municipal budgets boils down to this, Sibold said: "If you have an extreme urban environment and are running out of land, any property like the airport is an important tax base, maybe the only one. If you can't figure out the value of the airport in a way that makes sense, then there's pressure to close it."

But public assets don't always have a financial rate of return — there may be cost associated with them that must be absorbed or justified by the long-term value they return to the community, in the case of general aviation airports, as key components in the transportation infrastructure. "One big mistake that we [as a nation] made in the past was selling off our rail systems," Sibold pointed out, "and look what happens now when you want to build a light-rail system."

"When people argue with me on the money and jobs issues," he continued, "I tell them that it's not about the 'rich pilots with their toy airplanes,' it's about the transportation asset. You're supposed to be thinking about the future. There may be cases where there are multiple airports [in one location], but you have to think long and hard about giving even one of them up." In

Washington, the compatible land-use program is the primary tool in Sibold's toolbox for creating awareness of that present and future value.

Get Involved in the Process

Sibold said airport backers can assist the state in protecting these public assets by getting involved carefully and intelligently in the political decision-making process — that is, not being adversarial but working with local jurisdictions as advocates for transportation. This can take the form of appointments to boards or even running for office. "When communities take away airports, where do they think these airplanes are going to go? You have to plan for the future, and if you're turning the landing fields into retail development, those facilities will never come back. The aviation opposition votes and gets onto city councils, so if you're worried about that, you'd better run for office."

When Sibold and his people approach a community engaged in discussions to chuck the airport for strip malls and big box stores, "we find the pro-aviation council members who will sway the others. You have to find reasonable people who understand it, and you have to understand that it gets political." So it's to the airport advocates' advantage to get involved in the master planning process and offer acceptable compromise solutions.

But again, the approach that airport advocates, especially pilots, take must be carefully considered to avoid polarizing the situation; i.e., it's a good idea to work with people, not against them, toward a compromise that preserves the airport and allays the reservations of the anti-aviation factions within the community. Yes, this is hard work and always tedious, but according to Sibold, you get more by being a positive force for the future of transportation in your area than by opposing the process.

Sibold, an active pilot who flies his own Cessna 180 on "slick" floats, occasionally gets frustrated with activist pilots who, just like the city councils that see only the short-term profits to be reaped from replacing the airport with development, fixate only on the airport and not on the future and the challenges facing the community.

"They don't look at the big picture," he said. "You have to be involved in the modern-day issues, what needs to be done to allow airports to survive. In public parks, they're doing multiple-use activities, in one case up here combining a seaplane base with a lakeshore park. That's a good model for airport advocates to look at — that is, multiple use that is compatible with the airport. You gotta' be smart about this, and it takes work."

Pilots must be sufficiently savvy to understand that "in today's environment, you have to be careful and politically sensitive — you don't want to create a problem that didn't exist before," Sibold warned. "Pilots and operators and advocacy groups have to understand how to 'work' the community and be aware of the sensitivities around the airport. You can't all of a sudden raise enormous issues about the airport; you have to be in step with the community when you talk about further development of the airport, to work with them and have public meetings so people fully understand what you're doing. You can't do any of this in a vacuum any more."

Sibold cited Blaine Airport (4W6) on the Canadian border, whose management put together a master plan to extend the runway, "and when the master plan went out for comment, people objected to all the money that was going to be dumped into [an] airport 'with very little usefulness.' What got published was what it was going to cost, and that's all people saw, not the arguments in favor of the airport and the future of aviation in the area. You can't look at the value of the airport today — you have to project the need, say, 20 years out. . . . The public should have been more involved along the way. You can't just go and raise major issues around the airport that will create consternation without first working hand in hand with the community."

So Sibold urged airport supporters to "figure out the ways to make the airport valuable to your community. If the numbers don't support it, you have to show people the public asset value that the airport represents. It's about how the government has to provide certain public resources."

large one or a small GA field, you have single-engine piston aircraft being delivered at a higher rate than ever per quarter, more people are flying, and we have to keep the airports open."

Maintaining the Status Quo

It being nearly impossible to expand an airport today, let alone site a new one, just retaining what we have is a full-time job for all stakeholders. "[It] requires vigilance and the willingness to step forward and be active with local officials and city councils to make it apparent how valuable airports are in terms of social values," Brown at the NBAA said. "When you look at post-Katrina and the role those airports [on the Gulf Coast] played to help preserve the economic fabric of those areas, you see the value of the community airport."

Brown cited a panoply of airport advocacy resources the NBAA makes available to its members to assist them in articulating those values to the government entities controlling the destiny of their airports. Listed on the organization's Web site (www.nbaa.org), they include an airport advocacy CD that enumerates the aforementioned values airports provide the community and suggestions on how to develop airport support groups that can work with local government as well as citizen neighbors to develop broad-based support.

From the alphabet groups to state aeronautics departments vested with preserving their aviation assets to individuals engaged in the front lines of the ongoing fight, everyone *B&CA* talked with said community involvement is the key to success.

