



ADMINISTRATIVE CONSENT ITEMS
AGENDA ITEMS V. A. - D.



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COUNCIL OF FRESNO COUNTY GOVERNMENTS
Executive Minutes

Date: Thursday, September 28, 2006
Time: 7:00 p.m.
Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201
Fresno, CA

Members Present: Trinidad Rodriguez, Mayor Pro Tem, City of Kerman, Chairman
Dennis Lujan, Mayor Pro Tem, City of Selma, Vice Chairman
Mayor Nathan Magsig, City of Clovis
Mayor George Conklin, City of Firebaugh
Mayor Jim Simonian, City of Fowler
Councilmember Henry Perea, City of Fresno
Mayor Ramon Dominguez, City of Huron
Mayor Leland Bergstrom, City of Kingsburg
Mayor Joseph Riofrio, City of Mendota
Mayor Victor Lopez, City of Orange Cove
Mayor Armando Lopez, City of Parlier
Councilmember Scott Brockett, City of Reedley
Mayor Amarpreet Dhaliwal, City of San Joaquin
Mayor Mike Montelongo, City of Sanger
Supervisor Phil Larson, County of Fresno

Paul Marquez, Caltrans
Kevin Briggs, Legal Counsel
Barbara Goodwin, Executive Director

Quorum: At the start of the meeting there were 15 members present representing 98.09% of the population and there was a quorum. (Clovis, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma and Fresno County)

COFCG Sitting As the Transportation Policy Committee

Urgency Item – Personnel Action Appeal

An appeal from a personnel action came to the attention of the Executive Director after the posting of the agenda. Given the length of time before the next meeting, there is a need for immediate action. A 2/3 vote is required to add an item as an urgency item and to place it on the Agenda for consideration.

A motion was made by Mayor Riofrio (Mendota) and seconded by Mayor Lopez (Orange Cove) to declare the item an urgency item and to add it to the agenda as Item VI. I. A vote was called for and the motion carried.

I. PRESENTATIONS

A. Public Presentations

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

Ed Eames (Chairman of the ADA Advisory Council) testified that the City of Fresno has constructed a trench to block the passageway to City Hall and this creates a hazard for those who are disabled. He further mentioned that as Chairman of the ADA Advisory Council he was not notified that such work was being done so he could notify his constituents. Barbara Goodwin, Executive Director told Mr. Eames she would pass the information along to Bruce Rudd, Assistant City Manager.

Stephanie Anzia, handed out information and requested support for Proposition 84—The Clean Water, Parks and Coastal Protection Bond.

Annette Carter, a concerned citizen from Clovis commended the COG for their accessibility notice which is part of all the Committee and Board Agendas but further recommended the notice include the phone number to contact. This information is noted and the phone number will be added to the notice.

B. Presentation Item – Proposition 87

Proposition 87 advocates have been appearing before various entities (including COGs) in an effort to inform jurisdictions about their ballot measure. They requested a position from CALCOG, the statewide association of COGs, but it was referred out to each individual member COG instead. No one came to make the presentation on this item.

II. TRANSPORTATION 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. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

- | | |
|---|-------------|
| A. 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 | |
| B. 2005/06 Transportation Development Act Surplus Distribution | Approve |
| C. State Transit Assistance Increased Funding | Information |
| D. Caltrans Transportation Planning Grants – Call for Applications | Information |
| E. Report on Roundabout Conference | Information |
| F. Needs Assessment of California's Local Streets and Roads | Information |
| G. Role of SR 180 in Providing Aggregate to Meet Anticipated Statewide Increase in Demand | Information |

For a summary of these items, please see the September 28, 2006 Annotated Agenda.

Ed Eames (ADA) and Annette Carter requested that Item E. be pulled from the Consent Agenda for further discussion.

After an expressed opportunity for public comment, a motion was made by Mayor Riofrio (Mendota) and seconded by Mayor Pro Tem Lujan (Selma) to approve the Transportation Consent Items as presented with the exception of Item E. A vote was called for and the motion carried.

Item E. Report on Roundabout Conference

Clark Thompson presented some information he received at the workshop on Roundabouts.

Ed Eames (ADA) testified on behalf of the ADA Community reporting that roundabouts cause problems for the disabled. The basic premise is that vehicles do not stop and roundabouts create an unsafe environment for pedestrians with disabilities and Mr. Eames wanted to alert people to the problems those who have disabilities face.

Marybeth Randall, also a member of the disabled community spoke against roundabouts. She was nearly hit by a car at the roundabout at River Park.

Annette Carter gave a synopsis of what a roundabout is and emphasized that since "traffic doesn't stop" there is total disregard for pedestrians. The ADA says that roundabouts are not legal since traffic does not yield to pedestrians.

Bill Sheen, a mobility trained legally blind individual with a seeing eye dog, has experienced confusion, not knowing when to cross. Speaking from a disabled traveler's viewpoint, roundabouts move traffic but the mobility training received by the disabled doesn't work with roundabouts. There is cause for fear and the disabled cannot react in an environment where they don't know what's going to happen.

Chairman Rodriguez thanked those who had testified for enlightening the Board on these issues.

Mayor Conklin (Firebaugh) responded that he grew up in New Jersey and Californians do not know how to deal with Roundabouts. Pedestrians do not belong near Roundabouts and Roundabouts don't belong in a pedestrian zone.

This was an informational item and required no further action from the Board.

Change in Order of Agenda—Agenda Item VI. F. and VI. G. were presented at this time.

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

Mr. Peter Weber made the presentation.

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 meets in Bakersfield on September 14th and 15th, to formally initiate review of its Strategic Action Proposal. A copy of the draft that was considered at that meeting is included in your package. Mr. Weber presented the Strategic Action Proposal to the COG Policy Board. The Partnership is looking for support in concept from the COG Board on its Proposal.

At the Transportation Technical Committee, the following two comments were made under 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. 2) The subject of Water Reuse, which could be of great potential, is not mentioned. Source: John Wright, Planning Director, City of Clovis [GOODWIN]

After an expressed opportunity for public comment, a motion was made by Mayor Dhaliwal (San Joaquin) and seconded by Councilmember Brockett (Reedley) to support the Strategic Action Plan in concept and submit a letter to the Governor. A vote was called for and the motion carried.

G. Status Report on Sacramento Lobbying Activities—Steve Samuelian, California Consulting, Inc.

Steve Samuelian, California Consulting staff provided an update to the Policy Board regarding lobbying activities over the past month. He handed out information which included a list of bills signed by the Governor: SB 372; SB 1613; AB 2557 and SB 1282 and a list of enrolled legislation pending signature by the Governor: AB 2295; AB 2108; SB 225; SB 1505 SB 1587; SB 1703; AB 1726; SB 1404; and AB 2210.

