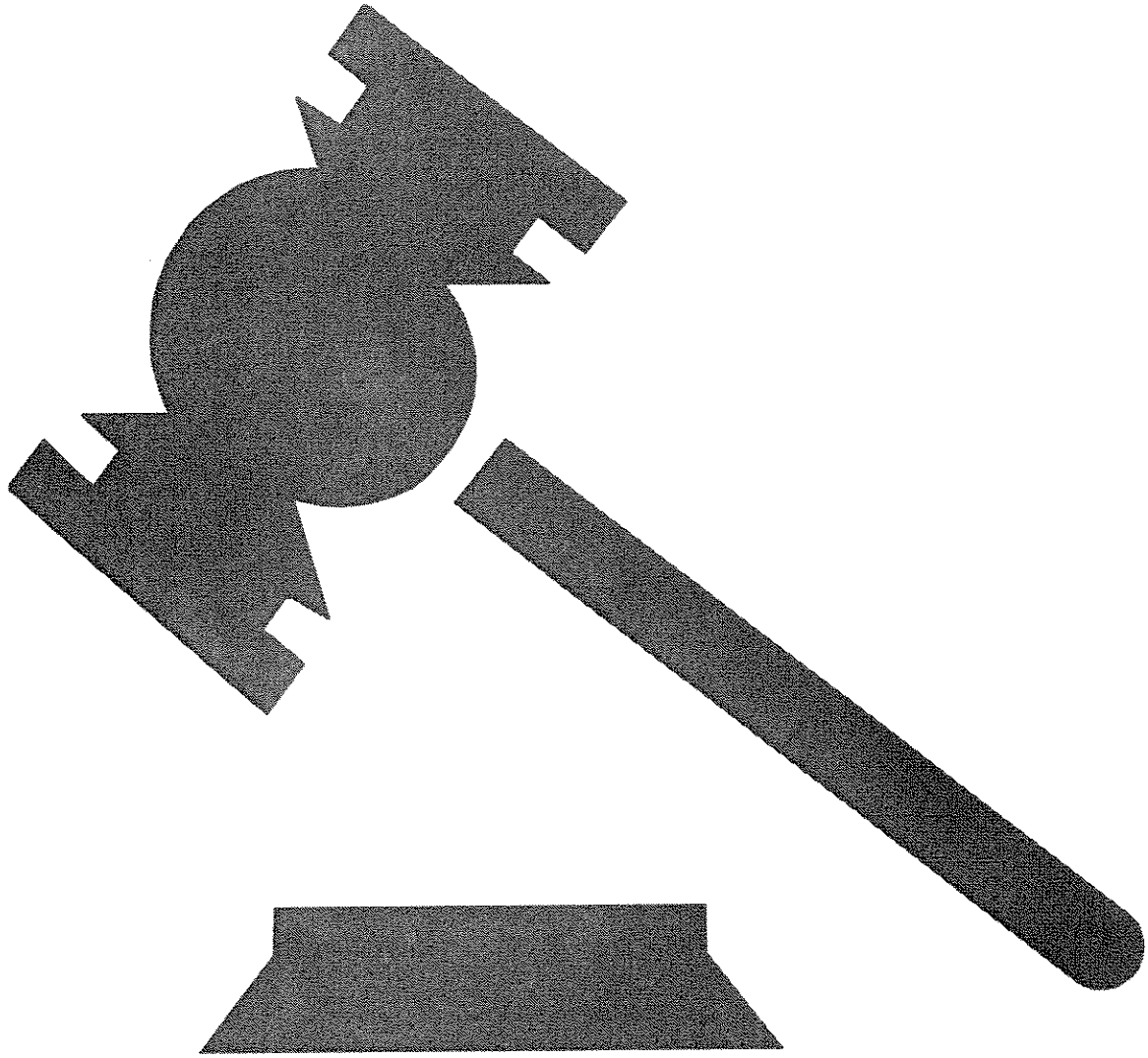




ADMINISTRATIVE CONSENT ITEMS
AGENDA ITEMS V. A. - E.



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COUNCIL OF FRESNO COUNTY GOVERNMENTS

Executive Minutes

Date: Thursday, February 22, 2007

Time: 7:00 p.m.

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

Members Present: Trinidad Rodriguez, Mayor, City of Kerman, Chairman
Dennis Lujan, Mayor Pro Tem, City of Selma, Vice Chairman
Councilmember Jose Flores, City of Clovis
Mayor Trish Hill, City of Coalinga
Mayor Craig Knight, City of Firebaugh
Councilmember Rico Aguayo, City of Fowler
Councilmember Henry T. Perea, City of Fresno
Mayor Ramon Dominguez, City of Huron
Mayor Leland Bergstrom, City of Kingsburg
Mayor Robert Silva, 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
Councilmember Ray McCann, City of Sanger
Supervisor Bob Waterston, County of Fresno

Alan McCuen, Caltrans
Kevin Briggs, Legal Counsel
Barbara Goodwin, Executive Director

Quorum: At the start of the meeting there were 12 members present representing 89.58% of the population and there was a quorum. (Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, Selma and Fresno County)

Fresno COG Sitting As the Transportation Policy Committee

I. PRESENTATIONS

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.

There were no public presentations.

Request for three (3) urgency items: requires 2/3 majority vote declaring urgency and 2/3 vote to add to the agenda.

III. D. 1. CMIA Account Letter

III. D. 2. 99 Bond Letter and Resolution 2007-09

VI. D. 1. Resolution 2007-08 Support Farmland Conservation Model Program

A request was made from staff to add the three items above to the agenda as urgency items. The first two are related to Proposition 1B and the urgency was because the California Transportation Commission will likely take action on a final list on Wednesday, February 28th and additional formal support of previously approved Fresno COG projects should be communicated to the Commission members. The consideration of how this CMIA bond element would be programmed and the Caltrans recommended Route 99 Program of Projects is very competitive throughout the State. The last item was formal support for the Farmland Conservation Program and the deadline is in early March for submittal. Although formal support for submission of concept projects was not required, staff believed it to be advisable for this project being submitted by our agency.

In addition, Mayor Lopez (Orange Cove) had an additional request for an urgency item to add the following item:

VI. I. Proclamation Thanking the Governor for Assistance on Behalf of the San Joaquin Valley Freeze Victims.

Mayor Lopez (Orange Cove) was in the process of setting up a meeting with the Governor and would like to present him a proclamation, thanking him for his actions on behalf of the victims of the January freeze, as well as request that he call the President to again request federal assistance.

After an expressed opportunity for public comment, a motion was made by Mayor Lopez (Orange Cove) and seconded by Mayor Bergstrom (Kingsburg) to 1) declare the four items as urgency and 2) add them to the agenda. A vote was called for and the motion passed unanimously.

II. TRANSPORTATION 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. 2006-07 Transportation Funding Claim – City of Fresno, Resolution 2007-03	Approve
B. Tranny Awards – Call for Nominations	Information
C. Initiation of 2007 Unmet Transit Needs Process	Information
D. 511 Feasibility Assessment	Information
E. California High Speed Rail Update	Information
F. 2007 Regional Transportation Plan (RTP) Status Report	Information
G. Preliminary Transportation Development Act Fund Estimates	Approve

For a summary of these items, please see the February 22, 2007 Annotated Agenda.

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

Quorum: Councilmember Jose Flores (Clovis) arrived and Mayor Amarpreet Dhaliwal (San Joaquin) arrived making a quorum of 100%.

III. TRANSPORTATION ACTION / DISCUSSION ITEMS

Fresno COG Sitting As the Council of Fresno County Governments

A. PUBLIC HEARING: Formal Amendment #5 to the 2007 Federal Transportation Improvement Program (FTIP), Resolution 2007-04

Renee DeVere (COG) presented this item. This amendment is a request by Caltrans, the City of Fresno, and Fresno COG to modify the 2007 Federal Transportation Improvement Program (FTIP), the region's capital improvement program. The amendment incorporates changes to the State Highway Operations and Protection Program (SHOPP), 5310 (transit) Program, Transportation Enhancement Program (TE), and Congestion Mitigation and Air Quality Program (CMAQ). Program changes include:

- 1.) SHOPP Program:
 - Caltrans Project FRE071007: This modification adds funds into the Lump-sum SHOPP-Roadway Preservation Category and advances a pavement preservation project from Federal Fiscal Year (FFY) 08/09 to 06/07.
 - Caltrans Project FRE071010: This modification adds funds into the Lump-sum SHOPP-Collision Reduction Category for Panoche Creek Bridge, a new FFY 06/07 project.
- 2.) 5310 Program (transit):
 - Addition of Caltrans awarded 5310 projects into FFY 07/08. Fresno County Economics Opportunities Commission and WestCare California Projects FRE071601-071610 were selected funding recipients. Funds will be toward vehicle purchases.
- 3.) CMAQ Program:
 - City of Kingsburg project FRE070115: Technical correction to the placement of local funds in the State's database.
 - Fresno Area Express project FRE070122: Technical correction to insert local funds in the State's database.
- 4.) TE Program:
 - City of Fresno project FRE041810: Addition of Preliminary Engineering funds into FFY 06/07. These funds were allocated by the California Transportation Commission in a prior year.

The following projects have all been advanced using Fresno COG's Expedite Project Selection Procedures (EPSP). These projects are included for information purposes in Amendment 5.

- City of Fresno TE project FRE041814: Construction was advanced on their McKenzie Trail project.
- City of Fresno TE project FRE041810: Construction was advanced on their Santa Fe Depot project.
- City of Clovis CMAQ project FRE020106: Construction was advanced on their traffic signal synchronization.

Chairman Rodriguez opened the hearing for public testimony. There being none, he closed the hearing. A motion was made by Mayor Lopez (Orange Cove) and seconded by Mayor Bergstrom (Kingsburg) to recommend approval of Formal Amendment No. 5 to the 2007 Federal Transportation Improvement Program by the adoption of Resolution No. 2007-04. A vote was called for and the motion carried.

B. Foothill Highway/Freeway/Alternative Modes, Resolution 2007-05

Elected officials from Fresno and Madera County, as well as Clovis, and staff from the City of Fresno, Fresno and Madera COGs as well as other city and county planning agency staff, recently met to talk about issues of commonality between Fresno and Madera County. The meeting was part of the Blueprint coordinating activities, and the idea of further collaborating across County lines was well received. In fact they desire to meet regularly and include other counties as well. One part of the discussion turned to the eventual need to at least discuss and study the need for a north-south corridor on the more eastern side of our Valley by 2050 as part of the Blueprint evaluation. They asked that this topic be raised at each of the COGs, so that a request to Caltrans could be made to resume an evaluation of that corridor. Included in your package is a draft resolution that could be referred to each COG member agency for consideration of the issue. The resolution requests only that member agencies support the "study concept", not the construction of SR 65 per se. The projected population of the Valley by 2050 (almost 8 million) is a pressing consideration for this evaluation and the information it may provide to our Blueprint and General Plan processes. [GOODWIN]

After an expressed opportunity for comment, a motion was made by Mayor Lopez (Parlier) and seconded by Councilmember Flores (Clovis) to approve Resolution 2007-05 and referring the subject matter out to our members for their action. A vote was called for and the motion passed. A more detailed staff report (between the COGs and Caltrans) should be made available prior to the Resolution being sent to members for consideration.

C. Measure "C" Update

Tony Boren (COG) explained that Fresno COG has initiated meetings with member agency staff and Authority staff to identify specific needs, resources and work required to develop the implementation plan for the voter-approved Measure C Expenditure Plan. As we progress in our work we will provide status reports to all committees. Our mutual goals are to move quickly to develop the implementation plan, but some elements will necessarily take longer than others. In order to develop the Strategic Implementation Plan, staff will be forming a number of Implementing Subcommittees that will be staffed primarily by COG and its member agencies with former Measure C Steering Committee members invited to participate on the subcommittees of their choosing. Also enclosed was a Measure C Implementation Subcommittee sign-up sheet which identifies the various subcommittees to be formed.

Attention was also called to the exit poll presentation and accompanying maps that were included in the agenda packet and had previously been presented to former members of the Measure C Steering Committee on February 2.

In addition, also included in the packet was the application form for the Citizen Oversight Committee, which must be formed within 6 months of the passage of Measure C. It is anticipated that the selection of the 13 member committee will occur on April 26, 2007. Notices regarding the availability of the application form are being sent out and formally published in newspapers countywide.

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

D. Report of January California Transportation Commission Actions

Tony Boren, COG Deputy Director reported that the California Transportation Commission met and discussed many bond topics at its Jan 31/Feb 1 meeting including: Corridor Mobility Improvement Account, the State Route 99 Bond, and the Traffic Congestion Relief Program.

He reported the Commission would meet again on February 28, 2007 at Newport Beach to make a final decision. At that meeting, there will be an opportunity for elected officials to speak to the support of projects from their jurisdictions. However, there will only be 15 minutes allowed between the eleven counties identified in our region. There will be a COG Directors Conference call to discuss the strategy to approach the CTC.

For the CMIA, the four Fresno COG project nominations are:

Urban Program

Priority 1 **SR 180/168/41 Freeway to Freeway Connections**
(Braided ramps to improve safety/connectivity between State routes)

Priority 2 **SR 41-Divisadero to Shields Avenue**
(Widen existing SR 41 from 6 lane Freeway to 8 lane Freeway)

Interregional Program

Priority 1 **SR 180 East - Academy Avenue to Trimmer Springs Road**
(Widen existing SR 180 to a 4 lane divided expressway)

Priority 2 **SR 180 East - Trimmer Springs Road to Frankwood Avenue**
(Widen existing SR 180 to a 4 lane divided expressway)

Caltrans submitted a list of co-nominated projects. The braided ramps are co-nominated by Caltrans, and on the Route 99 Bond issue, the recommended project is the 6-lane widening from Ashlan to Avenue 7.

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

Urgency Item -- III. D. 1. CMIA Account Letter

Tony Boren (COG) explained that The California Transportation Commission will likely take action on a final CMIA list this next Wednesday, February 28.

The letter urges the Transportation Commission to include Fresno County's highest urban priority, the State Route 180/168/41 Interchange project (and reconsider the other three projects) within the CMIA bond and not disappoint Fresno County voters who helped pass Proposition 1B. The consideration of how this CMIA bond element would be programmed became very highly political at hearings conducted by the Transportation Commission, hence this urgent call to show additional formal support.

After an expressed opportunity for public comment, a motion was made by Councilmember Brockett (Reedley) and seconded by Councilmember Aguayo (Fowler) to support sending the letter as well as request each city, the County of Fresno, and our community partners to also send, e-mail and fax additional letters of support to the California Transportation Commission, with copies to the Governor, our Valley Legislators and others. A vote was called for and the motion carried.

Urgency Item -- III. D. 2. 99 Bond Letter and Resolution 2007-09

Tony Boren (COG) explained that when the voters approved Proposition 1B, that included \$1 billion for improvements to State Route 99 in the San Joaquin Valley and Sacramento Valley. The California Department of Transportation agreed to submit the final list of recommended improvement projects to the California Transportation Commission for final approval. The

letter and resolution expressed Fresno COG's support for the Caltrans State Route 99 Bond Project List.

After an expressed opportunity for public comment, a motion was made by Councilmember Perea (Fresno) and seconded by Mayor Bergstrom (Kingsburg) to approve sending the letter of support as well as approval of Resolution 2007-09. A vote was called for and the motion carried.

Councilmember Perea (Fresno) questioned what Board members can do politically to help with the process. Bob Waterston (Fresno County) suggested that COG call a press conference to get the media involved in helping persuade the CTC to include Fresno County within the CMIA portion of the Proposition 1B bond. Barbara Goodwin (COG) expressed it would have to be on Monday or Tuesday. Staff would work on setting up a press conference and contact Board members regarding the date and time. (Note: a subsequent press conference was held on the following Monday)

E. Caltrans Monthly Report

Alan McCuen (Caltrans) provided an update on Caltrans activities as follows:

- Projects under construction: Route 99 between Kingsburg and Selma is on schedule for completion by October 2007. Due to construction, posted speed is 55 mph. CHP is stepping up enforcement due to accident/safety concerns.
- Demonstration projects: There is an agreement with the Cities of Kingsburg and Selma to stencil and sandblast the concrete median along their respective Route 99 corridors with figurines to reflect local community identities (i.e., a Dala horse for Kingsburg and clusters of grapes for Selma).

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

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

A motion was made by Mayor Lopez (Orange Cove) and seconded by Mayor Pro Tem Lujan (Selma) 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 were approved by one motion.

- | | |
|--|-------------|
| A. Executive Minutes of January 25, 2007 | Approve |
| B. Monthly Legislative Update | Information |

For a summary of these items, please see the February 22, 2007 Annotated Agenda.

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

VI. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. PUBLIC HEARING: Approval of Methodology for the Regional Housing Needs Allocation Plan, Resolution 2007-07

Barbara Steck (COG) reported on this item. The Fresno COG has begun the process of preparing the next edition of the Fresno County Regional Housing Need Allocation (RHNA) Plan. The overarching purposes of the Plan, along with similar plans developed for other regions of the state, are to address the statewide concern for "decent housing and a suitable living environment for every California family," and to reflect the shared responsibility among local governments for accommodating the housing needs of all economic levels.

Housing Element law requires quantification of each jurisdiction's share of the region's existing and projected housing need, by income level. This is otherwise referred to as the regional housing need allocation, or RHNA, for each jurisdiction. Each jurisdiction's RHNA establishes the minimum housing development capacity to be provided for in its housing element. The allocation of the regional housing need, by income category, to individual cities and counties within a region is typically determined by the region's COG. The RHNA Plan is scheduled to be adopted by June 30, 2007 and encompasses the 7½ year planning period from January 2006 through June, 2013. The 5-year housing element planning period extends from July 2008 through June 2013.

RHNA statutes require there be a 60-day public comment period of the methodology to be used in the development of the RHNA Plan and that the methodology be adopted at a noticed public hearing. The review and comment period was initiated by the Policy Advisory Committee on December 8, 2006.

Staff is recommending that the same methodology successfully used in the 2001 RHNA Plan and earlier RHNA Plans be used in the 2007 RHNA Plan. The methodology is acceptable to HCD, is relatively straightforward to understand and implement, and reflects a city-centered and balanced development pattern. In addition, the methodology allows for the ability to make manual adjustments to each jurisdiction's allocation of the regional housing construction need. Recent changes to statute require that local jurisdictions be surveyed to gather information regarding local government infrastructure, housing market, and other local conditions that could influence the distribution of the regional housing need. Information from the survey will be particularly helpful during negotiations, if necessary, regarding potential manual adjustments.

Housing market areas are used throughout the Plan in the gathering, analysis, and presentation of data. For this reason, the boundaries of the market areas are drawn along census tract boundaries. Market areas should not divide developed areas and should define subregions in which there is an interaction between employment opportunities and housing opportunities. Staff believes that the same five market areas used in the 2001 RHNA Plan remain valid and recommends their use in the 2007 RHNA Plan. These market areas reflect the generally longer commuting trips that have evolved over time and/or economic relationships among cities that have formed, particularly regarding the Five-Cities Economic Development Authority (Parlier, Selma, Fowler, Sanger and Reedley).

A team of local planning and housing experts, brought together to assist staff with this project, concurred with staff recommendation to utilize the same methodology and the same market areas.

Chairman Rodriguez opened the hearing for public testimony. There being none, he closed the hearing. A motion was made by Councilmember Brockett (Reedley) and seconded by Mayor Lopez (Orange Cove) to approve the methodology for the Regional Housing Needs

Allocation Plan by adopting Resolution No. 2007-07. A vote was called for and the motion carried.