In his peregrinations around the country, Ogrodzinski said he's seen examples of airports getting "adopted" by local groups in exchange for having use of some of the facilities for their meetings. "Not only that, but they get exposed to aviation and learn about what it does for the community. Some airport managers will open their hangars for community affairs. This is true community outreach. You have to build a network of support and then engage the local media, which is always looking for newsworthy stories."

This support can also counter news from the pro-development side explaining why the airport should be deep-sixed in favor of big-box stores and subdivisions. The more people get to know their airport — its expanses, its typically light activity, its relative quiet — the better they can appreciate its merits against its would-be successor. And just as the citizens of Concord discovered, in the end the airport looks like a pretty neighbor, just the way it is. *B&CA*



San Joaquin Valley Air Pollution Control District

COMPLIANCE ASSISTANCE BULLETIN August 2006

Regulation VIII – Fugitive PM10 Prohibitions Requirements on Paved and Unpaved Public Roads

District Rule 8061 (*Paved and Unpaved Roads*) of Regulation VIII (*Fugitive PM10 Prohibitions*) specifies the design criteria for constructing new or modifying existing paved roads and the types of control measures required for limiting fugitive dust emissions from unpaved roads and shoulders. Several compliance dates and deadlines described in the rule apply specifically to city, county, and state agencies. The purpose of this bulletin is to summarize the new requirements for public agencies that own or maintain paved and unpaved roads. The entire rule may be found at www.valleyair.org/rules/1ruleslist.htm - reg8.

- **Constructing New Unpaved Roads:** Effective October 1, 2004, constructing a new unpaved road is prohibited in all urban areas unless the unpaved road is used for a temporary activity that does not exceed six months of use over a consecutive three-year period. Temporary activities may include construction access roads, special events, or traffic detours. The unpaved surface must be maintained in a stabilized condition at all times in order to control fugitive emissions.
- **PM10-Efficient Street Sweepers:** These requirements apply to the routine cleaning of existing paved public roads within urban areas. Effective July 1, 2005, an agency or its contractor may only purchase PM10-efficient street sweepers for their fleets and at least one sweeper must be placed into service by July 1, 2008. PM10-efficient street sweepers are to be used along routine street sweeper routes, which have been predetermined and prioritized by the agency as having paved curbs with the greatest actual or potential for dirt and silt loading. If an agency cannot meet these provisions due to budgetary constraints, a statement of financial hardship must be submitted to the District and the USEPA for review and approval.
- **Cleaning Paved Roads after a Storm Event:** Within 24 hours of discovery, the agency or contractor responsible for maintaining the roadway must remove the accumulated mud and dirt from the paved road or restrict vehicles from traveling over the mud and dirt until the materials can be removed. This requirement applies if the accumulated mud and dirt is a result of wind or water erosion and runoff, is at least one inch thick, and covers an area of at least 50 square feet. Cleanup may be performed manually with a shovel and broom, or with a conventional or PM10-efficient street sweeper, but must be performed in a manner that minimizes fugitive dust. Using a blowing device or a dry rotary brush or broom is prohibited. Redirecting traffic is one way to restrict vehicles from traveling over the mud and dirt. Upon agency notification, the District may approve an extension of the 24-hour cleanup requirement if restricting vehicles is deemed unsafe and removing the mud and dirt is not possible within 72 hours because crews are not available over a weekend or holiday.

- **Posting Speed Limit Signs on Unpaved Roads:** Effective October 1, 2005, public agencies must establish a maximum speed limit of 25 miles per hour for the unpaved roads under their jurisdictions. This requirement applies to the unpaved road segments where vehicle traffic reaches or exceeds 26 annual average daily trips (AADT). At a minimum, agencies are to post at least one speed limit sign in each direction for every mile of unpaved road located within an urban area, and one sign in each direction for every two miles of unpaved road within a rural area. For example, an unpaved road located within an urban area that is ½ mile long and exceeds 26 AADT requires at least one sign posted in each direction. The unpaved surface must be maintained in a stabilized condition at all times in order to control fugitive emissions.
- **Paving Existing Unpaved Roads and Paving or Stabilizing Unpaved Shoulders:** On January 1, 2005, agencies provided the District with a report listing each unpaved road located within an urban area and each paved road with unpaved shoulders within urban and rural areas. On July 1, 2005, agencies provided a report listing each unpaved road located within a rural area. These reports include the length in miles and the AADT for each subject road and unpaved shoulder within the agency's jurisdiction.

As of January 1, 2005, agencies are to pave an annual average of 20 percent of the unpaved roads listed in their urban area unpaved road report, thereby paving 100 percent of these unpaved roads by January 1, 2010. This requirement does not apply to rural unpaved roads.

In urban areas, agencies are to pave or stabilize at least four-feet of unpaved shoulders on at least 50 percent of the existing paved roadways having the highest AADT. In rural areas, this is required on at least 25 percent of the existing paved roadways with the highest AADT. Compliance with these provisions must be complete by January 1, 2010.