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

III. TRANSPORTATION 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]

There were questions regarding whether the availability of a chat room on line would be legal since certain information would be public record. Kevin Briggs, County Counsel will research this and bring information back.

This was an informational item and required no further action from the Board.

B. High Speed Rail Authority Board Vacancies

There are currently several vacancies on the nine-member High-Speed Rail Authority Board. Of the five vacancies, four are to be appointed by the Governor and one by the State Assembly. While these vacancies do exist, Board members remain on the Board, even after their terms have expired, until such time as they are either reappointed or someone new is appointed to fill their seat. Currently four of the five vacancies are filled with termed-out members. Fran Florez, a resident of Shafter in Kern County and mother of Senator Dean Florez, is the only member on the Authority Board from the San Joaquin Valley. Her term does not expire until December 2008.

In October of 2002, the Fresno COG Policy Board sent a letter to the Governor requesting that he strongly consider making additional appointments to the Authority Board from the San Joaquin Valley. The Policy Board indicated at that time its desire to have adequate representation from the San Joaquin Valley. Subsequently, in January of 2003, the COG Policy Board recommended that John Welty, Ed Graveline, James Hallowell, and Dan Whitehurst be specifically considered to fill one or more of the three vacancies existing on the Authority Board at that time.

Both Carrie Pourvahidi, Deputy Director of the Authority and Julie Benevedes-Menzes, District Director for Governor Schwarzenegger, have indicated it would again be appropriate to recommend individuals from Fresno County to serve on the High-Speed Rail Authority Board. Of the four individuals mentioned above, Ed Graveline and Dan Whitehurst indicated

they would be interested, James Hallowell indicates he would not, and John Welty has not as yet responded to staff inquiry. In addition, Jeff Reid has indicated he would be interested in representing the region on the Authority Board and would like to be considered for recommendation. Background information related to Mr. Reid's government and civic activities is enclosed. The COG Board may also wish to consider additional or alternate names at this time. [THOMPSON]

In discussion on this item, Chairman Rodriguez would like to know if John Welty is interested before a recommendation is made. Mayor Pro Tem Lujan (Selma) made a motion, which was seconded by Mayor Simonian (Fowler) to recommend Leland Bergstrom (Kingsburg) as a recommendation for the position. Mayor Bergstrom preferred to think about it and to wait until the next meeting to make a recommended appointment. The motion and second were withdrawn and a substitute motion was made by Mayor Montelongo (Sanger) and seconded by Mayor Magsig (Clovis) to postpone any recommendations until the next meeting. A vote was called for and the motion carried.

C. 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 informational item and required no further action from the Board.

D. Caltrans Monthly Report

Caltrans staff did not have a report on any additional activities. [CALTRANS]

1. Transportation Concept Report for SR 43 within Fresno County

Paul Marquez, Caltrans staff presented the Draft Transportation Concept Report for State Route 43. The document was included in the agenda packet. Color copies are available on the Caltrans website at: <http://www.dot.ca.gov/dist6/planning/tcrs/index.htm>. The comment period is almost ended.

Mayor Pro Tem Lujan (Selma) suggested that SR 99 not be a gateway to SR 43. Mr. Marquez will pass this comment along to staff.

This was an informational item and required no further action from the Board.

2. State Route 180 West Route Adoption Study Status Report

Bob Hull, Project Manager for the State Route 180 West Route Adoption Study, presented a status report on the Route Adoption Study.

He handed out maps that showed the preferred alignments. There will be workshops next week in Kerman and Mendota. Supervisor Larson (Fresno County) questioned why Firebaugh was overlooked, especially regarding the flood plain issues. In addition, Mayor Conklin (Firebaugh) explained he had warned that if the Belmont alignment was used, we would end up with the same flooding issues that there have been in the past. Mr. Hull explained that Caltrans has not developed the draft environmental document yet and they are still soliciting formal comment.

The Board requested this item be brought back for further discussion.

This was an informational item and required no further action from the Board.

COFCG Sitting As the Council of Fresno County Governments

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

A motion was made by Mayor Magsig (Clovis) and seconded by Mayor Lopez (Orange Cove) to reaffirm all actions taken while sitting as the Transportation Policy Committee. A vote was called for and the motion carried.

V. ADMINISTRATIVE CONSENT ITEMS

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

- | | |
|---|-----------------|
| A. Executive Minutes of July 20, 2006 | Approve |
| B. 2005-06 Fourth Quarter Progress Report | Accept |
| C. Regional Housing Needs Allocation Plan | Information |
| D. Monthly Legislative Update | Info/Discussion |

For a summary of these items, please see the September 28, 2006 Annotated Agenda.

After an expressed opportunity for public comment, a motion was made by Councilmember Perea (Fresno) and seconded by Mayor Riofrio (Mendota) to approve the Administrative Consent Items as presented. A vote was called for and the motion carried.

VI. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. 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 was 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 initial meeting will occur in Bakersfield, on Friday, October 6th, from 10:45 to noon, with a lunch to follow. The appointed members are encouraged to attend Thursday, October 5th (all day) and 6th events as well. [GOODWIN]

After an expressed opportunity for public comment, a motion was made by Mayor Pro Tem Lujan (Selma) and seconded by Mayor Magsig (Clovis) to 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. In addition recommended appointments were: Mayor Riofrio (Mendota) and Supervisor Case (Fresno County) with Rico Aguayo (Councilmember from Fowler) as alternate. A vote was called for and the motion carried.

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

Attention was called to the agenda for 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. COG staff encouraged member agencies to participate in this valleywide conference. [GOODWIN]

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

C. 2006 Transportation Forum – September 28, 2006 --Report

Barbara Steck, COG staff, reported on the 2006 Fresno COG Transportation Forum and Transportation Achievement Awards which was sponsored by COG in partnership with the Economic Development Corporation serving Fresno County and the Regional Jobs Initiative. The half-day forum was 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 presented 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 provided the introduction. Other speakers included 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 Swearengin, COO of the Regional Jobs Initiative. Transportation Award recipients were:

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"

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

D. San Joaquin Valley Blueprint - Update

The Blueprint planning process is moving into high gear as we begin the intensive community outreach outlined for Phase I. Working with our consultant, VRPA Technologies, we 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. During this outreach phase, COG staff is scheduling presentations to all member agency City Councils and the Board of Supervisors to provide a Blueprint status report. 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. The members of the Roundtable (see enclosed roster) held their first meeting on August 23rd and elected Kirk Hunter, Chair and Nathan Magsig, Co-chair. The committee has recommended approval of the enclosed 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]

After an expressed opportunity for public comment, a motion was made by Mayor Dhaliwal (San Joaquin) and seconded by Mayor Conklin (Firebaugh) 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.