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

Steve Samuelian, California Consulting was not available to report to the Board. He was in Sacramento lobbying on our behalf for the CMIA and 99 projects.

C. Draft 2007-08 Overall Work Program and Budget

Tony Boren (COG) called attention to a summary memo and the draft 2007-08 Overall Work Program (OWP) which was included in the agenda packet. Mr. Boren reviewed the information and explained the distribution of this draft OWP begins the review and comment period with adoption expected in May. The Intermodal Planning Group, the federal and state agency review committee, is scheduled to meet on March 21, 2007 from 9:30 to 12 Noon to review the OWP.

After an expressed opportunity for public comment, a motion was made by Mayor Pro Tem Lujan (Selma) and seconded by Mayor Lopez (Orange Cove) to concur with the initiation of the 45-day review period on February 7th at the TTC. A vote was called for and the motion carried.

D. San Joaquin Valley Blueprint Update

Barbara Steck (COG) reported that COG staff and Blueprint outreach consultants have concluded several months of community outreach in an effort to learn what values the general public considers important regarding future growth. A list of those values was included in the packet as well as a summary of the workshop outcomes. While those attending the January 11th community workshop prioritized the values, those priorities cannot be generalized to the county at large. For this reason our Blueprint process will be addressing all of the values identified as we move forward. These values will be translated into a vision statement with related goals, objectives and measurable outcomes. As we noted from the start, we will request Policy Board approval for each of the three major phases of the project.

Mike Bitner (COG) reported that the Blueprint Roundtable also recommended approval of the "status quo" growth scenario modeled by COG staff. The "status quo" scenario depicts a generalized picture of what growth will look like in the year 2050 if we continue today's development patterns.

After an expressed opportunity for public comment, a motion was made by Councilmember Brockett (Reedley) and seconded by Mayor Dhaliwal (San Joaquin) to approve and move forward with the values that have been identified through community outreach process and the "status quo" growth scenario modeled by COG staff. A vote was called for and the motion carried.

Urgency Item: IV. D. 1. Resolution 2007-08 Support Farmland Conservation Model Program

Barbara Steck (COG) explained the resolution was requesting support for the Farmland Conservation Model Program. The California Partnership Board of Directors invited Fresno COG to submit a joint proposal combining Fresno COG's Farmland Conservation Model Program and the Uniform Farmland Database submitted by the Great Valley Center. The Seed Grant concept being submitted is to develop and implement a regionally-specific Farmland Conservation Model Program to protect important farmlands in the central valley,

especially long-term commercially viable tracts at risk from agricultural fragmentation and/or urbanization.

After an expressed opportunity for public comment, a motion was made by Mayor Lopez (Orange Cove) and seconded by Councilmember Aguayo (Fowler) to support the Farmland Conservation Model Program Seed Grant by approval of Resolution 2007-08. A vote was called for and the motion carried.

E. 2007 Washington D.C. "One Voice"

Barbara Steck (COG) reported that the Fresno COG's 2007 "One Voice" delegation included a diverse group of 34 members this year who were lobbying for nine regional priority projects. They were in Washington, DC from February 10th – 15th. Sponsors have donated \$16,250 this year, which will go a long way toward covering our expenses for "One Voice". She reported that even though appropriations are lower and there are more cutbacks, the networking connections are good and the trip was very beneficial. Members of the Board who were part of the delegation were Leland Bergstrom (Kingsburg), Scott Brockett (Reedley), Rico Aguayo (Fowler), Trinidad Rodriguez (Kerman) and Henry T. Perea (Fresno). They each expressed they felt it was a worthwhile trip and extended appreciation to staff for all their work and organization of the trip.

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

F. 2007 Sacramento "One Voice" Update

Renée DeVere (COG) reported that Fresno COG is in the process of planning the Sacramento "One Voice" trip this quarter. The group will be in Sacramento March 12-14 to promote projects of regional importance. Individuals interested in participating in this trip must RSVP to staff member Renee DeVere by March 2nd. Information was included in the package.

Attention was called to the Proposed 2007 Fresno COG Sacramento "One Voice" Regional Projects list. This list was developed in part by staff, California Consulting, and the Sacramento "One Voice" Ad Hoc subcommittee. Topics and priority ranking were determined based on timing, current availability of funding, and opportunity for support.

Identified on this list is Senate Bill (SB) 59-Reliable Water Supply Bond Act of 2008 (Cogdill). In summary: under existing law, various bond acts have been approved by the voters to provide funds for water projects, facilities, and programs. This bill would enact the Reliable Water Supply Bond Act of 2008 which, if approved by the voters, would authorize, for purposes of financing a water supply program, the issuance, pursuant to the State General Obligation Bond Law, of bonds in the amount of \$3,950,000,000. The bill would require the Secretary of State to submit the bond act to the voters at the November 4, 2008, statewide general election. For complete text please see <http://www.sen.ca.gov/>.

After an expressed opportunity for public comment, a motion was made by Mayor Pro Tem Lujan (Selma) and seconded by Mayor Lopez (Orange Cove) to: 1.) Support Assembly Bill 59. 2.) Approve the 2007 Fresno COG Sacramento "One Voice" Regional Projects list. A vote was called for and the motion carried.

G. AB 27 -- The San Joaquin Valley Partnership (Parra)

Renée DeVere (COG) also reported on this item. Existing law authorizes two 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, acquiring or constructing specified public facilities and improvements.

This bill would, from January 1, 2009, to January 1, 2020, 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 local, state, and federal efforts for the valley to increase the living standards and the overall economic performance of the valley.

The bill would also require the partnership to request that the 8 economic development coordinators of the Counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare serve as an advisory committee to the partnership and make a specified report to the partnership and the Legislature by no later than June 1, 2009, and annually thereafter. The bill would also require the partnership to meet at least quarterly and to facilitate and coordinate the implementation of a strategic action plan developed by the partnership, and report annually on its activities and proposals to the Governor and the Legislature. The bill would require the Business, Transportation and Housing Agency to create a Web page accessible on the Internet for the partnership, as specified.

History and Overview:

The latest version of Assembly Bill (AB) 27 is dated December 4, 2006. AB 27 originated out of AB 31 from the 2006 session. The extension of the bill was a result of discussion between Parra's staff and the Governor. The Governor agreed to extend the bill by two years and staff anticipates formalization of the bill to be a two year process. Development of AB 27 is ongoing and Parra staff has meetings planned and scheduled with the San Joaquin Valley Partnership and the Valley COGs in the coming months. Within AB 27 text there are many blanks; Parra staff will be using these blanks as the points of discussion and negotiation over the next two years. Specifics to be addressed are the composition of the Partnership and the appointment process. The overall purpose of the bill is to keep the San Joaquin Valley Partnership going. This would be accomplished by getting the Partnership into statute and allowing for the provision of future budget appropriations. The Partnership is viewed as a model that works, and AB27 is an effort to insure that it continues.

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

H. COG Board Appointment to the San Joaquin Valley Regional Policy Council

Barbara Goodwin (COG) explained that as a result of legislation that was introduced, but not enacted last year, the Memorandum of Understanding between the eight Valley COGs was revisited and modified. The purpose was 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. The MOU was approved by the COG Board on September 28, 2006 and the following appointments were made to the Policy Council: Mayor Riofrio (Mendota); Supervisor Case (Fresno County) and Rico Aguayo (Councilmember from Fowler) as an alternate. Even though Mayor Riofrio is still an elected official, he has declined to serve and so a new representative needed to be appointed.

A motion was made by Mayor Lopez (Orange Cove) and seconded by Councilmember Perea (Fresno) to appoint Councilmember Aguayo (Fowler) as the appointment to replace Councilmember Riofrio. A vote was called for and the motion carried.

A motion was then made by Councilmember Aguayo (Fowler) and seconded by Mayor Lopez (Orange Cove) to appoint Councilmember Perea (Fresno) as alternate. A vote was called for and the motion carried.

Urgency Item -- VI. I. Proclamation Thanking the Governor for Assistance on Behalf of the San Joaquin Valley Freeze Victims.

Mayor Lopez (Orange Cove) reported that he was in the process of setting up a meeting with the Governor and wished to thank him as well as request that that he call the President to again request federal assistance. He would like the Council of Governments to present the Governor with a Proclamation, thanking him for all he has done for the Valley and Fresno County on behalf of the victims of the January 2007 Freeze.

After an expressed opportunity for public comment, a motion was made by Mayor Dominguez (Huron) and seconded by Councilmember Flores (Clovis) to approve sending a proclamation to the Governor from the Fresno COG. A vote was called for and the motion carried.

VII. OTHER BUSINESS

A. Items from Staff

There were no additional items from staff.

B. Items from Members

There were no additional items from members.

Adjournment

There being no further business, the meeting was adjourned.

Respectfully Submitted,



BARBARA GOODWIN, Executive Director
Council of Fresno County Governments

/dw

ATTACHMENT A

Observers and Non-Members
COG Board Meeting
January 25, 2007

Russ Clemings, Fresno Bee
Barbara Steck, COG
Tony Boren, COG
Renee DeVere, COG
Kathy Chung, COG
Dottie Wright, COG
Marla Day, COG
Les Beshears, COG
Mike Bitner, COG
Jeffrey D. Webster, FCRTA

Council of Fresno County Governments
Second Quarter Progress Report for FY 2006-07
Ending December 31, 2006

WE 110 - Regional Streets and Highways

Objective: To maintain a continuing, cooperative, and coordinated regional streets and highways planning process that is responsive to local needs as well as state and federal requirements.

Accomplishments:

- Continued participation in the Statewide California Federal Programming Group (CFPG) established to provide a linkage between State, Federal, and Regional Transportation Planning Agencies involved in transportation programming activities.
- **Continued use** of the *California Transportation Improvement Program System* (CTIPS) and involvement in program updates.
- Continued participation in the San Joaquin Valley COG Directors Association Model Coordinating Committee (MCC) and Programming Coordination Group (CPG) [DEVERE]

WE 111 - Regional Transportation Modeling

Objective: To maintain a continuing, cooperative, and coordinated regional transportation modeling process that is responsive to local needs as well as state and federal requirements.

Accomplishments:

- Provided various model data to consultants, member agencies, and Caltrans.
- Continued participation in the Caltrans led Statewide Modeling/Information Sharing Group. Helped coordinate the San Joaquin Valley Regional Transportation Planning Agencies (RTPAs) Modeling/Air Quality Coordinating Committee. This committee was established to provide interagency transportation conformity consultation. The meetings are attended by representatives of the eight Valley RTPAs; the Federal Highway Administration (FHWA); Caltrans; the California Air Resources Board (CARB), the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD); and the United States Environmental Protection Agency (USEPA).
- Kept the road network database up-to-date. The database is used for modeling and other reporting purposes.
- Participated in the Valley-wide Truck Model Steering Committee, and coordinated grant application for Valley-wide truck model - phase III. Awarded the contract for Phase III to Cambridge Systematics. Held initial kick-off meeting for the Truck Model project.
- Continuing the land use update for traffic model to year 2003 conditions by updating land use information utilizing 2000 Census data and local data.
- Participated in the Freeway Deficiency Study Modeling effort. Awarded the contract for phase II to Fehr and Peers transportation consultants. [BITNER]

WE 112 - Regional Traffic Monitoring

Objective: To maintain the Fresno Regional Traffic Monitoring Program as a source of current traffic information for use by member agencies and the public, and as a validation tool for the Countywide Traffic Model.

Accomplishments:

- Coordinated the *Traffic Counts Program* and provided technical assistance to member agencies.
- Provided traffic counts in response to public requests.
- Working on an RFP to review and enhance our traffic monitoring program [BITNER]

WE 113 – COG Measure “C” Expenditure Plan

Objective: To update and/or monitor the Fresno COG Measure "C" Expenditure Plan as required, and to provide ongoing traffic analysis and modeling for the Fresno County Transportation Authority and Caltrans in support of the project implementation. This is a delivery plan of state and local highway projects within Fresno County using the proceeds of the ½ cent local sales tax in conjunction with other federal, state and local highway funding.

Accomplishments:

- Fresno COG continues to work with FCTA staff on development of the final Measure “C” Expenditure Plan. COG staff anticipates taking the final Expenditure Plan to the COG Policy Board for approval in March 2007. [BOREN]

WE 114 – Measure C Reauthorization

Objective: To provide the organizational structure and staffing for development of an Expenditure Plan that will guide the utilization of a proposed ½ cent sales tax measure that is tentatively scheduled for the November 2006 ballot. The Reauthorization process is being guided by a Regional Steering Committee consisting of elected officials, interested regional stakeholders and the general public. Staffing is provided by COG.

Accomplishments:

- Obtained 78% voter approval for Measure “C” Reauthorization which went to voters on November 7, 2006.
- Reconvened Measure “C” Steering Committee to begin process of developing Strategic Plan for expenditure of Measure “C” revenues collected after July 1, 2007. [BOREN]

WE 117 – San Joaquin Valley Goods Movement Study

Objective: The San Joaquin Valley (SJV) Goods Movement Study project is the third phase of goods movement related studies in the valley. The proposed project will provide improvements to the 8-county (Kern, Fresno, Tulare, Kings, Madera, San Joaquin, Stanislaus, and Merced) SJV truck model and integration with local models. The model has been developed to provide an analytical basis for evaluating the benefits of transportation investments that impact the movement of goods in the Valley. The first phase of the study described the goods movement system and freight flows for the region and generated a list of key goods movement issues and problems. Phase II of the study developed the San Joaquin Valley Truck model tool. In Phase III, the SJV truck model will test modified scenarios from Phase II and other goods movement scenarios in future years, such as: truck bypass in Fresno County, Shafter Intermodal Facility and “all truck” lanes on South and West Beltway facilities around Bakersfield in Kern County, truck movements along the Route 132 Corridor in Stanislaus County, truck diversion potential (in several communities) in Merced County, CIRIS truck related studies in San Joaquin County, and studies in other SJV counties. The completed model product will be used by each of the county Metropolitan Planning Organizations (MPOs) and HQ Modeling and Travel

Analysis Branch. The San Joaquin Valley region is one of the four major international trade regions in California, designated in the 2002 Global Gateways Development Program.

Accomplishments:

- Released the Request for Proposal for the San Joaquin Valley Goods Movement Study Phase II – Truck Model Improvement Project. Interviewed consultants and awarded contract to Cambridge Systematics. Held initial kick-off meeting to get the project underway. [BOREN/BITNER]

WE 118 – Fresno Regional Housing Needs Plan

Objective: To prepare the Fresno County Regional Housing Needs Allocation (RHNA) Plan. The RHNA Plan determines each jurisdiction's existing and projected housing needs for all income levels. Local governments, through their Housing Elements, are individually accountable for demonstrating capacity to accommodate these housing needs for the 5-year planning period from July 1, 2008 through June 30, 2013

Accomplishments:

- Formed a Steering Committee to assist staff with the development of the RHNA Plan.
- Reviewed the Final 2001 RHNA Plan for applicability of methodology for the current Plan.
- Consulted with State Department of Housing and Community Development on the determination of the Housing Need figure, by income group, for Fresno County.
- Surveyed local jurisdictions in conformance with statute to gather information regarding local government infrastructure, housing market and other local conditions that could influence the distribution of the regional housing need.
- The COG Policy Board at its meeting on December 14, 2006 approved the Housing Construction Need number of 52,142 units for Fresno County and initiated the 60-day public comment period of the proposed allocation methodology. [THOMPSON]

WE 119 – San Joaquin Valley Regional Blueprint Planning Process

Objective: The San Joaquin Valley Regional Blueprint Planning Process is a two-year planning effort envisioned to support long range regional planning through comprehensive development of regional consensus. The goal of the San Joaquin Valley Blueprint Planning Process is to develop a preferred future growth vision for the region through the use of scenario planning.

Accomplishments:

- Entered into a Memorandum of Understanding with the eight Valley COG's outlining our relationship as we move forward with the Blueprint.
- Utilizing the System Development of Informed Consent, Potentially Affected Interests were identified by category and level of priority for the successful implementation of the San Joaquin Valley Regional Blueprint Project.
- A Citizen Participation Plan has been developed and adopted by the eight San Joaquin Valley Councils of Governments (COGs).
- The institutional structure of a San Joaquin Valley Blueprint Regional Advisory Committee (BRAC) has been developed. BRAC membership applications are being accepted at this time. The BRAC will advise and interface both the San Joaquin Valley Blueprint products and the San Joaquin Valley Partnership products.
- Local Blueprint Roundtable is being established according to guidelines in the Citizen's Participation plan.
- San Joaquin Valley COGs are in the process of assessing San Joaquin Regional Modeling capability and possible Modeling enhancements.

- Circulated an RFP to solicit proposals for a Community Participation Facilitator to assist Fresno COG with outreach and modeling tasks associated with the Blueprint
- Participated in Valleywide Blueprint Summit with approximately 700 community members in attendance.
- Entered into contract with VRPA Technologies to engage in community outreach activities with stakeholder groups and general public.
- Attended two Blueprint Learning Network sessions (one in Sacramento and one in Oakland) with 3 COG staff, an elected official and 2 community stakeholders.
- Conducted 2 Blueprint Roundtable meetings with excellent turnout and member participation.
- Forwarded BRAC recommendations for Fresno County to Valley COG Directors for final selection and approval.
- Continued presentations and interviews with community members to elicit information on values and vision.
- Met with Fresno Bee editorial board to inform them of SJV Blueprint planning process.
- Filmed two promotional spots at Comcast Cable Television.
- Conducted approximately 20 meetings with stakeholder groups, held "Road Show" at the Big Fresno Fair, held outreach efforts at shopping centers, community colleges, and with community groups resulting in the collection of over 1500 survey responses.
- Made presentations to all COG member agencies (15 cities and County of Fresno) providing update on Blueprint progress and encouraging participation in community workshop.
- Formed Steering Committee for Blueprint Roundtable to address pressing tasks
- Attended Blueprint Learning Network in Anaheim with 6 member team.
- Attended Lincoln Institute workshop at Cal Poly regarding Blueprint outreach activities.
- Worked with planning director to establish a Valleywide Blueprint Professional Review Panel that will interface with the BRAC and Valleywide Blueprint Coordinating Committee
- Attended the first meeting of the BRAC in Modesto.
- Coordinated with the SJV Partnership staff to define the interface of the Partnership, the Blueprint and the BRAC.
- Provided ongoing project management for Fresno Blueprint activities. [STECK]

WE 120 - Regional Public Transportation Planning - Urban

Objective: To carry on the continuing urban area public transportation planning process to satisfy the requirements of the Federal Transit Administration under TEA-21 (1997), the Alquist-Ingalls Act (AB-402, 1977) and AB-120 (Statutes of 1979); the Social Service Improvement Act (SB-826, 1988); the Federal Clean Air Act Amendments; the 1988 California Clean Air Act and the Americans with Disabilities Act of 1990 (Public Law 101-336).

Accomplishments:

- *Demand-Responsive Service Evaluation:* Staff continues to monitor and evaluate the paratransit services provided under contract with MV Transit. Service is monitored for productivity, cost effectiveness, contract compliance, as well as compliance with ADA regulations.
- *Management Information Systems:* Staff continues to develop and maintain various MIS programs and services. Major work included beginning the implementation of the new Trapeze fixed-route scheduling software.
- *National Transit Database Report:* National Transit Data Base (NTDB) annual operating statistics for FY2005-06 have been collected and are being compiled for the report to the Federal Transit Administration which is due in October. NTDB data collection is an ongoing process.