If an agency cannot meet these provisions due to budgetary constraints, a statement of financial hardship must be submitted to the District and the USEPA for review and approval.

- **Incremental Progress Reports:** Due on April 1 of each year, from 2006 through 2010, agencies must report their incremental progress to the District by reporting the total miles of urban unpaved roads that were paved over the previous calendar year, the total miles of unpaved shoulders that were paved or stabilized over the previous calendar year, and the percentage of cumulative miles treated relative to the original reports.

For more information please contact the Compliance Department of the District office nearest to you. Information on Regulation VIII is available on the District's website at:

www.valleyair.org



October 2007

Legislative Update

[illegible]

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16	Chartered	Transportation Investment Fund.	SCA 7	Torlakson
17	Enrolled	Donald E. Demers Highway.	SCR 37	Florez
17	2nd Floor	Joint Legislative Committee on High-Speed Trains.	SCR 123	Florez
17	1st Policy	Relative to transportation and housing.	SR 8	Torlakson



October 2007 Legislative Update

Bill # Author	Topic - Summary	Status/Hearing	Position	Subject
AB 31 Parra	California Partnership for the San Joaquin Valley. Existing law authorizes 2 or more public agencies, including any federal department, state or local agency to enter into an agreement for the purpose of exercising any power common to the contracting parties for specified purposes, including, among other things, acquiring or constructing specified public facilities and improvements. This bill would, until January 1, 2012, create the California Partnership for the San Joaquin Valley, composed of the heads of specified state agencies and departments, local government members and private sector members, subject to specified criteria, to coordinate and improve existing state and federal efforts for the valley, in concert with locally led efforts, in order to increase the living standards and the overall economic performance of the valley. This bill contains other related provisions.	08/23/2006-From committee: Do pass. (Ayes 9. Noes 3.). Read second time. To third reading.	Watch	MPO
AB 158 Bermudez	Railroads: safety study. Existing law establishes the safety division of the Public Utilities Commission. The safety division is responsible for inspection, surveillance, and investigation of the rights-of-way, facilities, equipment, and operations of railroads and public mass transit guideways, and for enforcing state and federal laws, regulations, orders, and directives relating to transportation of persons or commodities, or both, of any nature or description, by rail. Existing law requires every railroad corporation that transports hazardous materials, as defined, in the state to provide a system map of the state to	09/29/2006-Chaptered by the Secretary of State, Chapter Number 697, Statutes of 2006	Watch	Transportation

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	showing certain information, to annually submit a copy of its emergency handling guidelines to the office, and to provide specified information in the event of an incident where there is a release or threatened release of a hazardous material. Under existing law, the commission is required to annually report to the Legislature regarding sites on railroad lines in the state that it finds to be hazardous, including a list of all commodities transported on railroad lines that could pose a hazard to the public or the environment in the event of a train derailment or other accident, a description of the quantities of these commodities, and the locations and routes over which these materials are transported, and a list of all railroad derailment accident sites in the state on which accidents have occurred within at least the previous 5 years. This bill would create the Special Railroad Safety Task Force, comprised of specified members. The bill would require the task force to meet monthly from January 2007 to December 2007, inclusive, and to study certain railroad safety issues, and make recommendations for improving railroad safety measures. The bill would require the task force, no later than 90 days after its last meeting, to submit a written report to the commission setting forth its findings and recommendations relating to railroad safety issues. The bill would require the commission to include the findings and recommendations of the task force in its July 1, 2008, report to the Legislature on sites on railroad lines that are found to be hazardous. These provisions would become inoperative on July 1, 2008, and would be repealed on January 1, 2009, unless a later enacted statute deletes or extends that date. This bill contains other related provisions.			
AB 267 Daucher	Transportation projects. Existing law authorizes a regional or local entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program to expend its own funds for any component of a project within its jurisdiction that is included in an adopted state transportation improvement program, and for which the commission has not made an allocation. Existing law requires these expenditures to be reimbursed by the state, under specified conditions.	08/25/2005-In committee: Set, first hearing. Held under submission.	Watch	Transportation