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

Barbara Steck, COG staff, reported it is again time to begin the process of planning for our annual "One Voice" trip back to Washington DC where we will present a list of priorities for our region. Our 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, we have been in communication with our D.C. lobbyist, Simon & Company, to discuss their recommendations for project selection criteria. As noted in their memo, they are suggesting that we limit the number of projects to three and that we remain in the \$2 to \$5 million maximum range for each. In addition, we need to solicit information on policy issues and regulatory reform that our member agencies and community partners may be concerned with so that we can raise those issues with our Washington delegation and their staff. We have mailed the call for projects, with proposals due on September 29th. (The information is also available on our website at www.fresnocog.org under "One Voice".) A task force meeting will be scheduled for October 25th to review project proposals and prepare to make recommendations to the Policy Board. A follow-up meeting may be scheduled after November 7th, contingent upon the results of the election. [STECK]

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

H. 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 was included in your agenda packet, with the thought that it will carry great meaning if we get all members of the Fresno COG Policy Board sign the letter. [GOODWIN]

A motion was made by Mayor Magsig (Clovis) and seconded by Mayor Lopez (Orange Cove) to sign a thank you letter to Secretary McPeak. A vote was called for and the motion carried.

Urgency Item: – Personnel Action Appeal

The existence of a Budget Committee is not mandated by our Joint Powers Agreement or our By-Laws, but did exist in the past, primarily to review budget items, Overall Work Program items, and conduct direct negotiations with COG staff. It also served, if needed, as an appeal committee as specified in the Employee Manual. The Board no longer conducts direct negotiations with COG staff, having appointed the Executive Director as their agent in such matters. Also, in the late 1980's (when we were meeting at the EOC offices) attempts to hold a Budget Committee meeting prior to a Board meeting meant non-Budget Committee members were not allowed in the meeting room, in order to not violate the quorum requirement. The Budget Committee was only reconstituted if a personnel appeal issue arose, to comply with our Employee Manual. That is the case now.

Historically, the Budget Committee had 7 members, but actually no number of participants was specified, so the Policy Board has discretion as to the size of the Budget Committee to be formed.

After an expressed opportunity for public comment, a motion was made by Mayor Riofrio (Mendota) and seconded by Mayor Magsig (Clovis) to appoint a budget committee of three: Mayor Magsig (Clovis); Mayor Pro Tem Rodriguez (Kerman) and Mayor Montelongo (Sanger) to hear the appeal. A vote was called for and the motion carried. A mutually agreed upon date and time will be set for the hearing and Marla Day will serve as Secretary.

VII. OTHER BUSINESS

A. Items from Staff

Change in Meeting Dates

Because of after-election issues and One Voice issues, Barbara Goodwin, Executive Director suggested that the Board not have their scheduled November 29th meeting but hold the tentatively scheduled meeting on December 14th. The Board agreed by consensus.

B. Items from Members

Mayor Conklin (Firebaugh) thanked the Board and staff for all their prayers and concerns regarding his wife's illness. We all shared his happiness that she was well enough to come to the meeting with him. He will not seek re-election.

Mayor Lopez (Orange Cove) reported he recently went to Washington, D.C. and met with Senator Feinstein, and Congressmen Nunes and Costa. He also wrote a letter on behalf of the Madera Ranchos water crises.

Mayor Lopez further announced a Summit regarding gangs on February 7, 2007 in Fresno. Senator Feinstein and Congressman Costa will be present and Mayor Autry is helping to sponsor. More information will be forthcoming.

The Board was adjourned to Closed Session to discuss personnel matters.

VIII. CLOSED SESSION

- A. Public Employee Performance Evaluation – Executive Director**
- B. Possible Conference with Labor Negotiator (Government Code Section 54957.6)
Agency Negotiator (Board Member, to be chosen by COG Policy Board); Unrepresented
Employee: Executive Director**

IX. OPEN SESSION

The Board reconvened to open session.

A. Discussion & Approval of Amendment to Executive Director Employment Contract

A motion was made by Mayor Magsig (Clovis) and seconded by Mayor Riofrio (Mendota) to approve Amendment Eleven to the Executive Director Employment Contract as follows:

The following adjustments to the employment agreement:

1. A 7.2% cost of living adjustment and an additional 1% parity adjustment;
2. All other benefits to remain as previously approved.

(This information is documented in Amendment Eleven to Employment Agreement, dated and signed September 28, 2006)

Adjournment

There being no further business, a motion was made by Mayor Riofrio (Mendota) and seconded by Mayor Montelongo (Sanger) to adjourn the meeting. A vote was called for and the motion carried.

Respectfully Submitted,



BARBARA GOODWIN, Executive Director
Council of Fresno County Governments

BG/dw

ATTACHMENT A
Observers and Non-Members
COG Board Meeting
June 22, 2006

Tony Boren, COG
Dottie Wright, COG
Clark Thompson, COG
Marla Day, COG
Jeffrey D. Webster, FCRTA
Rico Aguayo, Fowler
Stan Nakagawa, Fresno County
Russ Clemings, Fresno Bee
Telvina Conklin, Firebaugh
Paula Riofrio, Mendota
Peter Weber, CA Partnership
Bob Hull, Caltrans
Rob Weyant, FCEOC
Dwight Sayer, MV Trans/Visitor
Bill Scheen, Fresno Resident
Marybeth Randall, Fresno Resident
Ed Eames, ADA Advisory Council
Jose Luis Barraza, Fresno ADA
Cynthia Ortegin
Annette Carter
Stephanie Anzia
Carol Casey, ADA
Gary E. Malazion



October 2007

Legislative Update

[illegible]

	areas.		
AB 1785 Bermudez	Grade separation projects.	2nd Fiscal [REDACTED]	6
AB 1997 Cogdill	San Joaquin Valley Unified Air Pollution Control District: high polluter vehicles.	2nd Fiscal [REDACTED]	6
AB 2286 Torrico	Housing.	2nd Policy [REDACTED]	7
AB 2295 Arambula	Transportation capital improvement projects.	Enrolled [REDACTED]	7
AB 2538 Wolk	Transportation funds: planning and programming: regional agencies.	Enrolled [REDACTED]	7
AB 2873 Wolk	County sales and use taxes: rate increase	2nd Policy [REDACTED]	8
AB 2987 Nunez	Cable and video service.	Enrolled [REDACTED]	9
AB 3042 Evans	Regional housing.	2nd Policy [REDACTED]	9
AB 3047 Canciamilla	Toll facilities.	2nd Policy [REDACTED]	10
ACA 4 Plescia	Transportation Investment Fund.	1st Fiscal [REDACTED]	10