- *Coordinate with Air District:* Staff reviews Air District's plans and rule making and attends workshops on topics related to transit planning. Staff also works closely in developing funding request strategies from the SJVUAPCD for related TCM's such as alternative fuels funding and transit pass subsidy funding.
 - *Review Development Proposals:* Staff continues to work closely with the development community in order to promote pedestrian and transit-friendly development through review and comment on development proposals.
 - *Community Outreach and Public information:* FAX information continues to be maintained on the World Wide Web at <http://www.fresno.gov/index.html>. Staff continues to work with major employers to promote public transit, and to find creative ways to increase transit's market share. Staff received a first place award in the American Public Transportation Association Ad Wheel contest for the FYO5 FAX Annual Report.
 - *Clean Air Express Vanpool Program:* Staff continues to oversee the downtown Fresno commuter vanpool program that has been expanded to 19 vanpools.
 - *Service Coordination:* FAX continues to include transit service schedules and information for Clovis Stageline in the FAX Schedule Guide.
 - *Regional Agency Formation Study:* The Steering committee met to discuss the study progress and to consider appropriate peer agencies for evaluation. The peer agency evaluation portion of the study has been prepared by the consultant, and distributed to the Committee for their review.
 - *Transit Master Plan:* Staff continues to work with the MAHA, Fancher Creek Development, and the City of Fresno to finalize the consultant contract. Significant disagreement between the parties has delayed the execution of the contract with KHA.
 - *Fresno Downtown Transportation Infrastructure Study (DTIS):* The DTIS is a City of Fresno planning effort that is being managed by COG/FAX staff. The DTIS Technical Advisory Committee held meeting in August and September and has completed its review of previous Downtown Fresno plans and studies.
- [DOWNS]

WE 121 – Southeast Asian Transit Ridership Awareness Project

Objective: Through a Caltrans Environmental Justice Grant, the Council of Fresno County Governments and Lao Veterans of America Institute aim to increase transit ridership in the low income and minority Hmong and Laotian communities by increasing awareness of the service.

Accomplishments:

- Staff is working with Caltrans and Lao Veterans of America Institute (LVAI) staff to facilitate contract agreement on this Environmental Justice Grant. Work on the project cannot commence until this is accomplished.
- Staff continues to work with Caltrans to pursue Fund Transfer Agreement. This project has been "in the pipeline" for 9 months and we have yet to receive the papers necessary from Caltrans to move this forward.
- Received Fund Transfer Agreement from Caltrans and entered into contract with Lao Veterans of America Institute (sub-recipient) so that they can proceed with their project.
- Consulted with sub-recipient regarding their progress and their billing procedures with COG.
- Continue to work with sub recipient in hopes that they will find capacity to commence work program.
- Recommended options to LVAI regarding sub consultants, one of whom they hired.
- The project commenced with the understanding that they must complete all activities on time as there would be no extensions.
- Project is moving forward as indicated in progress reports and invoices. [STECK]

WE 123 – Fresno-Madera County Freeway Interchange Deficiency Study

Objective: Through a Caltrans Partnership Planning Grant, the Council of Fresno County Governments and the Madera County Transportation Commission are joining the cities of Fresno, Clovis, Madera, Selma, Kingsburg, Chowchilla and the counties of Fresno and Madera in an assessment of the current freeway systems and interchanges within Fresno and Madera counties. The purpose of the Fresno-Madera County Freeway Interchange Deficiency Study is to determine, based on projected population growth and build out of existing general plans, if a regional transportation impact fee will be required from future development in Fresno County in order to keep the metropolitan transportation system functioning properly.

Accomplishments:

- Released the Request for Proposal for the Freeway Deficiency Study Phase II.
- Interviewed consultants for the phase II deficiency study. Fehr and Peers was selected for the study. [BITNER]

WE 130 - Regional Public Transportation Planning - Rural

Objective: To carry on the continuing rural public transportation planning process to satisfy the requirements of the Alquist-Ingalls Act (AB-402, 1977); the Social Service Improvement Act (AB-120, 1979); the Mello Act (SB-157, 1985); the Specialized Transportation Services Act (SB-826, 1988) the Federal Clean Air Act Amendments (1990); the 1988 California Clean Air Act and the Americans with Disabilities Act of 1990 (Public Law 101-336).

Accomplishments:

- The Public and Staff celebrated the successful passage of the Measure C ½ cent sales tax initiative in November, after an eighteen month public process. The Measure will provide funding for rural service expansion over the next twenty years.
- The staffs of the Fresno County Rural Transit Agency and the Rural Consolidated Transportation Service Agencies prepared and completed their respective sections of the *2005-2006 Transit Productivity Evaluation Report*. The Fresno COG's Social Transportation Advisory Council (SSTAC) reviewed the draft report on December 5th. The Council recommendations were recorded for inclusion in the Final Draft document to be circulated, and accepted by the Fresno COG Policy Board during its meeting on December 14, 2006.
- The Fresno COG's Social Service Transportation Advisory Council will begin its annual "Unmet Transit Needs" process during the Third Quarter. Mass mailings have been sent to nearly 600 interested individuals and parties of record. Three community outreach meeting will be scheduled in February for the Eastern, Central, and Western areas of Fresno County to further facilitate public comments.
- Staff will begin its preparation of the updated *Short Range Transit Plan* for the Fresno County Rural Area during the Third Quarter. [WEBSTER]

WE 150 - Other Modes - Aviation, Non-Motorized & Rail

Objective: To maintain a continuing, coordinated planning process in the aviation, non-motorized, and rail modes.

Accomplishments/Aviation:

- Monitored aviation issues and legislation important to Fresno County.
- Ongoing participation as a member of the RTPA Aviation System Planning Working Group.

- Presented to the COG Committees and Policy Board during the October cycle of meetings an article titled "Why Your Community Needs Its Airport."

Accomplishments/Non-Motorized:

- Monitored bikeway issues and legislation important to Fresno County.
- Staff sits as a voting member representing the San Joaquin Valley on Caltrans Bicycle Advisory Committee.
- Issued a call for projects during the October cycle of meetings for Bicycle Transportation Account funding. Applications were due to Caltrans District 6 Local Assistance by December 1, 2006.

Accomplishments/Rail:

- Monitored rail issues and legislation important to Fresno County.
- Monitored activities of the California High-Speed Rail Authority and other activities related to high-speed rail in California.
- Attended a meeting of the San Joaquin Valley Rail Committee in Hanford on November 9, 2006. Primary agenda items at this meeting included a presentation on the California Operation Lifesaver program and discussion of the potential for passenger rail service on the UP corridor between Merced and Bakersfield. Regular agenda items included an Amtrak/Caltrans marketing report, an Amtrak California Corridor report, and a Caltrans Division of Rail report, including State and Federal Amtrak budgeting issues. The next meeting of the San Joaquin Valley Rail Committee is scheduled for January 11, 2007 in Bakersfield.
- Conducted a meeting of the Fresno COG Rail Committee on November 8, 2006. The primary agenda item was a workshop on the development of a Strategic Business Plan for the (Amtrak) San Joaquin Rail Corridor. The intent of the Plan is to chart the course for the future development of the San Joaquin Corridor based on the goals and priorities established during the planning process.
- Presented an item to the COG Committees and Policy Board during the December cycle of meetings regarding vacancies on the California High-Speed Rail Authority Board. The Policy Board recommended the appointment of Leland Bergstrom, Mayor of Kingsburg, to serve on the Authority Board.
- Continued efforts with Fresno Area Residents for Rail Consolidation (FARRC) and other interested citizens and organizations regarding the potential rail consolidation project in Fresno and other projects. [THOMPSON]

WE 170 - Regional Transportation Plan

Objective: To develop and publish on a triennial basis the Regional Transportation Plan (RTP) for Fresno County which addresses at a minimum a twenty-three year planning horizon. The plan shall include both long-range and short-range strategies and actions for implementing an integrated intermodal transportation system. The plan will address the federally required Transportation Equity Act for the 21st Century (TEA 21) five planning emphasis areas as enumerated in the Planning Issues Section and the Federal Highway Administration/Federal Transit Administration Region Nine FY 2004 Emphasis Areas for Metropolitan and Statewide Transportation Planning.

Awaiting formal guidance on implementation of provisions and requirements of the new Federal Surface Transportation Act, The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU),

Accomplishments:

- The Final 2004 RTP was approved by the COG Policy Board at its July 22, 2004 meeting. The document was formally approved by FHWA on October 4, 2004. Amendment No. 01 to the 2004 RTP was approved by the Policy Board on June 30, 2005 and formally approved by FHWA on August 12, 2005. Amendment No. 02 to the 2004 RTP was approved by the Policy Board on July 20, 2006.

- Developed strategy to approach the preparation of the 2007 RTP according to guidelines set forth in SAFETEA-LU. Will coordinate RTP with San Joaquin Valley Regional Blueprint planning process.
- Continued coordination with San Joaquin Valley TPAs for Valley-wide Chapter. [BOREN/DEVERE]

WE 172 - Congestion Management Planning

Objective: To respond to federal congestion management planning requirements.

Accomplishments:

- Conducted research on congestion management activities and reports provided by other MPOs. [PAUKOVITS]

WE 180 - Air Quality Transportation Planning

Objective: To maintain a coordinated transportation/air quality planning process consistent with the goal of attaining and maintaining federal and state air quality standards.

Accomplishments:

- Worked on an on-going basis with local, State, and Federal agencies regarding air quality and transportation issues.
- Continued participation in the Statewide Air Quality/Conformity Working Group.
- Continued to participate with the other seven Valley TPAs in the San Joaquin Valley Modeling and Air Quality Committees to address pertinent transportation, modeling, air quality, and conformity analysis issues.
- Continued contract administration for the Valley-wide Air Quality Planning and Coordination consultant. Managed the efforts of the air quality consultant (including strategy and review of all materials) on behalf of the eight Valley TPAs.
- Managed the contract for the Valley-Wide Air Quality Policy Services consultant.
- Participated in conference calls with staff from ARB, EPA, FHWA, Caltrans, and various members of the other San Joaquin Valley TPAs.
- Attended and participated in San Joaquin Valley Clean Cities Coalition Board Meetings.
- Attended Air District Board meetings and workshops.
- Presented air quality updates to the San Joaquin Valley TPA Director's Association.
- Participated in development of recommendations from the San Joaquin Valley Partnership Air Quality Work Group.
- Continued work with the Air District on implementation of the Indirect Source Review (ISR) Rule.
- Continued work on development of Reasonably Available Control Measures (RACM) process for the 8-hour ozone State Implementation Plan (SIP).
- Developed conformity analysis procedures for the 2007 Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP).
- Co-hosted Diesel Retrofit Funding Forum with EPA. [PAUKOVITS]

WE-220 – Transportation Program Development

Objective: To identify transportation improvements proposed for implementation within a short-range period of compliance with federal and state requirements.

Accomplishments:

- COG staff continues to work with its member agencies in an effort to develop/maintain a financially constrained transportation improvement program.
- Correspondence with Agency staff and Caltrans regarding delivery/preparation of the Obligation Plan for FFY 2006/07.
- Development and posting of the Annual listing of projects.
- The 2007 FTIP was adopted by the COG Policy Board July 20, 2006 and approved by the Federal Highway Administration (FHWA) on October 2, 2006. COG staff continues intergovernmental coordination and public notification for all formal amendments to the FTIP.
 - Formal Amendment 1 to the FTIP was approved on November 30, 2006 by FHWA.
 - Formal Amendment 2 to the FTIP was approved by the Fresno COG Policy Board on December 14, 2006. [BOREN/DEVERE]

WE 310 - Intergovernmental Coordination

Objectives: 1) To promote coordination, cooperation and communication on administrative and planning matters among local agencies, the COG, federal and state agencies. To enable various agencies, including Native Americans, to participate in and review the regional planning process; 2) To provide the public with information on activities, meetings, planning documents and reports, and to seek advice from the public on COG's planning activities; and 3) To provide local agencies and the public the opportunity to review and comment upon federal grant proposals through the Local Clearinghouse Process.

Accomplishments:

- Continued to provide staff support to the Association for the Beautification of State Route 99. Organized bimonthly meetings for the Association, assisted with correspondence, conducted research, and prepared staff reports.
- Continued efforts towards implementing the *2000 Highway 99 Beautification Plan* by recommending the adoption of a draft Highway Beautification Overlay Zoning District by the Cities of Kingsburg, Selma, Fowler, Fresno, and Fresno County.
- Continued monitoring other SR 99 beautification efforts such as the Great Valley Center's Highway 99 Project and Caltrans' *Highway 99 Plan*.
- Provided ongoing support to member agencies of the Abandoned Vehicle Abatement Service Authority in the establishment of this new program in Fresno County. Issues discussed over the course of the quarter include election of Chair and Vice-Chair of the Authority and a determination of time standards and personnel costs for use in calculating program costs.
- Staff continues to outreach to the Native American Tribal governments, both federally and non-federally recognized, in Fresno County to solicit their input and to seek their participation in COG activities. Staff continues to provide all of the tribes with ongoing meeting notifications and any other pertinent information that may be of interest to the tribes.
- Convened Fresno "One Voice" task force to review past successes and plan for February 2006 visit to Washington DC.
- Called for "One Voice" projects from member agencies and community organizations. Convened selection committee and selected top five priorities of COG Board approval.
- Participated in the coordination of a monthly "Professional Development Roundtable" aimed at public and private agency education and networking.
- Provide follow up on February 2006 "Sacramento One Voice" trip in which a 24 person delegation traveled to the State's Capitol.
- Met with COG Policy Board members at special meetings in their communities to solicit input on the SJV Regional Blueprint Planning Process.
- Continued outreach with staff and administrators of member agencies to gather input for the Blueprint.
- Provide ongoing updates to member agencies on progress with Blueprint activities.

- Distributed report to member agencies on successes of 2006 “One Voice” Washington DC trip and recommendations for 2007 program.
- Distributed “call for regional projects” for 2007 Washington DC One Voice.
- Planned for project selection committee to meet during next quarter.
- Began trip planning for the 2007 “One Voice” scheduled February 10-15, 2007.
- Continue to work with eight Valley COGs on project management of SJV Blueprint.
- Engage in second round of meetings with all member agencies at their policy board meetings.
- Staff continues involvement/collaboration on Intelligent Transportation Systems (ITS) projects of local, valley-wide, and State interest. [BOREN/DEVERE/STECK]

WE 311 - Public Information and Participation

Objective: To provide the public with information on activities, meetings, planning documents and reports, and to seek advice from the public on COG's planning activities. This work element is intended to highlight the COG's desire to encourage more public participation in the transportation planning process, consistent with TEA 21 requirements. This will include public involvement in the development stages of plans and programs as well as throughout the adoption process. COG's newly adopted Public Involvement Procedures will be consulted and followed during each phase of plan or program development.

It is Fresno COG's desire that the citizens of Fresno County and its cities assist in delineating values, goals, and objectives of transportation-related services and planning documents. Further, it is Fresno COG's intent that those same citizens, charged with the responsibility of providing feedback on a continuous basis, will participate in the selection of transportation facilities and programs for planning and programming under Fresno COG's authority. Finally, it is the goal of Fresno COG to adequately provide information to and solicit input from historically underserved community of Fresno County (i.e. elderly, minority groups, youth, disabled, and lower income people).

Accomplishments:

- Prepared agenda packages, reports, and notices for COG's three monthly public meetings.
- Developed legislative reports for Fresno COG's monthly public meetings. Tracked legislative items and supplied additional legislative information as requested by COG and member agency staff.
- Filled requests for information about Fresno COG and/or their member agencies and updated various listings.
- Designed and printed graphic design materials for Fresno COG staff as requested.
- 2006 Measure C Extension Expenditure Plan Outreach:
 - Staff worked with VRPA Technologies, FCTA and other consultants to staff public outreach presentations throughout October and the first part of November 2006 as requested
 - Updated content on the Measure C section of Fresno COG's new website
 - Answered questions received from the media, member agencies and community members on the Measure C Expenditure Plan contents
- Prepared and sent news releases to the media regarding the 2006 Measure C Extension Expenditure Plan and the San Joaquin Valley Regional Blueprint
- Continued the design and development of Fresno COG's new website
- Continued involvement in the Valley Blueprint process:
 - participated on the Valleywide Outreach committee
 - worked with consultants to implement an outreach plan
 - Made preparations for the Blueprint 2050 Workshop and preceding news conference
 - granted interviews with service news agencies
- Continued update of the Fresno COG Transportation Guide, consulting with transit and rideshare personnel, as well as users of the systems and the guide

- Developed the Winter 2006 COG Outlook newsletter. Sent it to print.
- Began 2007 One Voice tasks:
 - Designed and ordered tote bags, paperweights (thank you gifts) and awards [LAUCHNER]

WE 312 - COGView Internet Home Page

Objective: To create a source providing easy access to government and other information for Fresno County residents, member agencies, and perspective business interests using the latest technology of the World Wide Web. Additional objectives include enhancing potential economic development and increasing public knowledge and involvement of COG activities as well as reduce costs..

Accomplishments:

- The website has been completed and is in use.
- The Fresno COG website maintains minutes and agendas for the Fresno COG Technical Advisory Committee, the Policy Advisory Committee and Policy Board.
- Committee members have the choice of continuing to receive agenda by mail or they can sign up to receive links to the agendas online by email.
- Air quality and transportation modeling data is updated regularly on the website.
- Most reports and publications put out by the Fresno COG are readily and easily accessible online through the website.
- The discussion boards for the Fresno COG website have been completed and documentation and movies are in process.
- Fresno COG is in the process of partially automating the maintenance process associated with the Fresno County Regional Directory. Member agencies can send changes in by email and changes are made to the website very quickly. All pages in the website are formatted for printing so people can easily keep an offline regional directory up to date if they so desire.
- Online calendars and important dates are being constantly updated and kept current on the Fresno COG website.
- Search capabilities have been implemented on the website so people can search for documents by keyword.
- Requirements for a planned road closure website for Fresno County has been designed Construction of this new functionality will be starting any day now. [LAUCHNER/SOBRADO]

WE 313 – Environmental Justice, Title VI

Objectives: Devise ways to ensure that Fresno County's disadvantaged and minority populations are being included in the transportation process. The COG's Environmental Justice Task Force, whose members include representatives from community based organizations that represent low-income, minority, elderly, disabled, Native American, and farmworker communities as well as representatives from local government agencies, Caltrans, and FHWA, met on a monthly basis from March of 2004 through spring of 2005.

In response to Federal and State emphasis on Title VI and Environmental Justice an effort has been added to this work element that will involve establishing an Environmental Justice Task Force to develop a process with which to assess and ensure compliance of Fresno COG's transportation planning efforts with environmental justice requirements and Title VI. The Task Force will play a key role in evaluating COG's current Environmental Justice and Public Participation efforts and provide guidance on how to achieve the desired results. The Task Force will also help define the target population within Fresno County, identify the needs of the target population and develop appropriate performance measures for gauging the regional benefit and burdens of transportation system investments on the target population.

An Environmental Justice Report will be prepared, which will include the Environmental Justice Task Force efforts and recommendations, as well as the analysis used to evaluate the Regional Transportation Plan to ensure that the programs, policies, and activities outlined in the plan serve all segments of the region without generating disproportionately high adverse impacts upon target populations.

Caltrans has developed an Environmental Justice Desk Guide that will serve as a resource for COG staff to better understand Environmental Justice issues and provide guidelines for the implementation of Environmental Justice in the planning process. Fresno COG staff has reviewed the Caltrans Desk Guide and plans to use the recommendations provided by incorporating them, as applicable, in our Environmental Justice efforts.