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	Existing law limits these provisions to projects advanced for expenditures by an eligible local or regional entity within the 12 months preceding the date the project would otherwise be allocated funding by the commission. This bill would instead limit these provisions to projects advanced for expenditure by an eligible local or regional entity that are programmed in the current fiscal year of the state transportation improvement program, and would make other related changes to authorize future reimbursement allocations.			
<u>AB 372</u> Nation	Public contracts: transit design-build contracts. Existing law authorizes transit operators to enter into a design-build contract, as defined, according to specified procedures. Existing law repeals these provisions on January 1, 2007. Existing law requires a transit operator, which includes any transit district, included transit district, municipal operator, included municipal operator, or transit development board, as specified, to prepare a set of documents to describe a project that will be let to a design-build entity, but does not identify any specifically required document. Existing law requires a transit operator that undertakes a design-build project to establish a labor compliance program, as defined. Existing law requires a transit operator to select the design-build entity based on either the lowest responsible bidder or best value, as provided. Existing law prohibits a transit operator from utilizing the design-build method of procurement for a rail project, unless that project costs more than \$50,000,000. This bill would extend the duration of these provisions until January 1, 2011. This bill would expand the definition of a transit operator to include a consolidated agency, as specified. This bill would specify that a transit operator is required to establish a labor compliance program only for a design-build contract and only if the transit operator does not already have a labor compliance program, as specified. This bill would require a transit operator to select the design-build entity, for nonrail transit projects that exceed \$2,500,000, based on either the lowest responsible bidder or best value. This bill would authorize the design-build method of procurement for a capital maintenance or capacity-enhancing rail project with project	08/28/2006-Enrolled and to the Governor at 5 p.m.	Watch	Transportation

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	costs of \$25,000,000, or more. This bill would also require a transit operator to prepare specific documents regarding a project that will be let to a design-build entity.			
<u>AB 485</u> Arambula	Economic incentive areas. Existing law provides for the designation and oversight by the Department of Housing and Community Development of various economic development areas in the state, including enterprise zones, up to 2 Manufacturing Enhancement Areas, a targeted tax area, and local agency military base recovery areas, or LAMBRAs, pursuant to which qualifying entities in those areas may receive various tax and regulatory incentives. This bill would make various revisions in the requirements for designating and administering enterprise zones generally. It would provide for the administration and oversight of geographically targeted economic development areas, known as G-TEDAs, which would include enterprise zones, Manufacturing Enhancement Areas, the targeted tax area, and LAMBRAs, by the department, subject to specified criteria. It would also apply various requirements applicable to those entities to the G-TEDAs. This bill contains other related provisions.	08/17/2006-SEN. APPR. Vote - Placed on Appropriations Suspense file.	Watch	Economy
<u>AB 1020</u> Hancock	Transportation planning: improved travel models. Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with the regional agencies, to prescribe study areas for analysis and evaluation. This bill would require the commission, by December 31, 2007, to adopt guidelines related to the travel demand models used in the development of regional transportation plans by regional transportation planning agencies. The bill would require a regional transportation planning agency for a region with a population of 800,000 or more to use those guidelines. The bill would specify certain policy choices that a travel demand model shall be capable of evaluating. The bill would require the Department of Transportation to assist the commission, on	08/24/2006-Senate amendments concurred in. To enrollment. (Ayes 46. Noes 31. Page 6934.)	Watch	Transportation

Bill # Author	Topic - Summary	Status/Hearing	Position	Subject
	request, in this regard, and would impose other related requirements. Because the bill would impose additional duties on local agencies, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws.			
<u>AB 1387</u> Jones	<u>CEQA: residential infill projects.</u> The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. The bill would provide that, except as specified, if a residential project, not exceeding 100 units, with a minimum residential density of 20 units per acre, and within one-half mile of the transit stop, on an infill site, as defined, in an urbanized area, as defined, is in compliance with the traffic, circulation, and transportation policies of the general plan, applicable community plan, applicable specific plan, and applicable ordinances of the city or county, and the city or county with jurisdiction over the area where the project is located requires that the mitigation measures approved in a previously certified project area environmental impact report, as the bill would define that term, applicable to the project be incorporated into the project, the city or county is not required to comply with specified requirements with respect to the making of any findings regarding the significant environmental effects from impacts of the project on traffic at intersections, or on streets, highways, or freeways. This bill contains other existing laws.	08/24/2006-Senate amendments concurred in. To enrollment. (Ayes 79. Noes 0. Page 6927.)	Watch	Other
<u>AB 1550</u> Arambula	<u>Economic incentive areas.</u> Existing law provides for the designation and oversight by the Department of Housing and Community Development of various economic development areas in the state, including enterprise zones, up to 2 Manufacturing Enhancement Areas, a targeted tax area, and local agency military base recovery areas, or LAMBRAs, pursuant to which qualifying entities in those areas may receive various tax and regulatory incentives. This bill would make various revisions in the requirements for	08/31/2006-In Assembly. Concurrence in Senate amendments pending. Urgency clause adopted. Senate amendments concurred in. To enrollment.	Watch	Transportation