AJR 9 Horton, Shirley	Transportation infrastructure finance.	1st Policy [REDACTED]	11
SB 172 Torlakson	Bay area state-owned toll bridges: financing.	2nd Policy [REDACTED]	11
SB 371 Torlakson	Public contracts: design-build contracting: transportation entities.	2nd Desk [REDACTED]	12
SB 427 Hollingsworth	California Environmental Quality Act: scoping meetings.	2nd Policy [REDACTED]	12
SB 686 Lowenthal	Economic incentive areas.	1st Floor [REDACTED]	13
SB 1010 Florez	Rail service: City of Shafter.	Enrolled [REDACTED]	13
SB 1121 Committee on Local Government	Validations.	Chaptered [REDACTED]	14
SB 1122 Committee on Local Government	Validations.	Chaptered [REDACTED]	14
SB 1123 Committee on Local Government	Validations.	Chaptered [REDACTED]	14
SB 1161 Alarcon	State highways: design- sequencing contracts.	2nd Fiscal [REDACTED]	14

<u>SB 1432</u> Lowenthal	Mello-Roos districts.	Enrolled [REDACTED]	15
<u>SB 1611</u> Simitian	Congestion management fees.	2nd Fiscal [REDACTED]	15
<u>SB 1719</u> Cedillo	Payment of wages.	Enrolled [REDACTED]	16
<u>SCA 7</u> Torlakson	Transportation Investment Fund.	Chaptered [REDACTED]	16
<u>SCR 37</u> Florez	Donald E. DeMers Highway.	Enrolled [REDACTED]	17
<u>SCR 123</u> Florez	Joint Legislative Committee on High-Speed Trains.	2nd Floor [REDACTED]	17
<u>SR 8</u> Torlakson	Relative to transportation and housing.	1st Policy [REDACTED]	17



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	CEQA: residential infill projects. 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	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	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.			
AB 1785 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
AB 1997 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

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	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.			
<u>AB 2286</u> 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
<u>AB 2295</u> 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
<u>AB 2538</u>	Transportation funds: planning and programming:	08/23/2006-In Assembly. To	Proposed	MPO

Bill # Author	Topic - Summary	Status/Hearing	Position	Subject
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	
AB 2873 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

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	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

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	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

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	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.			
<u>AJR 9</u> 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
<u>SB 172</u> 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

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	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.			
<u>SB 371</u> 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
<u>SB 427</u> 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

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	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.			
<u>SB 686</u> 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
<u>SB 1010</u> 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

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	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-Chartered 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-Chartered 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-Chartered 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

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	selected by the Director of Transportation. This bill would instead generally authorize the department, until January 1, 2012, to award contract 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 . 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.			
<u>SB 1432</u> Lowenthal		08/29/2006-Enrolled. To Governor at 2 p.m.	Watch	Economy
<u>SB 1611</u> Simition	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

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	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

Bill # Author	Topic - Summary	Status/Hearing	Position	Subject
	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.			
SCR 37 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
SCR 123 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
SR 8 Torlakson	Relative to transportation and housing. Relative to transportation and housing.	02/03/2006-Hearing postponed by committee. (Refers to 3/8/2005 hearing)	Watch	



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MEMORANDUM

DATE: October 10, 2006
To: Policy Advisory Committee
COG Policy Board
FROM: Tony Boren, Deputy Director
SUBJECT: Regional Clearinghouse Consent Calendar

RECOMMENDATION: Per Board procedure, unless an item is pulled from the Consent Calendar, tacit authorization is given for staff to forward any comment(s) received, or any Committee/Board comment(s) generated as a result of this informational item, to the appropriate agency. It is understood that if in the event any item should be pulled from the consent calendar, discussion and comment by the Committee members and the public will be taken.

DISCUSSION: The Regional Clearinghouse is a process of informing local agencies of federal grant requests, providing an opportunity to comment, and potentially avoid duplication of effort. Clearinghouse items are brought before the Policy Advisory Committee (PAC) and, if appropriate, the Transportation Technical Committee (TTC) for review and comment. Any resulting TTC/PAC comments, and any comments received from other agencies as a result of the Clearinghouse notification process, are noted on a monthly report brought forward to the Fresno COG Policy Board.

COG Policy Board action would be to authorize staff to forward any comments received or any Board comments to the State Clearinghouse and other appropriate agencies. The applicants have been notified of this meeting. While participation by the agency is optional, they have been personally requested to attend the Policy Board meeting in case there should be any questions. It should be noted that if in the event any of these items should be pulled from the consent calendar, that discussion and comment by the Committee/Board members and the public will be taken. *Project Notification and Review Reports* describing these projects are attached.

FUNDING: Proposed funding levels are as shown below:

Project	Applicant	Federal Funds	Other/ Applicant Funds	Total Funds
Head Start-Preschool and Early Head Start 2007 Refunding Application	Fresno County EOC	\$28,285,001	\$7,071,250	\$35,356,251
	Grand Total	\$28,285,001	\$7,071,250	\$35,356,251

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

PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2006-109*
Project Title: *Head Start – Preschool and Early Head Start 2006
Refunding Application*
Applicant Agency: *Fresno County EOC*
Contact Person: *Naomi Quiring-Mizumoto*
Address: *1920 Mariposa Mall, Fresno, CA 93721*
Phone: *559-263-1205*
Federal Catalog #: *93-600*
Status: *Continuation*
Area of Impact: *Fresno County*
Federal Funding Agency: *Administration for Children and Families/DHHS*

FUNDING:

\$28,285,001 Federal
\$7,071,250 Applicant
\$0 State
\$0 Local
\$0 Other
\$35,356,251 TOTAL

Head Start – Preschool and Early Head Start 2007 Refunding Application



ADMINISTRATIVE ACTION/DISCUSSION ITEMS
AGENDA ITEM VI. B.