Fresno COG staff plans to use the Environmental Justice studies performed by the Kern Council of Governments and the Mid-Ohio Regional Planning Commission as models for our efforts in this area. The detailed tasks outlined at the end of this work element reflect the anticipated work activities of our staff.

Accomplishments:

- The Environmental Justice Report is slated to be released by the Consultant the first or second week of January. Once released, the EJ task force will be reconvened for their review and approval of the study. [SOBRADO]

WE 314 – Public Transit-Human Services Transportation

Objectives: The Human Services Transportation Coordination work element's aim is to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that public and non-profit agencies coordinate transportation resources provided through multiple federal programs including the Formula Program for Elderly Persons and Persons with Disabilities; the Job Access and Reverse Commute Program and the New Freedom Program.

Accomplishments:

- Reviewed all of the new requirements pertaining to the Job Access and Reverse Commute Program and the New Freedom Program.
- Identified a course of action that would implement the new requirements for several Public Transit-Human Services Transportation grants. [SOBRADO]

WE 320 - Technical Assistance to Members

Objective: To provide member governments with specialized technical assistance services. It is intended that the major beneficiaries of this service be the smaller cities with limited technical staff resources.

Accomplishments:

Rural Communities Collaborative of Fresno County (RCCFC): Served on RCCFC Steering and General Committees. The RCCFC is a volunteer organization geared toward helping rural communities to become self-sufficient through increased social and economic development. The Collaborative acts as a catalyst in identifying available federal, state, and local resources available to serve local community needs and provides access to and dissemination of those resources. [BITNER]

WE 330 – Outside Technical Assistance

Objective: To provide traffic modeling information to outside agencies on a cost reimbursement basis. Also, to provide program support functions for microcomputer applications (accounting, utility billing, etc.) to interested parties on a cost reimbursement basis.

Accomplishments:

- No activity this quarter. [BITNER]

WE 340 – Traffic Demand Management Program

Objective: Transportation Demand Management (TDM) includes a wide variety of transportation control measures having a goal of reducing overall motor vehicle usage. In prior years, the predominate effort of this activity has been promotion of ridesharing. Declining state and federal revenue to support this effort in recent years has resulted in a less ambitious Program beginning in 1996/97.

Accomplishments/Ridematching:

- Currently have nearly 1,000 registered users in the *Carpool/Vanpool Online Matchlist* program at www.Valleyrides.com. Maintained this current and active database of commuters, referring callers to the online system or inputting information for clients.
- Worked with other TDM agencies, employers and vanpool agencies to facilitate matches and refer clients. These agencies include: CSU Fresno, South Valley Rideshare, San Joaquin Commute Connection, Fresno Area Express and Enterprise Rideshare.
- Continued assisting the city of Fresno's Downtown Vanpool Program. Staff receives calls and emails requesting information on available seats on one or more of the 18 available vanpools, and either refers commuters to an appropriate vanpool or places them on the waiting list for upcoming vanpool opportunities.

Accomplishments/Information Services:

- Filled requests for transit referrals and information; park and ride lot information; vanpool subsidies and referrals; transportation guides; bikeway maps; and additional bikeway information.
- Continuing the update on portions of the Fresno County Transportation Guide.

Accomplishments/Administration:

- Prepared and maintained program records, invoices, budget and Quarterly Report.
- Attended Fresno COG Committee meetings as appropriate. [LAUCHNER]

WE 350 - Fresno Regional Data Center

Objectives: To perform the duties as an Affiliate State Census Data Center and provide assistance to member agencies and the general public in obtaining, analyzing and utilizing census and other demographic data in support of the area-wide planning process. Also to provide continuing support to the internal data needs for traffic simulation modeling requirements including the updating and development of alternative socio-economic scenarios and providing data support for COG prepared reports and plans.

Accomplishments:

- Assisted 70 individuals from governmental agencies, businesses, and the public, in their information needs.
- Monitored, prepared and distributed Census 2000, State of California Department of Finance, and other data to member agencies and the public.

- Developed socio-economic data for alternative land use scenarios for consultants' traffic impact studies and special studies.
- Provided demographic information for COG-prepared documents and presentations including Measure C, Blueprint Planning Process, One Voice, Environmental Justice, and the Regional Housing Needs Study. Update of base socio-economic model data.
- Prepared Affiliate State Census Data Center activity report as required, and State of California Department of Finance population surveys. [CHUNG]

WE 910 – COG Administration

Objective: To effectively administer the planning program and fiscal operations of the COG.

Accomplishments:

- Staff monitored funding levels, expenses and budgets. Development of the 2007/08 Overall Work Program is scheduled to begin in January.
- Supervised planning staff activities and progress on work assignments.
- Coordinated preparation of agendas, related materials and committee schedules.
- Conducted ongoing management team meetings to coordinate staff assignments and outcomes.
- Conducted staff evaluations as needed. [BESHEARS/BOREN]

WE 911 - OWP and Budget

Objective: To develop an Overall Work Program (OWP) and Budget consistent with federal and state funding priorities and local agency needs.

Accomplishments:

- Staff monitored funding levels, expenses and budgets. Development of the 2007/08 Overall Work Program is scheduled to begin in January 2007. [BESHEARS/BOREN]

WE 912 - Local Transportation Funds Administration

Objective: To administer the Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund in accordance with the California Transportation Development Act.

Accomplishments:

- Staff recorded sales tax deposits from the State Board of Equalization and STA allocations from the State Controllers Office. Member Agency Claims were processed. Allocation Instructions were prepared and sent to the Auditor Controllers Office. Changes in state regulations were monitored through the TDA Ad Hoc committee chaired by the Division of Mass Transportation. [BESHEARS]

WE 913 - Valley RTPA Coordination

Objective: To ensure a coordinated and comprehensive approach to transportation and air quality planning among the eight San Joaquin Valley transportation planning agencies and the San Joaquin Valley Unified Air Pollution Control District.

Accomplishments: COG staff and the Director continue to work with the other seven San Joaquin valley RTPAs on issues that have valleywide significance including air quality, pursuit of Interstate designation for SR 99.

- Worked with all Valley COGs to submit a proposal to Caltrans to develop a coordinated San Joaquin Valley Regional Blueprint planning effort.
- Upon notification by BT & H that we were successful in our funding application for the Blueprint, began intensive coordination with other Valley COGs to begin the preliminary planning of this two year project.
- Attend "Consent Building Workshop" at UC Merced with other Valley COG representatives in preparation for work on Blueprint.
- Participated in bi-weekly conference calls/face-to-face meetings with members of the Blueprint Coordinating committee and Blueprint Modeling committee and Public Outreach committee.
- Attend Blueprint learning Network meetings around the state with 6 member COG Blueprint team. [BOREN/DOWNS/STECK]

WE 920 – Fresno County Rural Transit Agency Administration

Objective: To provide under contract, administrative and fiscal management services for the Fresno County Rural Transit Agency (FCRTA).

Accomplishments:

- During the Second Quarter, Staff processed claim reimbursement for provided transit service.
- Staff completed its annual FCRTA Productivity Evaluation draft report in October for incorporation into the combined draft Report. The combined report was accepted by the COFCG Board at its December Meeting. The FCRTA Board also accepted the FCRTA section and the Rural CTSA section at its December Meeting.
- Staff also performed a variety of administrative functions concerning: general administration; accounting; risk management; procurement; and statistical analysis.
- The FCRTA took delivery and placed into service three 2006 - 37 passenger CNG powered Blue Bird Buses that are accessible to the disabled. The City Council's of Coalinga and Orange Cove were very excited about the new inter-city service vehicles for Coalinga Transit and Orange Cove Transit
- During the Second Quarter, Certified Public Accountants audited our financial records for 2005-06. All was found to be in order.
- Staff continued monitoring the ridership on two new demonstration services, the Juvenile Justice Campus Transit and Biola Transit. Through the Second Quarter, actual riderships on both services were significantly lower than minimum standards. Staff will review the matter with the FCRTA Board of Directors early in the Third Quarter. [WEBSTER]

WE 930 – Fresno County Transportation Authority Administration

Objective: To provide personnel support services to the Fresno County Transportation Authority.

Accomplishments:

Staff provided payroll and benefit administration for the Fresno County Transportation Authority. [BESHEARS]

WE 940 - Freeway Service Patrol

Objective: To continue the Freeway Service Patrol, in coordination with Caltrans and the California Highway Patrol, in an effort to remove minor incidents rapidly, thereby reducing congestion, secondary accidents, and vehicle emissions.

Accomplishments:

- Administered the FSP tow contracts. This primarily included reviewing and paying invoices for towing services and radio use, both on a monthly basis, and paying for radio repairs and miscellaneous supplies (i.e. brochures) on an as-needed basis.
- Ongoing coordination and communication with the Freeway Service Patrol Statewide Oversight Committee and with Caltrans Traffic Operations, including annual program benefit/cost evaluations. [THOMPSON]

WE 945 – Abandoned Vehicle Abatement Program

Objective: To administer the activities and duties of the Fresno County Abandoned Vehicle Abatement (AVA) Service Authority.

Accomplishments:

- Ongoing communication with AVA Service Authority members regarding issues related to establishment of this new program in Fresno County, particularly regarding eligible expenses for reimbursement and reporting requirements.
- Conducted a quarterly meeting of the AVA local agency staff on November 15, 2006. Agenda items included a workshop with CHP regarding their perspectives on the AVA Program, discussion regarding non-participating members, a discussion regarding eligible expenses, and other program issues.
- Calculated payment amounts to eligible local jurisdictions for AVA expenses. [THOMPSON]

WE 951 – Non-Point Source Water Quality Management

Objective: The purpose of this work element is to allow the Council of Fresno County Governments to act as a conduit for funding for an Environmental Protection Agency grant to conduct a non-point source water quality management program. The primary objective is to develop an educational program for farmers and ranchers on ground and surface water quality.

Accomplishments:

- Fresno COG's role in this project is to provide administrative services in determining eligibility and processing reimbursement requests by the Fresno County Farm Bureau. [BESHEARS]

WE 952 - Fresno Yosemite Village Revitalization Implementation Plan

Objective: Through a Caltrans Environmental Justice: Context Sensitive Planning for Communities Grant, the Council of Fresno County Governments and the Housing Authority of the City of Fresno will undertake the following activities. This project will establish and promote guidelines that will make the Fresno Yosemite Village Revitalization Implementation Plan an area that is inviting to people who are walking or taking transit; fostering connectivity between a compatible mix of land uses and the creation of a traditional neighborhood community. The street types and intersection designs envisioned by the West Fresno Community Vision Plan

are the basis of the traditional neighborhood design for this area. Pedestrian-friendly street designs can provide equity between pedestrian comfort and automobile traffic. This project seeks to accomplish the following:

- Develop conceptual pedestrian-oriented street design guidelines for the project area and identify pedestrian circulation paths, street trees and linkages to community services in accordance with the West Fresno Community Vision plan and the adopted Fresno General Plan "Landscape of Choice" and the Ahwahnee Principles to improve mobility, access to services and equity in providing for an improved quality of life for the project area.
- Promote cooperation between the public agencies and resident community members in improving their access to critical community services
- Promote the development of Healthy Communities and Sustainable Sites in accordance with the West Fresno Community Vision plan, the adopted Fresno General Plan "Landscape of Choice" and the Ahwahnee Principles, and developing access to critical services
- Promote the development of Healthy Communities and Sustainable Sites. Develop energy efficiency strategies for the community's transportation infrastructure and quantify the resulting energy savings and air quality benefits
- Promote adoption of these guidelines within the community and among Fresno regulatory agencies (City of Fresno and Fresno Redevelopment Agency)

Accomplishments:

- Staff is working with Caltrans and the Housing Authority of the City of Fresno staff to facilitate contract agreement on this Environmental Justice Grant. Work on the project cannot commence until this is accomplished.
- Staff continues to work with Caltrans to pursue Fund Transfer Agreement. This project has been "in the pipeline" for 9 months and we have yet to receive the papers necessary from Caltrans to move this forward.
- Received Fund Transfer Agreement from Caltrans and entered into contract with Housing Authority of the City of Fresno (sub-recipient) so that they can proceed with their project.
- Consulted with sub-recipient regarding their progress and their billing procedures with COG.
- Continue to work with sub-recipient to facilitate progress on their work program. [STECK]

COUNCIL OF FRESNO COUNTY GOVERNMENTS
SCHEDULE OF FUNDS ALLOCATED & EXPENDED
For the Quarter Ended December 31, 2006

	Percent	Budget	Year to	Local	FHWA	FTA MPO	Partner	RPA	Cal	FTA	Environ.	Justice	PPM01	FSP	SPR
		Authorized	Date	Resources	PL	5303	Planning	X-969407	Blueprint	5307	6086(019)	6086(020)	6086(022)	6086()	06A0935
2006/07 OWP Allocated Funds:															
110 Regional Streets & Roads	56%	234,288	Expense	15,622	114,928										
111 Regional Transp. Modeling	32%	310,484	130,550	11,337	87,502										
112 Regional Traffic Monitoring	33%	329,730	108,179	12,407	95,772										
113 Measure "C" Exp. Plan	2%	25,000	616												
114 Measure "C" Extension	64%	19,750	12,681	12,681											
117 Valley Wide Goods Movement	1%	360,000	5,047	5,047											
118 Regional Housing Element	52%	35,000	18,218	18,218											
119 Blue Print	39%	357,117	138,564												
120 Public Trans. - Urban	19%	904,582	170,911	14,692		22,930			138,564	116,009					
121 S.E. Asian Transit Ridership	28%	55,556	14,922	3,406											
123 Traffic Deficiencies	2%	300,000	6,390	1,183		9,133									
130 Public Trans. - Rural	36%	28,500	10,316	24,644											
150 Other Modal Elements	44%	92,100	40,854	9,228	16,210										
170 Regional Transp. Plan	28%	283,000	80,461	209	59,852										
172 Congestion Management Plan	36%	5,000	1,823	3,903	381										
180 Air Quality	25%	135,100	34,026	2,886	25,771								55,181		
220 transportation prog. Dev.	44%	187,500	81,732	40,676	23,665										
310 Intergov. Coordination	33%	123,868	40,676												
311 Public Info. and Partic.	44%	194,500	84,620	11,718	59,991										
312 COG View Internet	76%	15,500	11,754	1,586											
313 Environmental Justice	15%	55,000	8,126	932	7,194										
314 Jarc/New Freedom	2%	651,083	10,162	10,162											
320 Technical Assist. Members	38%	9,000	3,446	3,446											
330 Outside Technical Serv.	31%	55,000	17,088	17,088											
340 Rideshare Program	54%	63,250	34,093	3,234											
350 Regional Data Center	41%	69,400	28,199	3,234	11,663										
910 COFCG Admin.	31%	173,436	53,055	53,055											
911 OWP & Budget	21%	20,000	4,216		3,532										
912 Transportation Funds Adm.	29%	167,000	48,575	48,575											
913 Valley RPA Coordination	47%	186,000	22,500	71,069											
914 HWY 99 Concensus	0%	0	110,027	110,027											
920 FCRTA Admin.	48%	227,241	1,316	1,316											
930 Trans. Auth. Admin.	53%	2,500	121,563	26,944											
940 Freeway Service Patrol	41%	297,000	5,056	5,056											
945 Abandon Vehicle Abatement	53%	9,500	74,483												
951 Non Pt. Source Water Quality	30%	248,000													
952 Yosemite Village Revitalize	0%	250,000													
Total Allocated Funds	27%	6,479,985	1,719,503	598,798	506,261	101,190	5,112		74,483	116,009	11,286		55,181	94,619	18,000

Council of
Fresno
County Governments

[illegible]

	2006: annual report.		
AB 117 Beall	Traffic offenses: additional assessment: traffic safety.	1st Policy ██████████	3
AB 118 Nunez	Alternative fuels: funding.	1st Desk ██████████	4
AB 156 Laird	Flood control.	1st Policy ██████████	4
AB 157 Plescia	Elections: Presidential primary elections.	1st Policy ██████████	5
AB 162 Wolk	Land use: water supply.	1st Policy ██████████	5
AB 224 Wolk	Water supply planning.	1st Policy ██████████	5
AB 256 Huff	State highway operation and protection program.	1st Policy ██████████	6
AB 534 Smyth	Bicycle Transportation Account: funding.	1st Desk ██████████	6
AB 633 Galgiani	Rail Safety and Traffic Mitigation Bond Act of 2007.	1st Desk ██████████	6
AB 669 Parra	Transportation bonds: State Highway Route 269.	1st Desk ██████████	7
AB 867 Davis	Transportation analysis zones.	1st Desk ██████████	7
AB 901 Nunez	Transportation: Highway Safety,	1st Desk ██████████	8

	Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.		
<u>AB 981</u> Ma	High-Speed Rail Authority.	1st Desk [REDACTED]	8
<u>AB 1170</u> Krekorian	Transportation bonds.	1st Desk [REDACTED]	8
<u>AB 1227</u> Gaines	Transportation funding: cities and counties.	1st Desk [REDACTED]	8
<u>AB 1228</u> Solorio	Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century.	1st Desk [REDACTED]	8
<u>AB 1350</u> Nunez	Transportation bond funds.	1st Desk [REDACTED]	9
<u>AB 1351</u> Levine	Transportation: infrastructure.	1st Desk [REDACTED]	9
<u>AB 1358</u> Leno	Planning: circulation element: transportation.	1st Desk [REDACTED]	9
<u>AB 1672</u> Nunez	Transportation: infrastructure.	1st Desk [REDACTED]	10
<u>ACA 1</u> Dymally	Elections: redistricting.	1st Desk [REDACTED]	10
<u>ACA 4</u> Villines	Reapportionment.	1st Desk [REDACTED]	11
<u>ACR 12</u> Parra	Agriculture: frost damage.	1st Policy [REDACTED]	11
<u>SB 9</u> Lowenthal	Trade corridor improvement: transportation project selection.	1st Policy [REDACTED]	11

SB 16 Florez	Railroads: rail crossings.	1st Desk [REDACTED]	11
SB 19 Lowenthal	Trade corridors: projects to reduce emissions: funding.	1st Policy [REDACTED]	12
SB 33 Simitian	Vehicles: wireless telephones and mobile service devices.	1st Policy [REDACTED]	12
SB 45 Perata	Transportation funds for capital projects and capital expenditures.	1st Policy [REDACTED]	13
SB 47 Perata	Transportation bonds.	1st Policy [REDACTED]	13
SB 59 Cogdill	Reliable Water Supply Bond Act of 2008.	1st Policy [REDACTED]	13
SB 71 Florez	Alternative fuels: biodiesel.	1st Policy [REDACTED]	13
SB 113 Calderon	Elections: presidential primary elections.	2nd Floor [REDACTED]	14
SB 114 Florez	Disaster relief.	1st Fiscal [REDACTED]	14
SB 184 Alquist	Transportation projects.	1st Policy [REDACTED]	14
SB 204 Dutton	Transportation funds.	1st Policy [REDACTED]	15
SB 240 Florez	San Joaquin Valley Unified Air Pollution Control District.	1st Desk [REDACTED]	15

<u>SB 286</u> Dutton	Transportation bonds: implementation.	1st Policy [REDACTED]	16
<u>SB 307</u> Dutton	Goods movement.	1st Policy [REDACTED]	16
<u>SB 372</u> Steinberg	High-speed rail.	1st Policy [REDACTED]	16
<u>SB 803</u> Lowenthal	Transportation enhancement funds: community conservation corps.	1st Desk [REDACTED]	17