Bill # Author	Topic - Summary	Status/Hearing	Position	Subject
	designating and administering enterprise zones generally. It would provide for the administration and oversight of geographically targeted economic development areas, known as G-TEDAs, which would include enterprise zones, Manufacturing Enhancement Areas, the targeted tax area, and LAMBRAs, by the department, subject to specified criteria. It would also apply various requirements applicable to those entities to the G-TEDAs. This bill contains other related provisions.			
<u>AB 1785</u> Bermudez	Grade separation projects. Existing law requires the Department of Transportation to prepare and submit to the Governor a proposed budget that includes \$15,000,000 for allocation to grade separation projects, as specified. This bill would increase the amount required to be budgeted for allocation to grade separation projects from \$15,000,000 to \$70,000,000.	08/07/2006-Placed on Appropriations Suspense file. (AYES 13. NOES 0.) (PASS) [8/17/2006 Calendared for S. APPR. and not heard]	Watch	Transportation
<u>AB 1997</u> Cogdill	San Joaquin Valley Unified Air Pollution Control District: high polluter vehicles. Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. This bill would require the district to develop and administer, in consultation with the state board, a voluntary program to remove high polluter vehicles within the district by exchanging high polluter vehicles in the district for donated vehicles, as provided. The bill would require the district to certify that the exchange of any 2 vehicles results in quantified lower net emissions. The bill would limit the program to 200 vehicle exchanges annually. The bill would require that money in the High Polluter Repair or Removal Account be available, upon appropriation, to the district, for the purpose of administering the program, in an amount equivalent to the total amount of cost assistance that, in the absence of the program, would	08/09/2006-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.	Watch	Transportation

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	have otherwise been offered to individuals within the district participating in the Vehicle Retirement Program administered by the Bureau of Automotive Repair. The bill would authorize the district to use any interest generated from the funds allocated to the district from the Traffic Congestion Relief Fund , upon appropriation, for the purpose of administering the program. The bill would require the district to submit a report, on or before January 1, 2011, relating to the implementation and status of the program, including, but not limited to, the number of vehicles donated. The bill would repeal these provisions on January 1, 2012. This bill contains other related provisions and other existing laws.			
AB 2286 Torrico	Housing. The Housing and Emergency Shelter Trust Fund Act of 2006, would, if approved by the voters at the statewide general election on November 7, 2006, authorize the issuance of bonds in the amount of \$2, 850,000,000, the proceeds of which would be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would, contingent upon the approval of that act by the voters, require the Secretary of Business, Transportation and Housing to adopt regulations to ensure that grants awarded from the Regional Planning, Housing, and Infill Incentive Account will result in increased housing production and proper planning and zoning for housing by local government entities.	06/01/2006-In Senate. Read first time. To Com. on RLS. for assignment.	Proposed Support	Economy
AB 2295 Arambula	Transportation capital improvement projects. Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program process. Existing law provides for 75% of funds available for transportation capital improvement projects to be made available for regional projects, and 25% for interregional projects. Existing law describes the types of projects that may be funded with the regional share of funds, and includes local road projects as a category of eligible projects. This bill would state that local road rehabilitation projects are eligible for these funds.	08/21/2006-In Assembly. To enrollment.	Proposed Support	MPO
AB 2538	Transportation funds: planning and programming:	08/23/2006-In Assembly. To	Proposed	MPO

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Wolk	regional agencies. Existing law generally provides for programming and allocation of funds for transportation capital improvement projects through the state transportation improvement program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75% of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program. Existing law authorizes a transportation planning agency or county transportation commission to request and receive up to 1% of regional improvement fund expenditures for the purposes of project planning, programming, and monitoring, but authorizes an amount up to 5% of those expenditures for a transportation planning agency or county transportation commission not receiving federal metropolitan planning funds. This bill would instead authorize each transportation planning agency or county transportation commission to request and receive up to 5% of those funds for the purposes of project planning, programming, and monitoring. The bill would change the references to "regional improvement funds" to instead refer to "county share." The bill would make other conforming changes.	enrollment.	Support	
<u>AB 2873</u> Wolk	County sales and use taxes: rate increase The Bradley-Burns Uniform Local Sales and Use Tax Law (Bradley-Burns Law) authorizes a county and a city and county to impose a local sales and use tax, and similarly authorizes a city, located within a county imposing such a tax rate, to impose a local sales tax rate that is credited against the county rate. Existing law requires a city, county, or city and county imposing a local sales and use tax pursuant to the Bradley-Burns Law to contract with the State Board of Equalization to administer the local sales and use tax. Existing law authorizes a county or city and county to contract with the	06/28/2006-In committee: Set, first hearing. Hearing canceled at the request of author.	Proposed Support	Economy

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	State Board of Equalization to establish a local transportation fund in the county treasury for the deposit of 1/4 of 1% of the revenues collected for the county or city and county under the Bradley-Burns Law for specified transportation purposes. This bill would authorize a county or city and county to impose an additional 1/4 of 1% sales and use tax rate under the Bradley-Burns Law. This bill would require a county or city and county that imposes this additional rate to deposit all revenues derived therefrom, less specified administrative costs, into a local transportation fund, as specified. This bill would also require a county or a city and county that imposes this additional tax to comply with the applicable voter-approval requirements of a specified provision of the California Constitution.			
<u>AB 2987</u> Nunez	Cable and video service. Existing law provides that any city, county, or city and county may authorize by franchise or license the construction and operation of a community antenna television system and prescribe rules and regulations to protect the subscribers. Existing law requires that cable and video service providers comply with specified customer service standards and performance standards. This bill would enact the Digital Infrastructure and Video Competition Act of 2006 and would establish a procedure for the issuance of state franchises for the provision of video service, which would be defined to include cable service and open-video systems, that would be administered by the Public Utilities Commission. The commission would be the sole franchising authority for state franchises to provide video services. The bill would require any person or corporation that seeks to provide video service in this state to file an application with the commission for a state franchise with specified information, signed under penalty of perjury. By creating a new crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	08/31/2006-From committee: With recommendation: That Senate amendments be concurred in. (Ayes 10. Noes 0.) (August 31). Senate amendments concurred in. To enrollment.	Watch	Other
<u>AB 3042</u> Evans	Regional housing. Existing law requires each city, county, and city and county to adopt for its jurisdiction, according to specified deadlines, a	06/15/2006-Referred to Com. on T. & H.	Watch	Other