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2006-36

In the Matter of:)
)
REGIONAL BLUEPRINT)
PLANNING PROGRAM)
_____)

RESOLUTION OF SUPPORT
FOR THE **CALIFORNIA**
REGIONAL BLUEPRINT
PLANNING PROGRAM

WHEREAS, the Council of Fresno County Governments (Fresno COG) is the designated Regional Transportation Planning Agency (RTPA), the designated Metropolitan Planning Organization (MPO), and the designated Council of Governments (COG) for the Fresno County Region; and

WHEREAS, Fresno COG is authorized to manage the regional blueprint planning grant and to collaborate with the stakeholders; and

WHEREAS, the California Regional Blueprint Planning Program is a voluntary, competitive grant program to conduct comprehensive scenario planning that results in consensus by regional leaders, local governments and stakeholders on a preferred growth scenario that achieves the objectives for a twenty-year planning horizon; and

WHEREAS, scenario planning enables public officials and other participants to evaluate future land use patterns and their potential impacts on the region's transportation system, housing supply, jobs-housing proximity and balance, environment, and natural resources; and

WHEREAS, the California Regional Blueprint Planning Grant Program is designed to support related statutory requirements, programs, and guidelines that address the need for integrated planning, including the Regional Transportation Plan Guidelines, the State's planning priorities, "alternative planning scenario", and the Congestion Management Program; and

NOW, THEREFORE, BE IT RESOLVED, Fresno COG supports the California Regional Blueprint Planning Program as it will contribute to the vision of improved quality of life within California by addressing future growth through the integration of transportation, housing, land use, environmental resources, other infrastructure and services

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

[illegible]



ADMINISTRATIVE ACTION/DISCUSSION ITEMS
AGENDA ITEM VI. C.

2007 One Voice
Proposed Projects
Updated: 10/20/2006

Name of Project	Project Description	Project Location	Total Request	Applicant	Contact Person	Presentation Time
Friant Corridor Road Widening	Widen two-lane road to four-lane divided road with class II bicycle lanes.	Friant Rd. Copper/Millbrook Aves to Millerton Rd.	\$3,500,000	Fresno County Public Works.	Janet Dailey - 262-4109, jdailey@co.fresno.ca.us	1:40 PM
Golden State Corridor E.C. Dev. Infrastructure	Roadway rehab., improvements and enhancements to facilitate economic development.	G.S.Blvd. through Kingsburg, Selma, Fowler, and portions of Fresno Co.	\$2,750,000	Fresno County Public Works	Lynn Gorman, 262-4091, lgorman@co.fresno.ca.us	1:50 PM
Highway 269 Bridge Project	Build a 500 foot bridge across the Arroyo Pasajero Creek	City of Huron	\$17,000,000	I-5 Business Development Corridor	Richard Fosse - 855-6850, ref12@fresno.com	2:00 PM
Westside Vocational Center	Build a 20,000 square foot flexible vocational facility to provide trade skills training to low income area of county.	City of Mendota	\$3,000,000	I-5 Business Development Corridor	Richard Fosse - 855-6850, ref12@fresno.com	2:10 PM
State Route 180 - Temperance to Academy Ave.	Completion of construction of the segment of SR 180 from Temperance to Academy	Southeast Fresno County	\$5,000,000	City of Sanger	John F. Mulligan 876-6300 X1210 - jmulligan@ci.sanger.ca.us	2:20 PM
State Route 180 Freeway Improvements	SR 180 from Clovis Ave to Temperance Ave and expressway to Kings Canyon	SR 180 from Clovis Ave to Temperance Ave and expressway to Kings Canyon	\$5,000,000	City of Fresno	Mike Kirn - 621-8650 - mike.kirn@fresno.gov	2:30 PM
Fresno Yosemite International Airport	Establish FYI as an international Port of Entry (POE) with the US Dept. of Homeland Security, Customs and Border Protection Agency (CBP)	Fresno Yosemite International Airport	\$3.8 M for 3 years	City of Fresno - Dept. of Airports	Russell Widmar - 621-4600 - russ.widmar@fresno.gov	2:40 PM
Future of the 144th Fighter Wing, California Air National Guard	To assign F-15 aircraft to the 144th Fighter Wing to replace the F-16 dated to expire in the year 2012.	Fresno Yosemite International Airport	\$0	City of Fresno	Larry Westerlund - 621-7841 - larry.westerlund@fresno.gov	2:50 PM
Recycled Water Master Plan System - Phase C	Complete build-out of main water transmission lines. Developed in 5 phases - Total Cost - \$35M	City of Clovis	\$2,300,000	City of Clovis	Steven E. White, City Engineer - 324-2355 stevenw@cityofclovis.com	3:00 PM
New Central Library for Fresno County	Land Acquisition for new Central Library	???	\$4,500,000	Fresno County Library	Karen Bosch Cobb - 488-3185 karen.boschcobb@fresnolibrary.org	3:10 PM
Parlier Industrial Park Infrastructure	Complete infrastructure of Phase 1 of its planned 300 acre Industrial Park	City of Parlier - SE corner of Manning and Mendocino	\$2,500,000	City of Parlier	Lou Martinez - 646-3545, citymanager@parlier.ca.us	3:20 PM
Mendota Federal Correctional Institution	completion of correctional institution	City of Mendota	\$87,000,000	City of Mendota	Gabriel Gonzalez, City Manager - 655-3291 ggonzalez@ci.mendota.ca.us	3:30 PM

2007 One Voice
Proposed Projects
Updated: 10/20/2006

Bethel Avenue/SR 99 Interchange realignment Southeast	Bethel Ave and State Route 99 - Kingsburg	City of Kingsburg	\$37,000,000	City of Kingsburg	Don Pauley - 897-5821 dipauley@cityofkingsburg-ca.gov	3:40 PM
Corridor/Golden State Blvd. Grade Separation and Intersection Improvements	Southeast Corridor/Golden State Blvd. Grade Separation and Intersection Improvements	Golden State Blvd and Kamm Ave. - Kingsburg	\$29,000,000	City of kingsburg	Don Pauley - 897-5821 dipauley@cityofkingsburg-ca.gov	3:50 PM
Kerman Industrial Infrastructure Extension Project	Funding for roadway, water & sewer line extension to industrial zoned properties in Kerman, CA	City of Kerman Industrial Zoned properties	\$500,000 no interest loan w/\$100,000 city match	City of Kerman	Ron Manfredi - 846-9387 - rmanfredi@cityofkerman.org	4:00 PM
Reedley Regional Sports Complex	Sports Park - apx 49 acres in the southeast portion of community. City has purchased land	Dinuba Ave at Zumwalt - Reedley	\$1,500,000	City of Reedley - Public Works	Rocky Rogers - 637-4200 ext. 213, rocky.rogers@reedley.com	4:10 PM
Manning Avenue Bridge Rehabilitation and Reconstruction.	Manning Avenue Bridge Rehabilitation and Reconstruction.	Manning Avenue entrance to Reedley over the Kings River	\$450,000	City of Reedley Public Works	Rocky Rogers - 637-4200 ext. 213, rocky.rogers@reedley.com	4:20 PM
Veteran's Boulevard	Diagonal connection between Herndon Ave. and Grantland in NW Fresno	NW area of City of Fresno	\$1,000,000	Building Industry Assoc.	Mike Prandini - 261-9344 mikep@biaslv.org	4:30 PM
✓ - projects that were on 2006 priority list						



ADMINISTRATIVE ACTION/DISCUSSION ITEMS
AGENDA ITEM VI. D.