March 2007 Legislative Update

Bill# Author	Topic - Summary	Status/ Hearing	Position	Subject
<u>AB 5</u> Wolk	Flood Protection: local: central valley: plans. Existing law prescribes various responsibilities of state agencies, counties, cities, districts, and landowners with respect to levees. Existing law regulates the inspection, improvement, and maintenance of project and nonproject delta levees, as those terms are defined. Under existing law, the Department of Water Resources and the Reclamation Board administer various flood control programs. This bill would require an unspecified entity to create the Central Valley Flood Protection Plan to address flood protection in the central valley. The bill would authorize local agencies to create a local plan of flood protection meeting the requirements of the bill, and would require priority for state funds to be given to local agencies that have adopted a local plan of flood protection. The bill would create the Local Flood Protection Plan Assistance Fund to, upon appropriation by the Legislature, assist local agencies by awarding grants to those agencies to conduct necessary activities in the development of a local flood protection plan. The bill would prohibit local governments in the central valley from approving new developments within high-risk flood prone areas, unless unspecified conditions are met to ensure appropriate levels of flood protection.	02/01/2007- Referred to Coms. on W.,P. & W. and L. GOV.	Watch	Water
<u>AB 23</u> Ma	Department of Transportation: marked crosswalk: control signal. Existing law requires that whenever a marked pedestrian crosswalk is established in a roadway contiguous to a school building or its grounds, the crosswalk be painted or marked in yellow as shall be all the marked pedestrian crosswalks at an intersection in case one of the crosswalks is required to be marked in yellow. The bill would require the Department of Transportation to place and maintain an official control signal that emits a count down pedestrian display at a marked pedestrian crosswalk if that crosswalk crosses a state highway and is within 2,000 feet of a school building or the grounds of that school building or a senior center, as defined.	02/01/2007- Referred to Com. on TRANS.	Watch	Transportation

AB 27 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, acquiring or constructing specified public facilities and improvements. This bill would, from January 1, 2009, to January 1, 2020, 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 local, state, and federal efforts for the valley to increase the living standards and the overall economic performance of the valley. This bill contains other related provisions.	02/01/2007- Referred to Com. on J., E.D. & E.	Watch	MPO
AB 29 Hancock	Infill development: incentive grants. Existing law, the Housing and Emergency Shelter Trust Fund Act of 2006, authorizes the issuance of bonds in the amount of \$2,850,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds are required to 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 require certain of those funds, upon appropriation, to be made available to the Secretary of Business, Transportation and Housing for distribution to designated councils of governments, as defined, to fund competitive infill incentive grants for local public agencies that meet certain, listed criteria.	02/01/2007- Referred to Com. on L. GOV.	Watch	Economy
AB 33 Jeffries	Income tax credit: school transportation costs. The Personal Income Tax Law authorizes various credits against the taxes imposed by that law. This bill would allow a credit in an amount equal to 20% of the school transportation costs, as defined, paid or incurred by the taxpayer during the taxable year. This bill contains other related provisions.	02/01/2007- Referred to Com. on REV. & TAX. 03/12/07 1:30 p.m. - Room 126 ASM REVENUE AND TAXATION	Watch	Economy
AB 38 Nava	State agencies: Office of Homeland Security. Existing law establishes the Office of Homeland Security within the office of the Governor. This bill would transfer the Office of Homeland Security to become a division of the Office of Emergency Services and would make conforming changes.	02/01/2007- Referred to Com. on G.O.	Watch	Other
AB 57 Soto	Highways: Safe Routes to School construction program. Existing federal law contains appropriations for a number of programs related to projects for the improvement of highway safety and the reduction of traffic	02/01/2007- Referred to Com. on	Watch	Transportation

	congestion, including projects for bicycles and pedestrian safety and traffic calming measures in high-hazard locations. Existing state law authorizes certain state and local entities to secure and expend the federal funds for these purposes, but provides for the repeal of these provisions on January 1, 2008. This bill would delete the January 1, 2008, repeal date for these provisions, thereby extending the provisions indefinitely, and would make related changes. This bill contains other existing laws.	TRANS.		
AB 60 Nava	Vehicles: bicycles. Under existing law a driver of a vehicle overtaking another vehicle or a bicycle proceeding in the same direction is required to pass to the left at a safe distance without interfering with the safe operation of the overtaken vehicle or bicycle, subject to certain limitations and exceptions. A violation of this provision is an infraction punishable by a fine not exceeding \$100 for a first conviction, and up to a \$250 fine for a 3rd and subsequent conviction occurring within one year of 2 or more prior infractions. This bill would recast this provision as to overtaking a bicycle by requiring the driver of a motor vehicle overtaking a bicycle that is proceeding in the same direction to pass to the left at a safe distance, at a minimum clearance of 3 feet, without interfering with the safe operation of the overtaken bicycle. The bill would make a violation of this provision an infraction punishable by a \$250 fine. The bill would make it a misdemeanor or felony if a person operates a motor vehicle in violation of the above requirement and that conduct proximately causes great bodily injury, as defined, or death to the bicycle operator. This bill contains other related provisions and other existing laws.	02/01/2007- Referred to Coms. on TRANS. and PUB. S.	Watch	Transportation
AB 109 Nunez	California Global Warming Solutions Act of 2006: annual report. Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law 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. Existing law, the California Global Warming Solutions Act of 2006, designates the state board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases that cause global warming in order to reduce emissions of greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020, as specified, and requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions, as specified. This bill would require the state board to report to the Legislature annually on the status and progress of implementing the act.	02/01/2007- Referred to Com. on NAT. RES.	Watch	Air
AB 117	Traffic offenses: additional assessment: traffic safety.	02/09/2007-	Watch	Economy

Beall	Existing law imposes a base fine, assessments, and other applicable fees and penalties on a person upon a conviction of an offense involving the unsafe operation of a motor vehicle on the highways. This bill would provide that, until January 1, 2010, a county may elect to levy an additional assessment in the amount of \$2 for every \$10 or fraction thereof, upon each base fine, not including other penalty assessments, fees, or additions, imposed and collected by the county for an offense involving the unsafe operation of a motor vehicle upon the highway in violation of the Vehicle Code or a local ordinance adopted pursuant to the Vehicle Code. The bill would require that the collected assessments be deposited in a Traffic Safety Committee Network Fund. The bill would require moneys in the fund, after deducting administrative costs, not to exceed 10% of the amount of the fund, be allocated in a manner so that 85% be used for local traffic safety programs approved by the county board of supervisors, as specified, and 15% be deposited in the county's Courthouse Construction Fund.	Referred to Coms. on TRANS. and PUB. S.		
<u>AB 118</u> Nunez	Alternative fuels: funding. 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. Under existing law, the state board, in conjunction with other state agencies, is required to develop and adopt a state plan to increase the use of alternative fuels, as defined. This bill would declare legislative intent to provide ongoing funding for alternative fuel research, development, and deployment in order to advance the state's leadership in clean technologies, meet the state's clean air and greenhouse gas emission reduction standards, develop public-private partnerships, and ensure a reliable fuel supply.	01/10/2007- From printer. May be heard in committee February 9.	Watch	Air
<u>AB 156</u> Laird	Flood control. The Department of Water Resources performs various flood control activities throughout the state. Existing law also authorizes the Reclamation Board to engage in various flood control activities along the Sacramento River and San Joaquin River, their tributaries, and related areas. Existing law requires the board to establish and enforce standards for the maintenance and operation of, and to undertake other responsibilities with regard to, flood control works under its jurisdiction. This bill would authorize the department to provide meals and other necessary support to any person engaged in emergency flood fight activities, as defined, on behalf of, or in cooperation with, the department. The bill would require the department, on or before December 31, 2008, to prepare, and the board to adopt, a schedule for mapping areas at risk of flooding in the Sacramento River and San Joaquin River drainage. The bill would authorize the board or the department to establish a program of mitigation banking for the activities of the board or the department and for the benefit of local districts in the discharge of specified flood control responsibilities. This bill contains other related provisions	02/26/2007- Referred to Com. on W.,P. & W.	Watch	Water

AB 157 Plescia	and other existing laws. Elections: Presidential primary elections. (1) Existing law specifies that the Presidential primary election be held on the first Tuesday after the first Monday in June in any year evenly divisible by the number 4. Existing law also specifies that the statewide direct primary election be held on the first Tuesday after the first Monday in June of each even-numbered year, and be consolidated with the Presidential primary election in any year in which the statewide direct primary is in a year evenly divisible by the number 4. This bill would instead require that the Presidential primary election be held on the first Tuesday after the first Monday in February in any year evenly divisible by the number 4. The bill would also provide that the February presidential primary not be consolidated with the statewide direct primary election and would make other conforming changes in related statutes. By increasing the duties of local elections officials, the addition of the Presidential primary election in February would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	02/27/2007- Re-referred to Com. on E. & R.	Watch	Other
AB 162 Wolk	Land use: water supply. The Planning and Zoning Law requires a city or county general plan to include specified mandatory elements, including a land use element that designates the proposed general distribution and general location and extent of the uses of the land for various purposes and a conservation element that considers, among other things, the effect of development within the jurisdiction, as described in the land use element, on natural resources located on public lands, including military installations, and provides that the conservation element may also cover, among other things, flood control. The bill would require the land use element to identify and annually review those areas covered by the general plan that are subject to flooding as identified by floodplain mapping prepared by the Federal Emergency Management Agency or the Department of Water Resources and would require, upon the next revision of the housing element, on or after January 1, 2008, the conservation element of the general plan to identify rivers, creeks, streams, flood corridors, riparian habitat, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management. By imposing new duties on local public officials, the bill would create a state-mandated local program. This bill contains other related provisions and other existing laws.	02/26/2007- Referred to Coms. on L, GOV. and W., P. & W.	Watch	Water
AB 224 Wolk	Water supply planning. Under existing law, the Department of Water Resources operates the State Water Project, which includes state water facilities, as defined. This bill would require the department, commencing in 2008, and every 2 years thereafter, to prepare and deliver to all State Water Project contractors, all city and county planning departments, and all regional and metropolitan planning departments within the project service area, a report that accurately sets forth, under a range of	02/26/2007- Referred to Coms. on W., P. & W. and NAT. RES.	Watch	Water

	hydrologic conditions, the then-existing overall delivery capability of the project facilities and the allocation of that capacity to each contractor. This bill contains other related provisions and other existing laws.			
<u>AB 256</u> Huff	State highway operation and protection program. Existing law requires the Department of Transportation, subject to approval by the California Transportation Commission, to prepare on an every-other-year basis a 4-year state highway operation and protection program, which identifies the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system. Other major capital improvements on the state highway system are subject to the project nomination and programming procedures for the state transportation improvement program. This bill, for any fiscal year in which the Budget Bill has not been chaptered on or before July 1 of that fiscal year, would appropriate to the department, from funds in the State Highway Account that are subject to Article XIX of the California Constitution, the amount identified in the state highway operation and protection program for traffic safety projects to be advertised in that fiscal year. The bill would also provide that this appropriation would be superseded by the appropriation for the program in the Budget Bill at the time the Budget Bill is chaptered. This bill contains other existing laws.	02/22/2007- Referred to Com. on TRANS.	Watch	Transportation
<u>AB 534</u> Smyth	Bicycle Transportation Account: funding. Existing law specifies the amounts apportioned monthly from the Highway Users Tax Account in the Transportation Tax Fund to cities and counties and the amounts transferred monthly to the Bicycle Transportation Account in the State Transportation Fund. Existing law requires the sum of \$416,667 to be transferred monthly to the Bicycle Transportation Account from the Highway Users Tax Account. Existing law continuously appropriates the money in the Bicycle Transportation Account. This bill would instead require a monthly transfer of \$1,000,000 to the Bicycle Transportation Account from the Highway Users Tax Account, until the later of January 31, 2012, or the date on which all moneys in the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 have been expended, and would thereafter reduce the monthly transfer to \$416,667. Because this bill would increase the amount of revenue in the Bicycle Transportation Account, it would make an appropriation.	02/22/2007- From printer. May be heard in committee March 24.	Watch	Transportation
<u>AB 633</u> Galgiani	Rail Safety and Traffic Mitigation Bond Act of 2007. Existing law requires the Public Utilities Commission to develop and maintain a priority list of railroad-highway grade crossings determined to be most urgently in need of separation or alteration. Existing law requires each annual proposed budget prepared by the Department of Transportation to include \$15,000,000 for grade separation projects. Existing law requires the California Transportation Commission to allocate available funding to projects pursuant to the priority list prepared by the Public Utilities Commission, and requires certain matching funds to	02/22/2007- From printer. May be heard in committee March 24.	Watch	Transportation

	be provided from nonstate funds and by the affected railroad. This bill would state the intent of the Legislature to enact legislation providing for a general obligation bond act in the amount of \$500,000,000 to be submitted to the voters for approval in order to provide funding for a program to eliminate the most dangerous railroad-highway grade crossings in the state, as identified by the Public Utilities Commission, with funds to be allocated by the California Transportation Commission. The bill would make legislative findings and declarations in that regard.			
AB 669 Parra	Transportation bonds: State Highway Route 269. Proposition 1B, approved by the voters at the November 2006 general election, enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$2 billion to be deposited in the Transportation Facilities Account, to be available, upon appropriation by the Legislature, for projects in the state transportation improvement program, to augment funds otherwise available for this purpose from other sources. This bill would appropriate an unspecified amount from the Transportation Facilities Account to the Department of Transportation for the design and construction of a specified bridge in the County of Fresno on State Highway Route 269. The bill would require the project to be completed and open for traffic by an unspecified date, and would require the Department of Water Resources to convey real property to the Department of Transportation needed for the project. The bill would enact other related provisions.	02/22/2007- From printer. May be heard in committee March 24.	Watch	Transportation
AB 867 Davis	Transportation analysis zones. Existing law provides for the designation of transportation planning agencies in regions throughout the state with various transportation planning and other related responsibilities. Existing federal law provides for the designation of metropolitan planning organizations with various planning responsibilities, including certain transportation planning duties. Transportation planning activities of these entities, and in certain cases other entities such as county transportation commissions or authorities, include development of a regional transportation plan and a regional transportation improvement program. This bill would require each metropolitan planning organization and each transportation planning agency, as applicable, serving an area with a population in excess of 300,000, in developing the regional transportation plan, to factor the mobility of low-income and minority residents into its computer analysis of regional transportation analysis zones (TAZs) used to estimate travel behavior and traffic generation as part of the transportation demand model, and to make a direct comparison between low-income and nonlow-income TAZs and between minority and nonminority TAZs. The bill would require the results of the comparison to be published and made available to the public, and to be added as an addendum to the regional transportation plan. Because the bill would impose new requirements on local agencies, it would hereby impose a state-	02/23/2007- From printer. May be heard in committee March 25.	Watch	MPO

	mandated local program. This bill contains other related provisions and other existing laws.				
<u>AB 901</u> Nunez	Transportation: Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes \$19.925 billion of state general obligation bonds for specified purposes. The act requires that, among other things, a specified amount of the proceeds from those bonds be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account. This bill would make various findings regarding public transportation and would declare the intent of the Legislature to provide accountability measures in the allocation of those proceeds.	02/23/2007- From printer. May be heard in committee March 25.	Watch		Transportation
<u>AB 981</u> Ma	High-Speed Rail Authority. Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Under existing law, the authority is composed of 9 members. Existing law requires the authority to elect a chairperson and a vice chairperson to preside in the chairperson's absence. This bill would require the authority to elect one or more vice chairpersons.	02/23/2007- From printer. May be heard in committee March 25.	Watch		Transportation
<u>AB 1170</u> Krekorian	Transportation bonds. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, general election, authorizes the issuance of \$19.925 billion in general obligation bonds for various transportation and related purposes. This bill would state the intent of the Legislature to enact provisions governing project eligibility and the application process for certain of the Proposition 1B bond funds.	02/26/2007- Read first time.	Watch		Transportation
<u>AB 1227</u> Gaines	Transportation funding: cities and counties. Proposition 1B, approved by the voters at the November 2006 general election, enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$2 billion to be available for allocation by the Controller, pursuant to formula, to cities and counties for certain road purposes. This bill would state the intent of the Legislature to enact legislation governing the allocation and use of these funds in order to ensure that cities within a bistate compact area that are subject to intense tourism impacts and routine snow removal activities receive due attention to their needs.	02/26/2007- Read first time.	Watch		Transportation
<u>AB 1228</u> Solorio	Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Existing law provides for submission of the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the voters for approval at the November 4, 2008, statewide general election. Subject to voter approval, the act would provide	02/26/2007- Read first time.	Watch		Transportation

	for the issuance of \$9.95 billion of general obligation bonds, \$9 billion of which would be available in conjunction with any available federal funds for planning and construction of a high-speed train system pursuant to the business plan of the High-Speed Rail Authority, and \$950 million of which would be available for capital projects on other passenger rail lines to provide connectivity to the high-speed train system and for capacity enhancements and safety improvements to those lines. Existing law specifies that the initial segment of the high-speed train system to be constructed is San Francisco to Los Angeles, and also specifies certain maximum express service travel times to be achieved for this and future corridors. This bill would instead provide that Anaheim is to be the southern terminus of the initial segment of the high-speed train system. For the Anaheim-Irvine segment, the bill would provide that no general obligation bond funds shall be available for construction, but that those funds shall be available only for eligible planning, environmental, and engineering costs. The bill would make other related changes.			
<u>AB 1350</u> Nunez	Transportation bond funds. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. Specified moneys in the fund are required to be deposited in the Transit System Safety, Security, and Disaster Response Account to be made available, upon appropriation by the Legislature, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems. This bill would state the intent of the Legislature to enact legislation that contains conditions and criteria for allocations from this account.	02/26/2007- Read first time.	Watch	Transportation
<u>AB 1351</u> Levine	Transportation: infrastructure. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. Specified moneys in the fund are required to be deposited in the State-Local Partnership Program Account to be available, upon appropriation by the Legislature, for allocation by the California Transportation Commission. This bill would make various findings regarding transportation infrastructure and funding in California and would state the intent of the Legislature to give priority to self-help counties that have passed local sales tax measures in the State-Local Partnership Program.	02/26/2007- Read first time.	Watch	Transportation
<u>AB 1358</u> Leno	Planning: circulation element: transportation. Existing law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city with specified elements, including a circulation element consisting of the	02/26/2007- Read first time.	Watch	Transportation

	general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan. This bill would require, commencing January 1, 2009, that the legislative body of a city or county, upon any revision of the circulation element of the general plan, modify the circulation element to specify how this element will provide for the routine accommodation of all users of the highway, defined to include motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation. For this purpose, routine accommodation is defined to mean that, in the planning, design, construction, reconstruction, or operation of highways and other transportation infrastructure, local agencies fully consider and accommodate all users of the highway as needed to provide for reasonably safe and convenient travel. By requiring new duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.			
<u>AB 1672</u> Nunez	Transportation: infrastructure. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. Existing law requires specified moneys in the fund to be deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account to be available upon appropriation by the Legislature, for certain purposes. Existing law requires \$2,000,000,000 to be transferred from this account to the Trade Corridors Improvement Fund and requires moneys in this fund to be made available, upon appropriation by the Legislature in the annual Budget Bill, for allocation by the California Transportation Commission for infrastructure improvements along specified trade corridors. Existing law also requires \$1,000,000,000 from this account to be made available, upon appropriation by the Legislature, to the State Air Resources Board for emission reductions, not otherwise required by law or regulation, from activities related to the movement of freight along California's trade corridors. This bill would make various findings regarding transportation infrastructure in California and would state the intent of the Legislature to advance certain goals and policies related to the purposes for these moneys in the Highway Safety, Traffic Reduction, Air Quality and Port Security Fund of 2006. This bill contains other existing laws.	02/26/2007- Read first time.	Watch	Transportation
<u>ACA 1</u> Dymally	Elections: redistricting. The California Constitution requires that each Member of the Senate, Assembly, Congress, and State Board of Equalization be elected from a single-member district. Existing provisions of the California Constitution require the Legislature, in the year following the year in which the federal census is taken at the beginning of each decade, to adjust the boundary lines of the state Senate, Assembly, congressional, and State Board of Equalization districts in accordance with	12/05/2006- From printer. May be heard in committee in January 4.	Watch	Other