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	general plan that includes certain mandatory elements, including a housing element. Existing law requires the Department of Housing and Community Development to review local housing elements for conformity with specified provisions of law, including the regional housing needs of the city or county. Under existing law, either a council of governments or the Department of Housing and Community Development, in areas with no council of governments, is required to determine, in accordance with specified procedures, the share of a city or county of regional housing needs in all economic sectors of housing. Existing law establishes the conditions under which the shares of regional housing needs to be met may be transferred among cities and counties. This bill , until January 1, 2018, would provide an additional procedure by which a city or county may enter into an agreement to transfer a percentage of its share of the regional housing needs to another city or county.			
<u>AB 3047</u> Canciamilla	Toll facilities. Existing law, until January 1, 2003, authorized the Department of Transportation to solicit proposals and enter into agreements with private entities or consortia for the construction and lease of no more than 2 toll road projects, and specified the terms and requirements applicable to those projects. Existing law authorizes the department to construct high-occupancy vehicle and other preferential lanes. This bill would authorize the department or a regional transportation agency to construct high-occupancy vehicle and other preferential lanes on the state highway system . The bill would also authorize a regional transportation agency to construct and operate those lanes as toll facilities subject to specified requirements .	06/15/2006-Referred to Com. on T. & H.	Watch	Economy
<u>ACA 4</u> Plescia	Transportation Investment Fund. Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund for allocation to various transportation purposes. Article XIX B authorizes this transfer to the Transportation Investment Fund	01/10/2006-From committee: Be adopted, and re-refer to Com. on APPR. Re-referred. (Ayes 13. Noes 0.) (January 9).	Watch	Transportation

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	to be suspended in whole or in part for a fiscal year during a fiscal emergency pursuant to a proclamation by the Governor and the enactment of a statute by a 2/3 vote in each house of the Legislature if the statute does not contain any unrelated provision. This measure would delete the provision authorizing the Governor and the Legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency.			
AJR 9 Horton, Shirley	Transportation infrastructure finance. This measure would memorialize the President and the Congress of the United States to enact legislation that will ensure that California receives a more equitable distribution of federal tax dollars for transportation funding and a higher rate of return in terms of federal money received per dollar of federal tax paid.	03/03/2005-Referred to Com. on TRANS.	Watch	Economy
SB 172 Torlakson	Bay area state-owned toll bridges: financing. Existing law specifies the powers and duties of the Department of Transportation, the Metropolitan Transportation Commission, and the Bay Area Toll Authority with respect to the collection and expenditure of toll revenue from the state-owned toll bridges within the geographic jurisdiction of the commission. Under existing law, this toll revenue, other than revenue from the \$1 seismic surcharge, is deposited into the Bay Area Toll Account and controlled by the authority. Existing law requires the department and the authority to enter into a cooperative agreement that makes the department responsible for operating the bridges and for constructing improvements to the bridges financed by toll revenues. Existing law estimates the cost to seismically retrofit the state-owned bay area toll bridges and identifies funding to be made available for this purpose from various sources, including imposition of a \$1 seismic retrofit surcharge. Under existing law, this surcharge revenue is deposited into the Toll Bridge Seismic Retrofit Account for expenditure by the department until completion of the seismic projects and payment of the bonds issued to finance those projects. This bill would state the Legislature's findings that the amount identified for the seismic retrofit of the state-owned toll bridges is insufficient and would state its	06/13/2005-To Com. on TRANS.	Watch	Transportation