Central Valley Office
1530 East Shaw Avenue
Suite 114
Fresno, CA 93710

Sacramento Office
Wells Fargo Center
400 Capitol Mall, Suite 1850
Sacramento, CA 95814

STEVE SAMUELIAN

TO: Barbara Goodwin, Fresno COG
FROM: Steve Samuelian, California Consulting, LLC
REGARDING: Review of 2006 and Preview of 2007 Legislative Agenda
DATE: August 31, 2006

RECEIVED

SEP 05 2006

BY: _____
FRESNO COG

Thank you for the opportunity to represent Fresno COG during the 2006 Legislative Session in Sacramento. Our collective effort was very successful this year in the State Capitol. This memorandum will serve as both a summary of 2006 activities and will outline recommendations for the upcoming 2007 Legislative year.

2006 Activities

Bringing/Arranging for Speakers at COG meetings:

- We were able to bring Business Transportation and Housing Undersecretary Barry Sedlick to a COG monthly meeting to give an update on various state issues including but not limited to "Goods Movement."
- We were able to arrange for a visit to the COG office from State Department of Transportation Director Will Kempton. Mr. Kempton held a roundtable discussion with many COG members and leaders from around Fresno County.
- We participated and assisted COG in arranging for a visit from Assemblyman Juan Arambula. Mr. Arambula spoke at a COG monthly meeting and addressed various issues.
- We arranged for a visit from Assemblywoman Parra's Legislative Director Mr. Tom Higgins to give the COG Board an update on Ms. Parra's Transportation related legislation.

Sacramento One Voice 2006 Trip

Fresno COG's first Sacramento "One Voice" visit was very productive. A large delegation of Valley leaders attended over the course of three days and we arranged for meetings with more than 35 key leaders in State Government. The delegation was able to meet with Senior Staff from the Governor's Office, the Valley State Legislative delegation, Secretary McPeak, Transportation Commission Director Barna, the Senate Republican Leader, Assembly Budget Chairman, and several other key leaders in Sacramento.

1. Issues Pursued

COG identified seven major issues for the 2006 Legislative Session. Those issues are as follows: (1) SB 1024 Perata Bond; (2) Governor's Transportation Bond; (3) Speaker's Bond; (4) Restoring Prop. 42; (5) State Route 180; (6) Goods Movement in California; (7) San Joaquin Valley Partnership.

2. Format

We met with more than 35 key leaders during our "One Voice" visit. We used one single room as a central point for all of our meetings. We recommend using the same or similar format for the meetings and again meeting with the key leaders in Sacramento. We recommend again having a 3 day visit and utilizing the same or similar beginning and ending times (8:30 a.m. briefings in morning and ending at 5 p.m.). We also recommend two meal oriented events during the visit. The first event would be a lunch or dinner with a key individual, i.e., Speaker Nunez, the Governor, etc. The second event would be a dinner or lunch with all of the Valley Legislators from both the Senate and the Assembly. We recommend including all legislators from Modesto through Bakersfield in order to give our "One Voice" visit more of a regional approach. This could be billed as a "Salute to Our Valley Legislators" lunch or dinner. The event would honor them for their service to our region. Certainly, much of what we are lobbying for is regional issue in nature, i.e., Highway 99, San Joaquin Valley Partnership, etc. We will also include designated times for lunches during the schedule.

3. Materials

The materials supplied by COG staff were excellent. The binders served their purpose and were done well.

4. Presentations

We recommend continuing to use the same presentation style at each meeting. This approach worked well and should be used again.

5. Timing

Our timing coincided with the exact days when the Infrastructure Bond package was on the table for debate. We will again attempt to determine the best and most productive days for the delegation to visit. Our initial suggestion is some time in the late February to late March time frame when bills are in Committee and key decisions are about to be made in the Legislature.

6. Hotel/Logistics

We believe the same hotel should be utilized. The location is perfect and the logistics seemed to all flow well for the 3 day visit.

7. Delegation

We had a good sized delegation attend the first annual Sacramento "One Voice" program. It would be nice to increase the attendance level for the 2007 trip. Often times, the larger the delegation, the more influence it wields.

8. Summary of "One Voice"

The feedback we received was positive from members of the delegation. Please let me know your feedback, guidance and counsel on our first visit. We are always open to helpful suggestions on how we can improve our 2nd "One Voice" visit. Our #1 goal was to obtain the inclusion of the \$1 billion for State Route 99 in the Infrastructure Bond without counting it against the 60/40 split. After intense efforts and many meetings and discussions Highway 99 was included in the Infrastructure Bond for \$1 billion with no strings and it was the only Highway named by name in the entire bond. The Valley State Legislative Delegation both in the Assembly and the Senate deserves tremendous credit on a job well done on this issue.

9. Suggested Topics for 2007 "One Voice" Visit

We are seeking direction from the COG Senior Staff and Policy Board for topics to target for our lobbying in 2007. The following are some suggested topics (not in any particular order of preference) that will certainly be major state issues in 2007:

- Transportation Bond (if it passes) Allocation of Funding
- State Route 180
- Surface Level Water Storage
- Prop. 42
- California Partnership for the San Joaquin Valley
- Goods Movement

2007 Legislative Goals

In addition to the six major issues above, I would also suggest that Fresno COG explore three other areas for 2007. The areas are as follows:

1. Grants

Our firm maintains an experienced full time grant writer. We have written and had approved over \$11 million of grants in 2006. If there are transportation related grants available for COG, I believe we should be asked to explore those options and report back to you.

2. Budget Bills

If there is a particular project that Fresno COG would like to see funded through the legislative process please let me know. Although these Budget Bills are always challenging, we should explore projects that could be funded through a Budget Bill or a Budget Trailer Bill. Budget bill language should be vetted and discussed as early as September or October to be ready for the January session.

3. Policy Bill

If there is a law/policy that Fresno COG would like to see changed please let me know and we will explore a legislative bill. Policy bill language should be vetted and discussed as early as September or October to be ready for the January session. This will also require obtaining an Author and possibly several Co-Authors.