	specified standards. This measure would delete these existing requirements, and would instead require the appointment of the Independent Redistricting Commission, composed of 5 members, that would be charged with establishing, by February 28 of each year ending in the number one, congressional, Assembly, Senate, and State Board of Equalization districts of equal population in compliance with the United States Constitution, pursuant to a mapping process for each district in accordance with specified goals. The measure would require the commission to approve a redistricting plan that includes the final maps for all districts. The measure would require the Legislature to adjust the boundaries of the districts of any of these offices for which the commission fails to approve a final map within one year after the deadline for the commission's appointment. This bill contains other related provisions.			
<u>ACA 4</u> Villines	Reapportionment. The California Constitution requires the Legislature, in the year following the year in which the national census is taken at the beginning of each decade, to adjust the boundary lines of the senatorial, Assembly, congressional, and Board of Equalization districts in conformance with specified standards. This measure would repeal these provisions and instead require the Independent Citizens' Commission on Redistricting, to be comprised of an unspecified membership, on or before February 1 of the year following the year in which the national census is taken, to adjust the boundary lines of the Senate, Assembly, congressional, and State Board of Equalization districts in conformance with certain standards, prioritized in a certain order consistent with specified federal law.	12/05/2006- From printer. May be heard in committee January 4.	Watch	Other
<u>ACR 12</u> Parra	Agriculture: frost damage. This measure would request the Public Utilities Commission to cooperate with the state's public utilities in immediately approving advice filings to establish appropriate payment deferral programs for citrus and other affected growers whose crops were destroyed as a result of the cold storms and consequent frost damage that occurred in January 2007. The measure would also request the commission to authorize recovery for the actual administrative costs, with the exception of interest foregone on deferred amounts, and recovery of uncollected deferred amounts incurred by the state's public utilities as a result of this program.	02/21/2007- Re-referred to Com. on U. & C.	Watch	Other
<u>SB 9</u> Lowenthal	Trade corridor improvement: transportation project selection. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19,925,000,000 of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements. This bill would set forth the intent of the Legislature to enact legislation that establishes a process for the selection of transportation projects to be funded from the Trade Corridors Improvement Fund. This bill contains other related provisions and other existing laws.	01/18/2007- To Com. on RLS.	Watch	Economy
<u>SB 16</u>	Railroads: rail crossings.	01/18/2007-	Watch	Transportation

Florez	Existing law establishes the consumer protection and safety division of the Public Utilities Commission. The consumer protection and 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 grants the commission exclusive power to determine and prescribe the manner and terms of installation, operation, maintenance, use, and protection of each crossing of a public or publicly used road, highway, or street by a railroad. This bill would require the commission to order that a public-rail grade crossing be equipped with automatic gates, if the commission determines in the course of investigating a public-rail grade crossing collision, that it is more likely than not that the collision would not have occurred if the crossing had been equipped with automatic gates, or if the commission determines that the injury to person or property resulting from the collision would have been substantially reduced if the crossing had been equipped with automatic gates.	To Coms. on E., U. & C.; T. & H.; and APPR.		
SB 19 Lowenthal	Trade corridors: projects to reduce emissions: funding. Existing law requires that of the proceeds of bonds issued pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, a specified amount of those deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account in the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006, be made available, upon appropriation by the Legislature and subject to the conditions and criteria contained in a statute enacted by the Legislature, to the State Air Resources Board for certain emission reductions from activities related to the movement of freight along California's trade corridors. This bill would declare the intent of the Legislature to enact legislation that establishes conditions and criteria, as specified, for projects funded under these provisions. This bill contains other related provisions.	01/18/2007- To Com. on RLS.	Watch	Transportation
SB 33 Simitian	Vehicles: wireless telephones and mobile service devices. Under existing law, on and after July 1, 2008, it will be an infraction to drive a motor vehicle while using a wireless telephone, unless that telephone is designed and configured to allow hands-free listening and talking operation, and is used in that manner while driving, except as otherwise provided. A violation point is not given for a violation. This bill, on and after July 1, 2008, would prohibit a person possessing a valid instruction permit, student license, or provisional license from driving a motor vehicle while using a wireless telephone. Secondly, the bill would prohibit such a person from driving a motor vehicle while using a handset equipped with a hands-free device or while using a mobile service device, as defined. The bill would provide that the prohibitions do not apply to such a person using a wireless telephone or a mobile service device for emergency purposes. By creating a new infraction, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	02/14/2007- From committee with author's amendments. Read second time. Amended. Re-referred to committee. 03/27/07 Anticipated Hearing SEN	Watch	Other

SB 45 Perata	Transportation funds for capital projects and capital expenditures. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. Specified moneys in the fund are required to be deposited in the Transit System Safety, Security, and Disaster Response Account to be made available, upon appropriation by the Legislature, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems. This bill would state the intent of the Legislature to enact legislation that would establish the application process for allocations from the Transit System Safety, Security, and Disaster Response Account.	T. & H. 01/18/2007- To Com. on RLS.	Watch	Economy
SB 47 Perata	Transportation bonds. Proposition 1B, approved by the voters at the November, 2006, general election enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$1 billion for the State-Local Partnership Program, to be allocated by the California Transportation Commission to eligible transportation projects nominated by transportation agencies, subject to appropriation by the Legislature. Existing law requires a dollar for dollar match of local funds for projects funded with these bond funds. This bill would state the intent of the Legislature to enact provisions governing project eligibility, matching fund requirements, and the application process relative to allocation of bond proceeds to the State-Local Partnership Program.	01/18/2007- To Com. on RLS.	Watch	Transportation
SB 59 Cogdill	Reliable Water Supply Bond Act of 2008. Under existing law, various bond acts have been approved by the voters to provide funds for water projects, facilities, and programs. This bill would enact the Reliable Water Supply Bond Act of 2008 which, if approved by the voters, would authorize, for purposes of financing a water supply program, the issuance, pursuant to the State General Obligation Bond Law, of bonds in the amount of \$3,950,000,000. The bill would require the Secretary of State to submit the bond act to the voters at the November 4, 2008, statewide general election.	01/25/2007- To Com. on N.R. & W.	Support	Water
SB 71 Florez	Alternative fuels: biodiesel. Existing law requires the State Energy Resources Conservation and Development Commission, in partnership with the State Air Resources Board, to develop and adopt a state plan to increase the use of alternative fuels, as defined. This bill would require all vehicles owned or leased by the State of California, by a city, county, or city and county, or by a mass transit district, that use diesel fuel to instead use B20 biodiesel fuel or a higher blend of biodiesel, as specified. The bill	01/25/2007- To Coms. on T. & H. and E.Q. 03/27/07 Anticipated	Watch	Air

	would require the State Air Resources Board to establish a program to implement and monitor these requirements. This bill contains other related provisions and other existing laws.	Hearing SEN T. & H.		
<u>SB 113</u> Calderon	Elections: presidential primary elections. Existing law specifies that the presidential primary election be held on the first Tuesday after the first Monday in June in any year evenly divisible by the number 4. Existing law also specifies that the statewide direct primary election be held on the first Tuesday after the first Monday in June of each even-numbered year, and be consolidated with the presidential primary election in any year in which the statewide direct primary election is in a year evenly divisible by the number 4. This bill would require that the presidential primary election be held on the first Tuesday in February in any year evenly divisible by the number 4. By increasing the duties on county elections officials due to the presidential primary election in February, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	02/28/2007- Read second time. To third reading. 03/01/07 4 ASM THIRD READING FILE	Watch	Other
<u>SB 114</u> Florez	Disaster relief. Existing law authorizes a county board of supervisors to provide by ordinance for the reassessment of property that is damaged or destroyed, without fault on the part of the assessee, by a major misfortune or calamity, upon the application of the assessee or upon the action of the county assessor with the board's approval. With respect to certain counties that have adopted reassessment ordinances and have been declared by the Governor to be in a state of emergency as a result of certain events, existing law provides for state allocations of the estimated amounts of the reductions in property tax revenues resulting in certain fiscal years from reassessments under those ordinances. Existing law also continuously appropriates, without regard to fiscal years, moneys in the Special Fund for Economic Uncertainties for purposes of funding these state allocations. This bill would provide for similar state allocations with respect to property tax revenue reductions resulting from a reassessment for damages incurred within the Counties of El Dorado, Fresno, Imperial, Kern, Kings, Madera, Merced, Monterey, Riverside, San Bernardino, San Diego, San Luis Obispo, Santa Barbara, Santa Clara, Stanislaus, Tulare, Ventura , and Yuba that were declared by the Governor to be in a state of emergency due to severe freezing conditions that commenced January 11, 2007. This bill contains other related provisions and other existing laws.	02/28/2007- Do pass as amended, and re-refer to the Committee on Appropriations .	Watch	Other
<u>SB 184</u> Alquist	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	02/15/2007- To Com. on T. & H. 03/27/07 Anticipated Hearing SEN	Watch	Transportation

	conditions. 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.	T. & H.		
<u>SB 204</u> Dutton	Transportation funds. Article XIX of the California Constitution requires the revenues from taxes imposed by the state on motor vehicle fuels to be used for public streets and highways and exclusive public mass transit guideway purposes. Existing law requires the purchase price from the sale of excess real property originally acquired by the state for highway purposes to be paid into the State Treasury to the credit of any fund, available to the Department of Transportation for highway purposes, designated by the California Transportation Commission. This bill would instead require these moneys to be paid into the State Treasury to the credit of the State Highway Account and to be available to the department for highway purposes. This bill contains other related provisions and other existing laws.	02/22/2007- To Com. on T. & H.	Watch	Transportation
<u>SB 240</u> Florez	San Joaquin Valley Unified Air Pollution Control District. Existing law establishes the San Joaquin Valley Unified Air Pollution Control District formed by the Counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare, and consisting of the Counties of Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare, and that portion of the County of Kern that is within the San Joaquin Valley Air Basin, as a single integrated agency with all staff under one centralized management structure that is able to implement programs on a basinwide basis. Existing law requires the district to be governed by a district board composed of a total of 11 voting members. Of those members, existing law requires 8 members to be appointed by each of the Counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. The remaining 3 members are appointed by cities within the territory of the district, based on region and population. This bill would increase the membership of the district board to 18 members. In addition to the existing 8 county members, the bill would require the appointment of 5 city council members by the cities within the territory of the district, based solely on population. The bill would require 3 other city council members to be appointed to the district board by a majority vote of the City Councils of Fresno, Bakersfield, and Stockton, one member to be appointed by each city council. The bill would require 2 public members to be appointed to the district board by the Governor, with the advice and consent of the Senate, as prescribed. The bill would require each appointment by a board of supervisors or city council to be considered and acted on at a duly noticed, regularly scheduled hearing of the board of supervisors or city council. The bill would require all members to be residents of the district. Because of the	02/15/2007- From print. May be acted upon on or after March 17.	Watch	Air

	additional duties this bill would require of the district, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.			
SB 286 Dutton	Transportation bonds: implementation. Proposition 1B, approved by the voters at the November 2006, general election, enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$2 billion to be allocated by the Controller to cities and counties, by formula, for local street and road purposes, subject to appropriation by the Legislature. This bill would require the bond funds for local street and road purposes to be allocated by the Controller in 2 cycles that cover 4 years, with the 1st cycle of payments to be made to eligible local agencies not later than January 1, 2008, and the 2nd cycle of payments to be made not later than January 1, 2010, as specified. The bill would also require the Controller to use the population figures from the Department of Finance as of January 1, 2007, in making allocations to cities. The bill would make other related changes.	02/22/2007- To Com. on T. & H.	Watch	Economy
SB 307 Dutton	Goods movement. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$2 billion to be deposited in the Trade Corridors Infrastructure Fund in the California Ports Infrastructure, Security, and Air Quality Improvement Account to be available, upon appropriation by the Legislature, for allocation by the California Transportation Commission to highway system and freight rail system improvements along federally designated trade corridors of national significance. In determining projects eligible for funding, the commission is required to consult the Goods Movement Action Plan prepared by the Business, Transportation and Housing Agency and the California Environmental Protection Agency. This bill would state the intent of the Legislature to incorporate the Southern California National Freight Gateway Strategy into the Goods Movement Action Plan.	02/28/2007- To Com. on RLS.	Watch	Transportation
SB 372 Steinberg	High-speed rail. Existing law creates the High-Speed Rail Authority with various duties and responsibilities relative to the planning and construction of a high-speed train system between Northern and Southern California. Existing law, pursuant to Chapter 44 of the Statutes of 2006, places a \$9.95 billion general obligation bond measure on the November 4, 2008, general election ballot for the purposes of funding construction of a high-speed train system and for other related purposes. This bill would state the intent of the Legislature to commission a study on the economic development potential and the career technical education opportunities that would result from the implementation of the high-speed train project.	02/28/2007- To Com. on RLS.	Watch	Transportation

SB 803 Lowenthal	Transportation enhancement funds: community conservation corps. Existing law states the intent of the Legislature to allocate \$10,000,000 annually to the Environmental Enhancement and Mitigation Program Fund for certain categories of transportation enhancement projects. Existing federal law, as part of the comprehensive surface transportation program, allocates transportation funds to each state for transportation enhancement projects. This bill, with respect to federal funds made available to the state for transportation enhancement projects, would require transportation planning agencies, county transportation commissions or authorities, and congestion management agencies to adopt criteria that give priority in the selection of these projects to the sponsors of eligible projects that partner with, or commit to employ the services of, a community conservation corps, as defined, or the California Conservation Corps to construct or undertake the project. The bill would provide that a community conservation corps or the California Conservation Corps is eligible to apply for project funds. The bill would authorize these agencies and the Department of Transportation to enter into cooperative agreements, grant agreements, or procurement contracts with community conservation corps pursuant to certain simplified contract requirements. The bill would require the California Transportation Commission, when developing guidelines for the state transportation improvement program and the state highway operations and protection program, to include guidance to encourage the allocation of funds for transportation enhancement projects to community conservation corps and the California Conservation Corps, either as applicants or as partners with applicants. The bill would make related legislative findings and declarations.	02/26/2007- Read first time.	Watch	Transportation
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COUNCIL OF FRESNO COUNTY GOVERNMENTS

ANNUAL FINANCIAL REPORTS

FOR THE YEAR ENDED
JUNE 30, 2006

TABLE OF CONTENTS

Page

FINANCIAL SECTION

Independent auditors' report	1-2
Management's discussion and analysis	3-7

BASIC FINANCIAL STATEMENTS

Government-wide Financial Statements:

Statement of net assets	8
Statement of revenues, expenses and changes in net assets	9

Fund Financial Statements:

Governmental Funds:

Balance sheet and reconciliation of the balance sheet of the governmental fund to the statement of net assets	10
Statement of revenues, expenditures, and changes in fund balances and reconciliation of the statement of revenues, expenditures, and changes in fund balances of governmental fund to the statement of of revenues, expenses and changes in net assets	11

Fiduciary Funds:

Statement of fiduciary net assets	12
Statement of changes in fiduciary net assets	13

Notes to the basic financial statements	14-23
---	-------

REQUIRED SUPPLEMENTARY INFORMATION

Budgetary comparison schedules (budgetary basis):

General Fund	25
Notes to required supplementary information	26

TABLE OF CONTENTS (CONTINUED)

Page

OTHER SUPPLEMENTARY INFORMATION

Fiduciary Funds:

Explanatory comments	27
Combining statement of net assets - trust funds	28
Combining statement of changes in net assets - trust funds	29
Schedule of apportionments by purpose - state transit assistance fund	30
Schedule of disbursements by purpose - state transit assistance fund	31
Schedule of apportionments by purpose - local transportation fund	32
Schedule of disbursements by purpose - local transportation fund	33
Schedule of grant receipts and expenditure claims	34
Schedule of insurance coverage	35
Schedule of cost allocation plan reconciliation and fixed rate overhead carryover	36-37
Schedule of expenditures of federal awards	38

OTHER REPORTS SECTION

Report on internal control over financial reporting and on compliance and other matters based on an audit of financial statements performed in accordance with "Government Auditing Standards"	39-40
Report on compliance with requirements applicable to each major program and on internal control over compliance in accordance with OMB Circular A-133	41-42

FINDINGS AND RECOMMENDATIONS SECTION

Schedule of findings and questioned costs	43
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INDEPENDENT AUDITORS' REPORT

The Board of Directors
Council of Fresno County Governments
Fresno, California

We have audited the accompanying basic financial statements of the Council of Fresno County Governments, as of and for the year ended June 30, 2006, as listed in the table of contents. These financial statements are the responsibility of the Council of Fresno County Governments' management. Our responsibility is to express an opinion on these general purpose financial statements based on our audit. The prior year partial comparative information has been derived from the Council of Fresno County Governments' 2005 financial statements that were audited by other auditors whose report, dated September 22, 2005, expressed an unqualified opinion on those statements.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in "Government Auditing Standards", issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the basic financial statements referred to above present fairly, in all material respects, the financial position of the Council of Fresno County Governments as of June 30, 2006, and the respective changes in financial position for the year then ended in conformity with accounting principles generally accepted in the United States of America.

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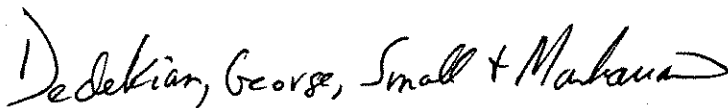
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INDEPENDENT AUDITORS' REPORT (CONTINUED)

In accordance with "Government Auditing Standards," we have also issued our report dated December 18, 2006, on our consideration of the Council of Fresno County Governments' internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with "Government Auditing Standards" and should be considered in assessing the results of our audit.

The management's discussion and analysis and budgetary comparison information, as listed in the table of contents, are not a required part of the basic financial statements but are supplementary information required by accounting principles generally accepted in the United States of America. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit the information and express no opinion on it.

Our audit was conducted for the purpose of forming an opinion on the basic financial statements of the Council of Fresno County Governments, taken as a whole. The combining and individual fund statements and schedules, and the supplementary schedules and other reports sections listed in the table of contents are presented for purposes of additional analysis and are not a required part of the basic financial statements of the Council of Fresno County Governments. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by U.S. Office of Management and Budget Circular A-133, "Audits of States, Local Governments, and Non-Profit Organizations," and is not a required part of the basic financial statements of the Council of Fresno County Governments. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and, in our opinion, is fairly stated, in all material respects, in relation to the basic financial statements taken as a whole.



Dedekian, George, Small & Markarian
Accountancy Corporation
December 18, 2006

MANAGEMENT'S DISCUSSION AND ANALYSIS

COUNCIL OF FRESNO COUNTY GOVERNMENTS
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2006

The following discussion and analysis of the financial performance and activity of the Council of Fresno County Governments Basic Financial Statements provide an introduction and understanding of the basic financial statements of the Council of Fresno County Governments (COFCG). This discussion has been prepared by management and should be read in conjunction with the financial statements and the notes thereto, which follow this section.