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	intent to identify additional funding sources for those projects. The bill would require the seismic retrofit surcharge to be paid to the authority and deposited into the Bay Area Toll Account, and would require the department to transfer to the authority, for deposit into that account, all revenue from the surcharge. The bill would continuously appropriate all seismic surcharge revenues in the account to the authority for purposes specified by law. The bill would authorize on or after January 1, 2009, the authority to increase the seismic retrofit surcharge by \$1. This bill contains other related provisions and other existing laws.			
SB 371 Torlakson	Public contracts: design-build contracting: transportation entities. Existing law sets forth requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. Existing law also authorizes specified state agencies, cities, and counties to implement alternative procedures for the awarding of contracts on a design-build basis. Existing law, until January 1, 2007, authorizes transit operators to enter into a design-build contract, as defined, according to specified procedures. This bill would declare the intent of the Legislature to enact legislation that would develop an alternative and optional procedure for bidding on highway, bridge, tunnel, or public transit construction projects in the jurisdiction of any county, local transportation authority, as defined, or local or regional transportation entity, as provided, and would authorize the Department of Transportation to develop an alternative bidding procedure for highway, bridge, or tunnel projects on the state highway system .	01/31/2006-In Assembly. Read first time. Held at Desk.	Watch	Transportation
SB 427 Hollingsworth	California Environmental Quality Act: scoping meetings. The California Environmental Quality Act (CEQA) requires a lead agency to prepare an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, as defined . This bill would additionally require notice of at least one scoping meeting be provided to transportation planning agencies or	02/16/2006-To Com. on NAT. RES.	Watch	Transportation

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	public agencies required to be consulted concerning such a project, and would require to be included in that consultation the project's effect on overpasses, on-ramps, and off-ramps. By imposing new duties on local governments with respect to notifying additional entities of a scoping meeting and consulting on other effects of the project, the bill would impose a state-mandated local program . This bill contains other related provisions and other existing laws.			
SB 686 Lowenthal	Economic incentive areas. Existing law provides for the designation and oversight by the Department of Housing and Community Development of various economic development areas in the state, including enterprise zones, up to 2 Manufacturing Enhancement Areas, a targeted tax area, and local agency military base recovery areas, or LAMBRAs, pursuant to which qualifying entities in those areas may receive various tax and regulatory incentives. This bill would make various revisions in the requirements for designating and administering enterprise zones generally. It would provide for the administration and oversight of geographically targeted economic development areas, known as G-TEDAs, which would include enterprise zones, Manufacturing Enhancement Areas, the targeted tax area, and LAMBRAs, by the department, subject to specified criteria. It would also apply various requirements applicable to those entities to the G-TEDAs. This bill contains other related provisions.	08/31/2006-Placed on inactive file on request of Senator Lowenthal.	Watch	Economy
SB 1010 Florez	Rail service: City of Shafter. Existing law authorizes municipal corporations to acquire, construct, own, operate, or lease any public utility. For these purposes, "public utility" is defined as including the transportation of persons or property. This bill would authorize the legislative body of the City of Shafter, by ordinance, to assign the functions of an intermodal rail facility to an intermodal rail commission, to the legislative body, or to any combination thereof. Under the bill, if the city elects to establish an intermodal rail commission, the commission would be required to serve as an advisory body of the city in all matters pertaining to the California Integrated Logistics Center	08/30/2006-Enrolled. To Governor at 1 p.m.	Watch	Other

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	or other intermodal rail facility operated by the city, with specified functions. Under the bill, if the city elects to establish an intermodal rail commission, the city would be required to compensate commissioners for their actual and necessary expenses and the city would be authorized to compensate a commissioner for each meeting attended by that commissioner, not to exceed \$75 per meeting. The bill would require, if the city elects to establish an intermodal rail commission, the city to provide the funds, equipment, and accommodations necessary or appropriate for the work of the commission. The bill would require all rates, fees, or charges for the described intermodal rail facility services to be imposed by the city in accordance with specified provisions of the California Constitution, if applicable. This bill contains other related provisions.			
<u>SB 1121</u> Committee on Local Government	Validations. This bill would enact the First Validating Act of 2006, which would validate the organization, boundaries, acts, proceedings, and bonds of the state and counties, cities, and specified districts, agencies, and entities. This bill contains other related provisions.	05/26/2006-Chaptered by the Secretary of State, Chapter Number 37	Watch	Economy
<u>SB 1122</u> Committee on Local Government	Validations. This bill would enact the Second Validating Act of 2006, which would validate the organization, boundaries, acts, proceedings, and bonds of the state and counties, cities, and specified districts, agencies, and entities. This bill contains other related provisions.	08/28/2006-Chaptered by the Secretary of State, Chapter Number 174, Statutes of 2006	Watch	Economy
<u>SB 1123</u> Committee on Local Government	Validations. This bill would enact the Third Validating Act of 2006, which would validate the organization, boundaries, acts, proceedings, and bonds of the state and counties, cities, and specified districts, agencies, and entities.	08/28/2006-Chaptered by the Secretary of State, Chapter Number 175, Statutes of 2006	Watch	Economy
<u>SB 1161</u> Alarcon	State highways: design-sequencing contracts. Existing law authorizes the Department of Transportation, until January 1, 2010, to conduct a pilot project to award design-sequencing contracts, as defined, for the design and construction of not more than 12 transportation projects, to be	08/17/2006-Set, second hearing. Held in committee and under submission.	Watch	Transportation