San Joaquin Valley Partnership

Our firm became aware that funding for the Partnership was in serious jeopardy. After the Senate Budget Sub-Committee reduced funding we alerted COG and began to engage in discussions about strategy to save the funding. Subsequently, the Budget Joint Conference Committee eliminated Partnership funding. At this time, our firm became fully engaged in the issue and with the assistance and coordination of Fresno COG we proposed a trip to Sacramento. The goal of the trip was to influence the Big 5 and put the \$5 million for the Partnership back in the Budget. The trip concept was approved and we began arranging the trip. The Valley State Legislative delegation performed superbly and did an outstanding job in relaying our message to the Big 5.

1. Diverse Delegation

A large delegation of more than twenty Valley leaders from as far north as Modesto and as far south as Tulare County attended this one day lobbying effort. The delegation was composed of elected officials, business leaders, and other key community leaders.

2. Meetings

The delegation met with 15 top leaders in the State Capitol in one day. The day of meetings was both productive and effective. We met with many key leaders including the Governor, Secretary McPeak, the Speaker Pro-Tem, the Senate Republican Leader, and others. We held a lunch in the Governor's Office that was attended by the Governor personally and Secretary McPeak as well as the Governor's Legislative Secretary Mr. Richard Costigan. We also met with most of our Valley legislative delegation. The entire Valley State Legislative delegation gave a united and effective effort to restore this funding for the Partnership. They deserve credit for pushing this issue and getting the funding restored.

3. Results

Our timing was excellent and a few days after the meetings we were informed that the \$5 million for the Partnership had been put back in the budget. In fact, on a post budget conference call the Governor's Spokesperson from the Department of Finance praised the Valley delegation that lobbied in Sacramento on the one day trip and said it was fair to say the funding would not have been restored without that trip and those meetings.

Summary

During 2006, our firm had a constant presence in Sacramento on behalf of Fresno COG. Our weekly trips and regular meetings with Valley Legislators and Staff kept Fresno COG informed of the latest activities in Sacramento. We also kept Legislative offices informed about the issues important to Fresno COG. Additionally, I was able to personally attend and report to you and the Board at many of the monthly COG Policy Board meetings. Our two major goals of the 2006 session were to (1) get the \$1 billion for Highway 99 in the Infrastructure Bond; and (2) restore the \$5 million for the San Joaquin Valley Partnership in the Budget. With the help of Fresno COG,

and of course our excellent Valley State Legislative delegation, both of the above stated goals were accomplished.

Please let me know if you have any questions or suggestions. We look forward to working with you in 2007.



ADMINISTRATIVE ACTION/DISCUSSION ITEMS
AGENDA ITEM VI. E.

Survey

Regional Housing Needs Allocation Plan (For the January 1, 2006 to the June 30, 2013 Planning Period)

The purpose of this survey is to gather information regarding local government infrastructure, housing market, and other local conditions that will influence the development of a methodology for distributing the existing and projected regional housing need to cities within Fresno County and to the County itself. The methodology used in the development of earlier RHNA Plans included both objective and subjective (also known as manual adjustments) components. Information developed from this survey may be most appropriately utilized in the subjective component of the methodology. Other sources of information will also be utilized including, for example, the COG Traffic Model, which has information on jobs/housing ratios. None of the information received in response to this survey may be used as a basis for reducing the total housing need established for the region. It is always important to emphasize that the distribution of regional housing need to a jurisdiction represents a planning objective, not a construction quota.

To the extent that sufficient, readily-available data is available, please address the following factors:

1. Would you say your jurisdiction is different than, or pretty much the same as, other jurisdictions in Fresno County regarding existing and projected jobs and housing relationship? If different, indicate how.
2. Opportunities and constraints to development of additional housing:
 - a. Is there a lack of capacity for sewer or water service due to state laws, regulations or regulatory actions, or supply and/or distribution decisions made by a sewer or water service provider other than the local jurisdiction that precludes your jurisdiction from providing necessary infrastructure for additional development during the planning period? If so, please explain.
 - b. Is there available land suitable for urban development or for conversion to residential land use, including underutilized land use and opportunities for infill development and increased residential densities, within your jurisdiction and sphere of influence? If not, indicate why. [Note: In developing the RHNA Plan, COG may not limit its consideration of suitable housing sites or land suitable for urban development to existing zoning ordinances and land use restrictions of a locality, but shall consider the potential for increased residential development under alternative zoning ordinances and land use restrictions.]

- c. Are there lands within your jurisdiction that are preserved or protected from urban development under existing federal or state programs, or both, designed to protect open space, farmland, environmental habitats, and natural resources on a long-term basis? If so, please identify.
 - d. **For Fresno County only.** Are there county policies to preserve prime agricultural land within the unincorporated area? If so, what are they?
3. **For Fresno COG only.** What is the distribution of household growth assumed for purposes of a comparable period of regional transportation plans and what are the opportunities to maximize the use of public transportation and existing transportation infrastructure?
4. Do you believe the market demand for housing in your jurisdiction, relative to the market demand for housing in other Fresno County jurisdictions, will change significantly between January 1, 2006 and July 1, 2013? If so, explain.
5. **For Fresno County only.** Do agreements exist between the county and the cities in the county to direct growth toward incorporated areas of the county? If so, please explain.
6. Has there been a loss of units contained in assisted housing developments that changed to non-low-income use through mortgage prepayment, subsidy contract expirations, or termination of use restrictions.
7. Do you think that high housing costs are more of a burden in your jurisdiction than they are in other jurisdictions in Fresno County?
8. Do you think that the housing needs of farmworkers are a more serious issue in your jurisdiction than in the other jurisdictions in Fresno County.
9. Are there any other factors which in your view should be incorporated into the methodology that allocates regional housing needs to the individual jurisdictions?

Abandoned Vehicle Abatement

Agenda Item VIII.