The Council of Fresno County Governments is a voluntary association of the County of Fresno and the 15 incorporated cities in Fresno County established on September 24, 1969, under a joint exercise of power agreement to provide a cooperative body for discussion and resolution of issues which go beyond individual boundaries. COFCG's major function is the activity generated by its responsibilities as a designated transportation-planning agency, complying with federal and state requirements.

Each year the Policy Board adopts an overall Work Program and Budget setting forth the work activities for the next fiscal year. The major revenue sources come from the Federal Highway Works Administration and Federal Transit Administration. COFCG also receives grants from the State Department of Transportation and a variety of local revenue sources including Planning funds from the Transportation Development Act fund. The COFCG administers the Transportation Development Act fund and State Transit Assistance fund, which consist of allocations to local governments in Fresno County from the proceeds of 1/4 cent sales tax and the state highway account.

The Financial Statements

The Council's basic financial statements include (1) the Statement of Net Assets, and (2) the Statements of Revenues, Expenses and Changes in Net Assets. The financial statements are prepared in accordance with accounting principles generally accepted in the United States of America.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
MANAGEMENT'S DISCUSSION AND ANALYSIS (CONTINUED)
JUNE 30, 2006

The Statements of Net Assets reports assets, liabilities, and the difference between the two as Net Assets. The entire equity section is combined to report total net assets and is displayed in three components - invested in capital assets, net of related debt; restricted net assets; and unrestricted net assets.

The net asset component *invested in capital assets, net of related debt*, consists of capital assets including restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances of any borrowings attributable to the acquisition, construction, or improvements of those assets.

Restricted net assets consist of assets where constraints on their use are either (a) externally imposed by creditors (such as through debt covenants), grantors, contributors, or laws or regulations of other governments or (b) imposed by law through constitutional provisions or enabling legislation.

Unrestricted net assets consist of net assets that do not meet the definition of restricted or invested in capital assets, net of related debt.

The Statement of Revenues, Expenses and Changes in Net Assets is reported using the accrual basis of accounting. Revenue is reported when earned and expenses are reported when incurred, regardless of when cash is received or paid. Revenues and expenses are categorized as either operating or non-operating based upon definitions provided by the Governmental Accounting Standards Board.

Financial Highlights

- Total net assets of COFCG were \$1,679,134 and consisted of capital assets, net of related debt, of \$47,487; and unrestricted net assets of \$1,631,647.
- Net assets increased \$142,757 during fiscal year 2006. The increase in net assets from governmental activities was attributable to grants revenues and unretained earnings in excess of net governmental program costs.
- Total capital assets, net of accumulated depreciation, were \$47,487 at June 30, 2006, representing a decrease of \$8,642, or 15.40%, under June 30, 2005. The decrease in capital assets was primarily the result of the excess of current year depreciation over capital additions.
- COFCG's governmental fund reported ending fund balances of \$1,631,647, an increase of \$151,398 compared to fiscal year 2005. Approximately 20% of the governmental fund balances represent amounts available for the transportation planning.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
MANAGEMENT'S DISCUSSION AND ANALYSIS (CONTINUED)
JUNE 30, 2006

Statement of Net Assets

A summary of the Council's Statement of Net Assets for Governmental Activities as of June 30, 2006, with comparative totals at June 30, 2005 is as follows:

Statement of Net Assets Governmental Activities As of June 30, 2006 and 2005		
	<u>2006</u>	<u>2005</u>
Assets:		
Current and Other Assets	\$ 2,200,767	\$ 2,282,998
Capital Assets (Net of Depreciation)	<u>47,487</u>	<u>56,129</u>
Total Assets	<u>\$ 2,248,254</u>	<u>\$ 2,339,127</u>
Liabilities:		
Current and Other Liabilities	<u>\$ 569,120</u>	<u>\$ 802,750</u>
Net Assets:		
Invested in Capital Assets, Net of Related Debt	47,487	56,129
Unrestricted	<u>1,631,647</u>	<u>1,480,248</u>
Total Net Assets	<u>\$ 1,679,134</u>	<u>\$ 1,536,377</u>

As shown above, total assets of Governmental Activities were \$2,248,254 at June 30, 2006, including \$47,487 in capital assets (net of depreciation). Of the total \$2,200,767 in current assets, \$894,568 consists of pooled cash, which is invested in accordance with State law and the Council's investment policy.

Net assets totaling \$1,679,134 include \$1,631,647 in unrestricted assets that are available for discretionary spending, although a portion is reserved for encumbrances and a portion is designated for self insurance. Total net assets increased from fiscal year 2005 by \$142,757 (9%). This is an extremely favorable outcome given the challenges the Council faced this year, as a result of a continued sluggish economy.

The net assets invested in capital assets decreased by \$8,642 due to depreciation expense exceeding additional capital investment during the year. Unrestricted net assets increased by \$151,398, in large part due to the results of current year operations.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
MANAGEMENT'S DISCUSSION AND ANALYSIS (CONTINUED)
JUNE 30, 2006

Statement of Revenue, Expenses and Changes in Net Assets

The Statement of Net Assets provides a measure of the financial health of an entity at a specific date in time (i.e., year end). The Statement of Revenues, Expenses and Changes in Net Assets provides details of how net assets changed from the beginning of the year to the end of the year, and whether net assets increased or decreased. Thus, it indicates whether the Council as a whole is better off at June 30, 2006 than it was at June 30, 2005.

A summary of the Council's Statement of Revenues, Expenses and Changes in Net Assets for fiscal year ended June 30, 2006, with comparative totals for the fiscal year ended June 30, 2005 is as follows:

Statement of Revenues, Expenses and Changes In Net Assets Governmental Activities Fiscal Years Ended June 30, 2006 and 2005		
	<u>2006</u>	<u>2005</u>
Revenues:		
Program Revenues	\$ 3,551,729	\$ 3,438,681
General Revenues	<u>294,656</u>	<u>137,587</u>
Total Revenues	<u>3,846,385</u>	<u>3,576,268</u>
Expenses:		
Transportation Planning	<u>3,703,628</u>	<u>3,357,530</u>
Changes in Net Assets	142,757	218,738
Net Assets - Beginning	<u>1,536,377</u>	<u>1,317,639</u>
Net Assets - Ending	<u>\$ 1,679,134</u>	<u>\$ 1,536,377</u>

Total revenues of the funds included in the Governmental Activities category were \$3,846,385 for the year ended June 30, 2006. Of this total, \$3,066,029 (80%) was derived from grants. This is consistent with the nature of governmental activities, which includes services traditionally financed from general tax revenues. \$485,700 (13%) of total revenues were derived from charges for services, representing fees charged for various services. Revenues derived from fees and charges help support programs largely subsidized from general tax revenues and thus reduce the burden on these limited resources.

Expenses for the year totaled \$3,703,628. All expenses were for transportation planning.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
MANAGEMENT'S DISCUSSION AND ANALYSIS (CONTINUED)
JUNE 30, 2006

General Fund Budgetary Highlights

During the fiscal year, the Council of Fresno County Governments revised the budget twice to add \$1,508,000 in new Federal and State funded Grant programs that became available during the fiscal year. Generally these were multi-year projects, however, due to funding agency authorization requirements, the Council of Fresno County Governments includes the amounts in the current year budget at the total authorized amounts. At the end of the year, there were significant variances between the final budget and the actual revenues and expenditures because of following this convention.

Contacting the COFCG's Financial Management

The Council of Fresno County Governments financial report is designed to provide the COFCG's Board of Directors, management, creditors, legislative and oversight agencies, citizens and customers with an overview of the Council of Fresno County Governments finances and to demonstrate its accountability for funds received. For additional information about this report, please contact Les Beshears, Finance Director, Council of Fresno County Governments, 2035 Tulare Street, Suite 201, Fresno, California.

BASIC FINANCIAL STATEMENTS

COUNCIL OF FRESNO COUNTY GOVERNMENTS
STATEMENT OF NET ASSETS
JUNE 30, 2006

	<u>Governmental Activities</u>	<u>Component Units</u>
<u>ASSETS</u>		
Cash and investments	\$ 894,568	\$ 285,743
Accounts receivable	235,957	-
Due from other governments	1,060,870	-
Interest receivable	2,203	-
Prepays	7,169	-
Capital assets (net of accumulated depreciation)	<u>47,487</u>	<u>-</u>
Total assets	<u>2,248,254</u>	<u>285,743</u>
<u>LIABILITIES AND NET ASSETS</u>		
Liabilities and net assets:		
Accounts payable	218,157	179,822
Due to other governments	149,006	-
Accrued payroll	57,982	-
Compensated absences	<u>143,975</u>	<u>-</u>
Total liabilities	<u>569,120</u>	<u>179,822</u>
Net assets:		
Invested in capital assets, net of related debt	47,487	-
Unrestricted	<u>1,631,647</u>	<u>105,921</u>
Total net assets	<u>1,679,134</u>	<u>105,921</u>
Total liabilities and net assets	<u>\$ 2,248,254</u>	<u>\$ 285,743</u>

The accompanying notes are an integral part of these financial statements.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN NET ASSETS
FOR THE YEAR ENDED JUNE 30, 2006

Function/Programs	Expenses	Program Revenues		Net (Expense) Revenue and Changes in Net Assets	
		Charges for Services	Operating Grants and Contributions	Governmental Activities	Component Units
PRIMARY GOVERNMENT					
Governmental Activities:					
Transportation planning	\$ 3,703,628	\$ 485,700	\$ 3,066,029	\$ (151,899)	
Total primary government	<u>\$ 3,703,628</u>	<u>\$ 485,700</u>	<u>\$ 3,066,029</u>	<u>(151,899)</u>	
Component Unit:					
Abandoned vehicle abatement	\$ 618,951	\$ -	\$ 687,859		\$ 68,908
Total component unit	<u>\$ 618,951</u>	<u>\$ -</u>	<u>\$ 687,859</u>		<u>68,908</u>
General Revenues:					
Investment income				31,304	6,521
Miscellaneous				<u>263,352</u>	<u>-</u>
Total general revenues				<u>294,656</u>	<u>6,521</u>
Change in net assets				142,757	75,429
Net assets, beginning				<u>1,536,377</u>	<u>30,492</u>
Net assets, ending				<u>\$ 1,679,134</u>	<u>\$ 105,921</u>

The accompanying notes are an integral part of these financial statements.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
BALANCE SHEET
GOVERNMENTAL FUND
JUNE 30, 2006

	<u>General Fund</u>	<u>Component Units</u>
<u>ASSETS</u>		
Cash and investments	\$ 894,568	\$ 285,743
Accounts receivable	235,957	-
Due from other governments	1,060,870	-
Interest receivable	2,203	-
Prepays	<u>7,169</u>	<u>-</u>
Total assets	<u>2,200,767</u>	<u>285,743</u>
<u>LIABILITIES AND FUND BALANCES</u>		
Liabilities:		
Accounts payable	218,157	179,822
Due to other governments	149,006	-
Accrued payroll	57,982	-
Compensated absences	<u>143,975</u>	<u>-</u>
Total liabilities	<u>569,120</u>	<u>179,822</u>
Fund Balances:		
Reserved for encumbrances	1,108,153	-
Designated for self-insurance	91,079	-
Unreserved - undesignated	<u>432,415</u>	<u>105,921</u>
Total fund balances	<u>1,631,647</u>	<u>105,921</u>
Total liabilities and fund balances	<u>\$ 2,200,767</u>	<u>\$ 285,743</u>

Amounts reported for governmental activities in the statement of net assets (Page 8) are different because:

Total fund balances	\$ 1,631,647
Capital assets used in governmental activities are not financial resources and therefore are not reported in funds	<u>\$ 47,487</u>
Net assets of governmental activities (Page 8)	<u>\$ 1,679,134</u>

The accompanying notes are an integral part of these financial statements.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCES
GOVERNMENTAL FUND
FOR THE YEAR ENDED JUNE 30, 2006

	General Fund	Component Units
Revenues:		
Aid from federal government	\$ 1,610,686	\$ -
Aid from state government	368,279	687,859
Aid from local government	1,572,764	-
Interest revenue	31,304	6,521
Miscellaneous	264,599	-
Total revenues	<u>3,847,632</u>	<u>694,380</u>
Expenditures:		
Current:		
General government:		
Salaries and benefits	1,833,053	-
Supplies and services	1,561,709	-
Contributions to other local agencies	301,471	618,951
Total expenditures	<u>3,696,233</u>	<u>618,951</u>
Net changes in fund balances	151,399	75,429
Fund balances at beginning of year	<u>1,480,248</u>	<u>30,492</u>
Fund balances at end of year	<u>\$ 1,631,647</u>	<u>\$ 105,921</u>

Amounts reported for governmental activities in the statement of revenues, expenses and changes in net assets (Page 9) are different because:

Net change in fund balances - total governmental funds	\$ 151,399
Governmental funds report capital outlays as expenditures. However, in the statement of activities the cost of those assets is allocated over their estimated useful lives and reported as depreciation and amortization expense. This is the amount by which depreciation (\$18,484) and loss on disposal of capital assets (\$1,248) exceeded outlays \$11,090 in the current period.	<u>(8,642)</u>
Change in net assets of governmental activities (Page 9)	<u>\$ 142,757</u>

The accompanying notes are an integral part of these financial statements.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
STATEMENT OF FIDUCIARY NET ASSETS
ALL FIDUCIARY FUNDS
JUNE 30, 2006

	<u>Trust Funds</u>
<u>ASSETS</u>	
Cash and investments	\$ 6,364,302
Interest receivable	15,911
Due from other governments	<u>686,327</u>
Total assets	<u>\$ 7,066,540</u>
<u>LIABILITIES AND NET ASSETS</u>	
Liabilities:	
Due to other governments	\$ 3,010,449
Net assets:	
Unrestricted	<u>4,056,091</u>
Total liabilities and net assets	<u>\$ 7,066,540</u>

The accompanying notes are an integral part of these financial statements.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
STATEMENT OF CHANGES IN FIDUCIARY NET ASSETS
ALL FIDUCIARY FUNDS
FOR THE YEAR ENDED JUNE 30, 2006

	<u>Trust Funds</u>
Additions:	
Sales tax	\$ 30,914,887
Aid from state government	2,765,819
Interest revenue	<u>253,802</u>
Total additions	<u>33,934,508</u>
Deductions:	
Administration expense	127,865
TDA claims paid	29,542,734
STA distributions	<u>2,630,073</u>
Total deductions	<u>32,300,672</u>
Change in net assets	1,633,836
Net assets, beginning	<u>2,422,255</u>
Net assets, ending	<u><u>\$ 4,056,091</u></u>

The accompanying notes are an integral part of these financial statements.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO THE GENERAL PURPOSE FINANCIAL STATEMENTS
JUNE 30, 2006

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

a. Scope of Financial Reporting Entity

The Council of Fresno County Governments (the "Council") is a voluntary association of local governments formed in September 1969 by the County of Fresno and the 15 incorporated cities in the County. The purpose of the organization is to provide "a cooperative body" to solve certain problems which cross over governmental boundaries.

b. Basis of Presentation - Fund Accounting

COFCG basic financial statements consist of government-wide statements, including a statement of net assets and a statement of activities and fund financial statements which provide a more detailed level of financial information.

Government-Wide Statements:

The statement of net assets and the statement of changes in net assets report information on all of the non-fiduciary activities of COFCG. For the most part, the effect of interfund activity has been removed from these statements. Governmental activities are normally supported by taxes and intergovernmental revenues.

The statement of activities demonstrates the degree to which the program expenses of a given function are offset by program revenue. Program expenses include direct expenses, which are clearly identifiable with a specific function, and allocated indirect expenses. Program revenues include 1) charges to customers or applicants who purchase, use, or directly benefit from services or privileges provided by a given function and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function. Other items, which are properly not included among program revenues, are reported instead as general revenues.

Fund Financial Statements:

The fund financial statements provide information about COFCG funds, including its fiduciary funds, though the latter are excluded from the government-wide financial statements. Separate statements for each fund category—governmental and fiduciary—are presented. The emphasis of fund financial statements is on major governmental, each displayed in a separate column. COFCG's governmental fund is a General Fund.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO THE GENERAL PURPOSE FINANCIAL STATEMENTS (CONTINUED)
JUNE 30, 2006

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Fund Financial Statements (Continued):

COFCG reports the following major governmental fund:

General Fund – is the general operating fund of the Council. It is used to account for all financial resources except those required to be accounted for in another fund.

Additionally, COFCG reports the following Fiduciary Fund:

Trust Funds – are used to account for Transportation Development Act funds and State Transportation Assistance funds held by the Council in a trustee capacity.

Component Units – The Abandoned Vehicle Abatement Service Authority (AVA) was created as a separate public entity and distinct from the member jurisdictions in accordance with Vehicle Code (VC) section 22710. The purpose of the Service Authority is to establish procedures for the abatement, removal, and disposal as public nuisances, abandoned, wrecked, dismantled, or inoperative vehicles or parts thereof from private or public property. The Service Authority shall be governed by a sixteen-member Board of Directors, which shall comprise of one representative from each participating jurisdiction. Pursuant to Governmental Code Section 6505, audits for the Service Authority shall be contracted with a certified public accountant as part of the regular COFCG annual audit to ensure that funds are being spent in compliance with Sections 9250.7 and 22710 VC.

c. Basis of Accounting

The government-wide and fiduciary fund financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned, and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO THE GENERAL PURPOSE FINANCIAL STATEMENTS (CONTINUED)
JUNE 30, 2006

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

c. Basis of Accounting (Continued)

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Under the modified accrual basis of accounting, revenues are recognized when susceptible to accrual (i.e., when they become both measurable and available). "Measurable" means the amount of the transaction can be determined and "available" means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. Expenditures, other than interest on long-term obligations which is recorded when paid, are recorded when they are expected to be liquidated with expendable available resources.

Intergovernmental revenues (primarily grants and subventions), which are received as reimbursement for specific purposes or projects, are recognized based upon the expenditures recorded. Intergovernmental revenues, which are usually unrestricted as to use and are revocable only for failure to meet prescribed compliance requirements, are reflected as revenues at the time of receipt or earlier, if they meet the availability criterion.