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	selected by the Director of Transportation. This bill would instead generally authorize the department, until January 1, 2012, to award contracts for projects using the design-sequencing contract method, if certain requirements are met. The bill would require the department to continue the use of a peer review committee to assist the department in preparing an annual report to the Legislature describing and evaluating the outcome of the design-sequencing contracts until December 31, 2011.			
<u>SB 1432</u> Lowenthal	Mello-Roos districts. Existing law, the Mello-Roos Community Facilities Act of 1982, authorizes a local agency to establish a district to finance public facilities and various services by the imposition of special taxes and the issuance of bonds. This bill would add other services that may be financed by a district and specify that the services may not be funded by the issuance of bonds. The bill would authorize a district to fund programs to create incentives for or to subsidize lower income housing. The bill would make various revisions and additions concerning procedures and required notices and would make other related and conforming changes.	08/29/2006-Enrolled. To Governor at 2 p.m.	Watch	Economy
<u>SB 1611</u> Simitan	Congestion management fees. Existing law provides for creation of congestion management agencies in various counties with specified powers and duties relative to management of transportation congestion. Existing law provides for the imposition by air districts and certain other local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles. This bill would authorize a congestion management agency, or where there is no congestion management agency, the board of supervisors, to place a majority vote ballot measure before the voters of a county authorizing the imposition of an annual fee of up to \$25 on each motor vehicle registered within the county for transportation projects and programs with a relationship or benefit to the persons paying the fee. The bill would define the terms "congestion management" and "pollution prevention" for	08/17/2006-Set, second hearing. Held in committee and under submission.	Watch	Transportation

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	purposes of the bill. The bill would require the ballot measure resolution to be adopted by a majority vote of the governing board of the congestion management agency or the board of supervisors, as appropriate, at a noticed public hearing and would also require the resolution to contain a specified finding of fact. The bill would require the Department of Motor Vehicles, if requested, to collect the fee and distribute the proceeds, after deduction of specified administrative costs, to the agency or the board of supervisors, as appropriate, and would enact other related provisions.			
<u>SB 1719</u> Cedillo	Payment of wages. Existing law provides that generally if an employee is discharged or laid off, statutory time limits exist within which wages earned by the employee are due and payable. This bill would permit specified employees working in the entertainment industry and their employers to enter into a collective bargaining agreement to establish a time limit for payment of wages after an employee is discharged or laid off.	08/31/2006-Senate concurs in Assembly amendments. (Ayes 27. Noes 9.) To enrollment.	Proposed Support	Transportation
<u>SCA 7</u> Torlakson	Transportation Investment Fund. Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund (TIF) for allocation for various transportation purposes. Article XIX B authorizes this transfer to the TIF to be suspended in whole or in part for a fiscal year during a fiscal emergency pursuant to a proclamation by the Governor and the enactment of a statute by a 2/3 vote in each house of the Legislature if the statute does not contain any unrelated provision. This measure would recast these suspension provisions. This measure would authorize a suspension, in whole or in part, of the transfer of these revenues to the TIF for a fiscal year if (1) the Governor issues a proclamation that the suspension is necessary due to a severe state fiscal hardship, (2) a statute containing no other unrelated provision is enacted by a 2/3 vote of each house of the Legislature suspending the transfer, and (3) a statute is enacted to repay, with interest, the TIF within 3 years for the amount of any revenues that were not	05/09/2006-Chaptered by Secretary of State - Chapter No. 49, Statutes of 2006	Watch	Transportation

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	transferred as a result of the suspension. This measure would also prohibit a suspension of transfer of these revenues from occurring more than twice during any period of 10 consecutive fiscal years, and would prohibit a suspension in any fiscal year in which a required repayment from a prior suspension has not been fully completed. This bill contains other related provisions.			
<u>SCR 37</u> Florez	Donald E. DeMers Highway. This measure would designate a portion of State Highway Route 41 in the City of Fresno as the Donald E. DeMers Highway. The measure would request the Department of Transportation to determine the cost for appropriate signs showing this designation and, upon receiving donations from nonstate sources covering that cost, to erect those signs.	08/31/2006-In Senate. To enrollment.	Watch	Other
<u>SCR 123</u> Florez	Joint Legislative Committee on High-Speed Trains. This measure would establish, until December 31, 2008, the Joint Legislative Committee on High-Speed Trains, which would be composed of 5 Members of the Senate and 5 Members of the Assembly, as specified, to hold public hearings to receive public comment and review the work of the High-Speed Rail Authority and the plans for a high-speed train system in California. The measure would prescribe the powers and duties of the committee and would authorize the Senate Committee on Rules and the Assembly Committee on Rules to make money available to the Joint Legislative Committee on High-Speed Trains from the Senate and Assembly Operating Funds, as specified.	08/22/2006-Read and adopted. (Ayes 31. Noes 3.) To Assembly.	Watch	Transportation
<u>SR 8</u> Toriakson	Relative to transportation and housing. Relative to transportation and housing.	02/03/2006-Hearing postponed by committee. (Refers to 3/8/2005 hearing)	Watch	