FINANCIAL OPERATIONS																		
	Clovis	Coalinga	Firebaugh	Fowler	Fresno City	Huron	Kerman	Kingsburg	Mendota	Orange Cove	Parlier	Reedley	Sanger	San Joaquin	Seima	Fresno County	Admini- stration	Total
YTD REVENUES																		
Registration Fees																		\$687,659.05
Interest																		\$6,521.13
Other																		
TOTAL REVENUES																		\$694,380.18
COSTS (4th QUARTER)																		
Personnel	19,834.00	7,708.00	2,726.00	1,786.00	72,080.00	3,008.00	940.00	470.00	0.00	0.00	0.00	14,194.00	9,776.00	470.00	752.00	0.00	1,680.00	135,424.00
Services and Supplies	0.00	0.00	350.00	0.00	0.00	1,394.48	515.32	0.00	0.00	0.00	0.00	2,904.00	181.24	40.00	65.00	0.00	0.00	5,450.04
Major Purchases (\$2,600+)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL COSTS	19,834.00	7,708.00	3,076.00	1,786.00	72,080.00	4,402.48	1,455.32	470.00	0.00	0.00	0.00	17,098.00	9,957.24	510.00	817.00	0.00	1,680.00	140,874.04
YTD COSTS	100,392.00	12,596.00	18,810.00	10,622.00	343,740.00	4,803.26	4,893.32	8,328.00	222.60	0.00	0.00	32,651.31	57,746.73	4,085.59	9,795.00	3,565.28	6,720.00	618,951.09
UNEXPENDED REVENUES																		\$76,429.03
VEHICLES ABATED																		
VOLUNTARY ABATEMENTS																		
PUBLIC	69	36	1	5	0	0	0	0	0	0	0	0	0	0	0	0		111
PRIVATE	106	0	8	0	416	8	4	5	0	0	0	123	88	3	6	0		767
TOWS (ABATEMENTS)																		
PUBLIC	1	23	0	7	0	6	1	0	0	0	0	0	0	0	0	0		38
PRIVATE	17	0	10	0	4	6	2	0	0	0	0	14	8	1	1	0		63
TOTAL ABATEMENTS																		
PUBLIC	70	59	1	12	0	6	1	0	0	0	0	0	0	0	0	0		149
PRIVATE	123	0	18	0	420	14	6	5	0	0	0	137	96	4	7	0		830
GRAND TOTAL ABATEMENTS	193	59	19	12	420	20	7	6	0	0	0	137	96	4	7	0		979

2005/06 ABANDON VEHICLE ABATEMENT FUND ACTIVITY
 4TH QTR 2005/06
 06/30/06

Fund	UNDIST.	PRIOR	CURRENT	YTD	PRIOR	CURRENT	YTD	
NumbMember Agency	BALANCE	REVENUE	REVENUE	REVENUE	EXPENSE	EXPENSE	EXPENSE	
		****		****	****		****	
01 Clovis		53,243.02	28,875.73	82,118.75	80,558.00	19,834.00	100,392.00	(18,273.25)
02 Coalinga		6,651.04	3,671.58	10,322.62	4,888.00	7,708.00	12,596.00	(2,273.38)
03 Firebaugh		13,997.48	3,411.69	17,409.17	15,734.00	3,076.00	18,810.00	(1,400.83)
04 Fowler		3,484.99	2,229.34	11,714.33	8,836.00	1,786.00	10,622.00	1,092.33
05 Fresno		297,887.19	86,545.08	384,432.27	271,660.00	72,080.00	343,740.00	40,692.27
06 Huron		3,667.68	1,101.22	4,768.90	400.78	4,402.48	4,803.26	(34.36)
07 Kerman		4,499.00	1,805.19	6,304.19	3,398.00	1,455.32	4,853.32	1,450.87
08 Kingsburg		6,512.81	2,829.39	11,342.20	7,858.00	470.00	8,328.00	3,014.20
09 Mendota		2,690.90	860.93	3,551.83	222.60	.00	222.60	3,329.23
10 Orange Cove		2,886.83	915.87	3,802.70	.00	.00	.00	3,802.70
11 Parlier		3,912.74	1,252.04	5,164.78	.00	.00	.00	5,164.78
12 Reedley		17,333.74	7,598.50	24,932.24	15,553.31	17,098.00	32,551.31	(7,719.07)
13 Sanger		38,302.78	11,466.15	49,768.93	47,789.49	9,957.24	57,746.73	(7,977.80)
14 San Joaquin		3,165.94	746.52	3,912.46	3,575.59	510.00	4,085.59	(173.13)
15 Selma		12,720.22	3,438.08	16,158.30	8,978.00	817.00	9,795.00	6,363.30
16 Fresno County		65,112.14	17,335.47	82,447.61	3,585.28	.00	3,585.28	78,862.33
18 CDFCG ADMIN	30,491.77	(25,451.00)	1,679.90	(23,771.10)	5,040.00	1,680.00	6,720.00	.67
		518,617.50	175,762.68	694,380.18	478,077.05	140,874.04	618,951.09	105,920.86
				694,380.18 **			618,951.09 **	

Fund	AVA	AVA	Unclaimed	Cumulative
NumbMember Agency	CASH	PAYABLE	Balance	Unpaid
	BALANCE	BALANCE	AVAILABLE	Expenses
	****	****		
01 Clovis	28,875.73	47,148.98	28,875.73	.00
02 Coalinga	5,434.62	7,708.00	5,434.62	.00
03 Firebaugh	3,411.69	4,812.52	3,411.69	.00
04 Fowler	2,878.33	1,786.00	1,786.00	1,092.33
05 Fresno	112,772.27	72,080.00	72,080.00	40,692.27
06 Huron	4,368.12	4,402.48	4,368.12	.00
07 Kerman	2,906.19	1,455.32	1,455.32	1,450.87
08 Kingsburg	3,484.20	470.00	470.00	3,014.20
09 Mendota	3,329.23	.00	.00	3,329.23
10 Orange Cove	3,802.70	.00	.00	3,802.70
11 Parlier	5,164.78	.00	.00	5,164.78
12 Reedley	9,378.93	17,098.00	9,378.93	.00
13 Sanger	11,466.15	19,443.95	11,466.15	.00
14 San Joaquin	746.52	919.65	746.52	.00
15 Selma	7,180.30	817.00	817.00	6,363.30
16 Fresno County	78,862.33	.00	.00	78,862.33
18 CDFCG ADMIN	1,680.67	1,680.00	1,680.00	.67
	285,742.76	179,821.90	141,970.08	143,772.68
	285,742.76	179,821.90		105,920.86
			REV/SUM	75,429.09



*The City of Fowler
in conjunction with
California Consulting, LLC*

*Invites you to an
invitation only Luncheon
featuring*



Yolanda Benson

Deputy Secretary of the Business, Transportation and Housing Agency
The Governor's Statewide Point Person on Economic Development

Date: "DATE CHANGE" November 6, 2006, Monday

Time: 11:30—Reception
12:00—Luncheon
12:30—Speaker, Yolanda Benson

Location: Favoritos Restaurant
115 N. 6th St.
Fowler, CA 93625

RSVP: Karen Mukai—834-3113 ext. 103
By 11/1/06 kmukai@ci.fowler.ca.us