During the fiscal year ended June 30, 2005, the Council adopted GASB Statement No. 40, Deposit and Investment Risk Disclosures, which amends existing accounting guidance under GASB No. 3, Deposits with Financial Institutions, Investments (including repurchase agreements), and Reverse Repurchase Agreements. GASB Statement No. 40 enhances the deposit and investment risk disclosures by updating the custodial credit risk disclosure requirements of GASB No. 3 and addressing other common risks, including concentrations of credit risk, interest rate risk, and foreign currency risk. Note 2 shows the disclosures as required by GASB Statement No. 40.

d. Cash

In accordance with the Joint Powers Agreement, under which the Council is governed, all cash is deposited with the Fresno County Auditor-Controller/Treasurer. The Council's cash is held within Fresno County's cash and investment pool which is managed by the Auditor-Controller/Treasurer as authorized by California statutes and the County's investment policy.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO THE GENERAL PURPOSE FINANCIAL STATEMENTS (CONTINUED)
JUNE 30, 2006

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

e. Capital Assets

Purchases of capital assets are capitalized at cost in the Government-Wide Statement of Net Assets at the time of purchase and recorded as expenditures in the General Fund. Capital assets are defined by the Council as assets with an estimated useful life in excess of one year and initial individual cost of \$5,000 or more. Depreciation is computed using the straight-line method over the estimated useful lives of the assets, from one to fifteen years. Depreciation recognized on capital assets acquired is transferred to net assets, invested in capital assets, net of related debt after being charged to operations.

f. Overhead

Administrative and office overhead is allocated to each project on the basis of their approved indirect cost rate. Professional and specialized services are charged directly to the applicable project.

g. Fund Balance Reserved for Encumbrances

The Executive Director annually sets aside funds for technical assistance grants to various cities and contracts entered into for budgeted work programs. The fund balance reserved for encumbrances represents amounts set aside to cover these expenditures.

h. Fund Balance Designated for Self-Insurance

The Board of Directors has set aside funds for self-insurance of employee optical and dental expenses in lieu of an optical and dental insurance plan. The fund balance designated for self-insurance represents amounts set aside to cover these expenditures.

i. Compensated Absences

Compensated absences are made up of accrued vacation payable and vested accrued sick leave payable as determined by office policy established by the Board of Directors. Council policy states that all vacation pay earned vests and that one-fourth of sick leave hours in excess of forty hours vests and is compensable.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO THE GENERAL PURPOSE FINANCIAL STATEMENTS (CONTINUED)
JUNE 30, 2006

2. CASH AND INVESTMENTS

Investments Authorized by the California Government Code and the Council's Investment Policy

The table below identifies the investment types that are authorized for the Council by the California Government Code (or the Council's investment policy, where more restrictive). The table also identifies certain provisions of the California Government Code (or the Council's investment policy, where more restrictive) that address interest rate risk, credit risk, and concentration of credit risk.

<u>Authorized Investment Type</u>	<u>Maximum Maturity</u>	<u>Maximum Percentage of Portfolio</u>	<u>Maximum Investment in One Issuer</u>
Local Agency Bonds	5 years	None	None
U.S. Treasury Obligations	5 years	None	None
U.S. Agency Securities	5 years	None	None
Banker's Acceptances	180 days	None	None
Commercial Paper	270 days	None	None
Negotiable Certificates of Deposit	5 years	None	None
Repurchase Agreements	1 year	None	None
Reverse Repurchase Agreements	92 days	None	None
Medium-Term Notes	5 years	None	None
Mutual Funds	N/A	None	None
Money Market Mutual Funds	N/A	None	None
Mortgage Pass-Through Securities	5 years	None	None
County Pooled Investment Funds	N/A	None	None
Local Agency Investment Fund (LAIF)	N/A	None	None

Disclosures Relating to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO THE GENERAL PURPOSE FINANCIAL STATEMENTS (CONTINUED)
JUNE 30, 2006

2. CASH AND INVESTMENTS (CONTINUED)

Disclosures Relating to Interest Rate Risk (Continued)

Information about the sensitivity of the fair values of the Council's investments to market interest rate fluctuations is provided by the following table that shows the distribution of the Council's investments by maturity:

Investment Type	Amount	Remaining Maturity (in Months)			
		12 Months or Less	13 to 24 Months	25 to 60 Months	More Than 60 Months
Governmental Activities					
County Investment Pool	\$ 894,568	\$ 894,568	\$ -	\$ -	\$ -
Component Units	285,743	285,743	-	-	-
Total	<u>\$ 1,180,311</u>	<u>\$ 1,180,311</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

Disclosures Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented below is the minimum rating required by (where applicable) the California Government Code, the Council's investment policy, and the actual rating as of year end for each investment type. The column marked "exempt from disclosure" identifies those investment types for which GASB No. 40 does not require disclosure as to credit risk:

Investment Type	Amount	Minimum Legal Rating	Exempt From Disclosure	Rating as of Year End	
				AAA	Not Rated
Governmental Activities					
County Investment Pool	\$ 894,568	N/A	\$ 894,568	\$ -	\$ 894,568
Component Units	285,743	N/A	285,743	-	285,743
Total	<u>\$ 1,180,311</u>	<u>N/A</u>	<u>\$ 1,180,311</u>	<u>\$ -</u>	<u>\$ 1,180,311</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO THE GENERAL PURPOSE FINANCIAL STATEMENTS (CONTINUED)
JUNE 30, 2006

3. CAPITAL ASSETS AND DEPRECIATION

The following is a summary of changes in capital assets:

	Balance June 30, 2005	Additions	Deletions	Balance June 30, 2006
Capital Assets Being Depreciated:				
Computer equipment	\$ 45,595	\$ -	\$ 5,906	\$ 39,689
Office furniture and equipment	66,337	11,090	24,383	53,044
Traffic monitoring equipment	67,414	-	13,850	53,564
Total capital assets being depreciated	179,346	11,090	44,139	146,297
Less Accumulated Depreciation for:				
Computer equipment	40,525	1,862	5,906	36,481
Office furniture and equipment	49,672	4,858	23,135	31,395
Traffic monitoring equipment	33,020	11,764	13,850	30,934
Total accumulated depreciation	123,217	18,484	42,891	98,810
Total capital assets being depreciated, net	56,129	(7,394)	1,248	47,487
Total capital assets, net	\$ 56,129	\$ (7,394)	\$ 1,248	\$ 47,487

The Council uses the straight-line method of calculating depreciation.

The estimated useful lives are as follows:

	Estimated Useful Life
Computer equipment	3 to 15 years
Office furniture and equipment	3 to 15 years
Traffic monitoring equipment	3 to 15 years

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO THE GENERAL PURPOSE FINANCIAL STATEMENTS (CONTINUED)
JUNE 30, 2006

4. DUE TO/FROM MEMBERS AND OTHER GOVERNMENTAL ENTITIES

Individual receivables from members and other governmental entities for services rendered at June 30, 2006 consist of the following:

Primary Government	
Fresno County Rural Transit Agency	\$ 61,344
Fresno County Transportation Authority	60,415
Due from City of Fresno	314,723
Due from Federal Government	<u>624,388</u>
Total	<u>\$ 1,060,870</u>

Fiduciary Funds	
Due from State of California - STA Article 4	<u>\$ 686,327</u>
Total	<u>\$ 686,327</u>

Individual payables to members and other governmental entities for services provided at June 30, 2006 consist of the following:

Primary Government	
City of Clovis	\$ 14,554
City of Fresno	58,067
Fresno County	51,385
Fresno County Economic Opportunities Commission	<u>25,000</u>
Total	<u>\$ 149,006</u>

Fiduciary Funds	
Article 4	\$ 2,119,525
Article 8A	<u>890,924</u>
Total	<u>\$ 3,010,449</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO THE GENERAL PURPOSE FINANCIAL STATEMENTS (CONTINUED)
JUNE 30, 2006

5. FUND BALANCE RESERVED FOR ENCUMBRANCES

The fund balance reserved for encumbrances as of June 30, 2006 represents unexpended contracts entered into for the following:

California Consulting	\$ 12,000
Curtis Towing	470,800
Dedekian, George, Small & Markarian	42,750
Dowling	49,648
Fresno County Farm Bureau	189,805
Great Valley Center	22,500
Housing Authority	225,000
Lao Veterans	50,000
Strategy Research	40,013
VRPA Technologies	<u>5,637</u>
Total	<u>\$ 1,108,153</u>

6. DEFINED CONTRIBUTION EMPLOYEE RETIREMENT BENEFIT PLAN

The Council provides retirement benefits for all its full-time employees through a defined contribution plan created in accordance with Internal Revenue Code (IRC) Section 401(a) which is currently being administered by I.C.M.A. Retirement Corporation. In addition to the employer defined contribution, the employees are required to make contributions to one of two separate defined contribution plans created in accordance with IRC Section 457. The plans are administered by Hartford Insurance and by I.C.M.A. Retirement Corporation. The IRC 457 plans permit employees to defer a minimum of 7.5% of their salaries until future years. The maximum amount an employee may defer is the lesser of 25% of annual gross salary or \$7,500. Under the 401(a) plan the employer contributes 15% of the employee's gross salary. Vesting in the 401(a) plan occurs ratably over five years. The deferred compensation is not available to employees until termination, retirement, death, or unforeseeable emergency. Employees, though, may obtain loans from the plans secured by their individual contributions and accumulated earnings. Employer contributions to the 401(a) plan amounted to \$198,519 for the year ended June 30, 2006.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES TO THE GENERAL PURPOSE FINANCIAL STATEMENTS (CONTINUED)
JUNE 30, 2006

7. FRESNO COUNTY RURAL TRANSIT AGENCY ADMINISTRATION

Included in the budget of the Council is a work element representing its responsibility for the administration of Fresno County Rural Transit Agency. Administration cost consists of direct and indirect labor and allocated overhead costs. These costs are recovered by the Council.

8. OPERATING LEASES

The Council conducts its operations from leased facilities under a ten year lease which expires December 31, 2015. In addition, the Council leases office equipment under operating leases that expire October 2010.

The following is a schedule of future minimum rental payments under operating leases:

<u>Year Ending June 30</u>	<u>Buildings</u>	<u>Equipment</u>
2007	\$ 209,118	\$ 20,220
2008	209,118	20,220
2009	209,118	20,220
2010	209,118	20,220
2011	209,118	6,740
Thereafter	<u>941,031</u>	<u>0</u>
Total	<u>\$ 1,986,621</u>	<u>\$ 87,620</u>

REQUIRED SUPPLEMENTARY INFORMATION

GENERAL FUND

The general fund is used to account for resources traditionally associated with government which are not required legally or by sound financial management to be accounted for in another fund.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
BUDGETARY COMPARISON SCHEDULE
GENERAL FUND
FOR THE YEAR ENDED JUNE 30, 2006

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget
Revenues:				
Aid from federal government	\$ 2,234,071	\$ 3,465,640	\$ 1,610,686	\$ (1,854,954)
Aid from state government	351,600	351,600	368,279	16,679
Aid from local governments	1,543,412	1,725,059	1,572,764	(152,295)
Interest revenue	20,000	20,000	31,304	11,304
Miscellaneous revenue	277,820	372,606	264,599	(108,007)
Total revenues	<u>4,426,903</u>	<u>5,934,905</u>	<u>3,847,632</u>	<u>(2,087,273)</u>
Expenditures:				
Current:				
General Government:				
Salaries and benefits	1,907,410	1,907,410	1,833,053	74,357
Supplies and services	2,039,793	3,547,795	1,561,709	1,986,086
Contributions to other local agencies	479,700	479,700	301,471	178,229
Total expenditures	<u>4,426,903</u>	<u>5,934,905</u>	<u>3,696,233</u>	<u>2,238,672</u>
Excess of revenues over expenditures	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 151,399</u>	<u>\$ 151,399</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
NOTES REQUIRED SUPPLEMENTARY INFORMATION
JUNE 30, 2006

Note 1 - BUDGETARY DATA

The Council follows these procedures in establishing the budgetary data reflected in the financial statements:

Five months before the beginning of the year, the Executive Director submits to the Policy Advisory Committee for their approval, a draft operating budget by overall work plan elements for the General Fund for the year commencing July 1. The Policy Advisory Committee then has 45 days, to April 1, to review and make recommendations on the draft operating budget. After the recommendations have been made, the proposed operating budget is brought to the Council for their review and approval. On or prior to the May meeting of the Council, the budget is legally adopted through passage of a resolution.

The budget of the Council represents a financial plan to undertake the work program of the Council and includes proposed expenditures and the means of financing them.

All transfers, modifications, and supplemental appropriations to the budget must be approved by the Council through resolution. During the year ended June 30, 2006, appropriations were increased by \$1,508,002 as a result of budget amendments. The Budgetary Comparison Schedule reflects these revisions. Actual expenditures may not legally exceed "budget" appropriations at the individual fund level. Budgetary control, however, is maintained at the departmental level.

Appropriations lapse at the close of the year to the extent that they have not been expended or encumbered.

The Council prepares its budget on a basis of accounting in accordance with accounting principles generally accepted in the United States of America.

OTHER SUPPLEMENTARY INFORMATION

FIDUCIARY FUNDS

Fiduciary funds are used to account for assets held by the government in a trustee capacity.

State Transit Assistance Fund - This fund is used to account for the state fund apportioned to Fresno County for the support of transit.

Transportation Development Act Funds - This fund is used to account for the 1/4 cent sales tax revenues collected by the state under the Transportation Development Act (TDA) and distributed to the Council of Fresno County Governments for allocation to eligible claimants for transit street and road, and pedestrian/bicycle facilities as well as regional transportation planning and TDA administration.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
 COMBINING STATEMENT OF NET ASSETS
 TRUST FUNDS
 JUNE 30, 2006

	State Transportation Assistance Fund	Local Transportation Fund	Total
<u>ASSETS</u>			
Cash and investments	\$ 806,244	\$ 5,558,058	\$ 6,364,302
Interest receivable	2,016	13,895	15,911
Due from other governments	<u>686,327</u>	<u>-</u>	<u>686,327</u>
Total assets	<u>\$ 1,494,587</u>	<u>\$ 5,571,953</u>	<u>\$ 7,066,540</u>

LIABILITIES AND NET ASSETS

Liabilities:			
Due to other governments	<u>\$ 1,088,066</u>	<u>\$ 1,922,383</u>	<u>\$ 3,010,449</u>
Net Assets:			
Unrestricted	<u>406,521</u>	<u>3,649,570</u>	<u>4,056,091</u>
Total liabilities and net assets	<u>\$ 1,494,587</u>	<u>\$ 5,571,953</u>	<u>\$ 7,066,540</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
COMBINING STATEMENT OF CHANGES IN NET ASSETS
TRUST FUNDS
FOR THE YEAR ENDED JUNE 30, 2006

	State Transportation Assistance Fund	Local Transportation Fund	Total
Additions:			
Sales tax	\$ -	\$ 30,914,887	\$ 30,914,887
Aid from state governments	2,765,819	-	2,765,819
Interest revenue	19,141	234,661	253,802
Total additions	<u>2,784,960</u>	<u>31,149,548</u>	<u>33,934,508</u>
Deductions:			
Administration Expense	-	127,865	127,865
TDA claims paid	-	29,542,734	29,542,734
STA distributions	2,630,073	-	2,630,073
Total deductions	<u>2,630,073</u>	<u>29,670,599</u>	<u>32,300,672</u>
Change in net assets	154,887	1,478,949	1,633,836
Net assets at beginning of year	<u>251,634</u>	<u>2,170,621</u>	<u>2,422,255</u>
Net assets at end of year	<u>\$ 406,521</u>	<u>\$ 3,649,570</u>	<u>\$ 4,056,091</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
TRANSPORTATION DEVELOPMENT ACT FUNDS
SCHEDULE OF APPORTIONMENTS BY PURPOSE
STATE TRANSIT ASSISTANCE FUND
FOR THE YEAR ENDED JUNE 30, 2006

	Public Utilities Code		Total
	Article 6.5 99314.3(a) C.A.C. 6730(a) (Transit Operations)	Article 6.5 99313 C.A.C. 6731(b&d) (Transit Population)	
City of Clovis	\$ 3,464	\$ 234,390	\$ 237,854
City of Coalinga	-	46,543	46,543
City of Firebaugh	-	18,369	18,369
City of Fowler	-	12,886	12,886
City of Fresno	339,525	1,266,375	1,605,900
City of Huron	-	19,119	19,119
City of Kerman	-	31,215	31,215
City of Kingsburg	-	30,621	30,621
City of Mendota	-	23,814	23,814
City of Orange Cove	-	25,334	25,334
City of Parlier	-	34,632	34,632
City of Reedley	-	61,582	61,582
City of Sanger	-	60,236	60,236
City of San Joaquin	-	9,873	9,873
City of Selma	-	61,070	61,070
County of Fresno	-	471,570	471,570
Fresno County Rural Transit Agency (FCRTA)	15,201	-	15,201
Council of Fresno County Governments (COFCG)	-	-	-
	<u>\$ 358,190</u>	<u>\$ 2,407,629</u>	<u>\$ 2,765,819</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
TRANSPORTATION DEVELOPMENT ACT FUNDS
SCHEDULE OF DISBURSEMENTS BY PURPOSE
STATE TRANSIT ASSISTANCE FUND
FOR THE YEAR ENDED JUNE 30, 2006

	Public Utilities Code		
	Article 6.5 99314.3(a) C.A.C. 6730(a) (Transit Operations)	Article 6.5 99313 C.A.C. 6731(b&d) (Transit Population)	Total
City of Clovis	\$ 5,366	\$ 255,771	\$ 261,137
City of Coalinga	-	25,521	25,521
City of Firebaugh	-	12,487	12,487
City of Fowler	-	8,760	8,760
City of Fresno	356,881	1,386,509	1,743,390
City of Huron	-	12,996	12,996
City of Kerman	-	21,219	21,219
City of Kingsburg	-	20,815	20,815
City of Mendota	-	16,188	16,188
City of Orange Cove	-	17,222	17,222
City of Parlier	-	23,542	23,542
City of Reedley	-	41,862	41,862
City of Sanger	-	40,947	40,947
City of San Joaquin	-	6,711	6,711
City of Selma	-	41,514	41,514
County of Fresno	-	320,561	320,561
Fresno County Rural Transit Agency (FCRTA)	15,201	-	15,201
Council of Fresno County Governments (COFCG)	-	-	-
	<u>\$ 377,448</u>	<u>\$ 2,252,625</u>	<u>\$ 2,630,073</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
TRANSPORTATION DEVELOPMENT ACT FUNDS
SCHEDULE OF APPORTIONMENTS BY PURPOSE
LOCAL TRANSPORTATION FUND
FOR THE YEAR ENDED JUNE 30, 2006

	Article 3 99234 (Bicycle & Pedestrian)	Article 4.5 99275 (Social Services)	Article 4 and 8 99260/99400(a) (Transit Operations/ Streets & Roads)	COFCG RTP 99402/99233.1 (Planning & Administration)	Total
City of Clovis	\$ 53,297	\$ 130,577	\$ 2,738,992	\$ -	\$ 2,922,866
City of Coalinga	10,583	25,929	543,881	-	580,393
City of Firebaugh	4,177	10,233	214,655	-	229,065
City of Fowler	2,930	7,179	150,587	-	160,696
City of Fresno	287,955	705,491	14,798,381	-	15,791,827
City of Huron	4,347	10,651	223,412	-	238,410
City of Kerman	7,098	17,390	364,765	-	389,253
City of Kingsburg	6,963	17,059	357,822	-	381,844
City of Mendota	5,415	13,266	278,279	-	296,960
City of Orange Cove	5,761	14,114	296,046	-	315,921
City of Parlier	7,875	19,293	404,695	-	431,863
City of Reedley	14,003	34,307	719,622	-	767,932
City of Sanger	13,697	33,557	703,893	-	751,147
City of San Joaquin	2,245	5,500	115,367	-	123,112
City of Selma	13,886	34,022	713,636	-	761,544
County of Fresno	107,228	262,709	5,510,589	-	5,880,526
Council of Fresno County Governments (COFCG)	-	-	-	891,528	891,528
	<u>\$ 547,460</u>	<u>\$1,341,277</u>	<u>\$ 28,134,622</u>	<u>\$ 891,528</u>	<u>\$ 30,914,887</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
TRANSPORTATION DEVELOPMENT ACT FUNDS
SCHEDULE OF DISBURSEMENTS BY PURPOSE
LOCAL TRANSPORTATION FUND
FOR THE YEAR ENDED JUNE 30, 2006

	Article 3 99234 (Bicycle & Pedestrian)	Article 4.5 99275 (Social Services)	Article 4 99260 (Transit Operations)	Article 8 99400(a) (Streets & Roads)	COFCG RTP 99402/99233.1 (Planning & Administration)	Total
City of Clovis	\$ 53,297	\$ 130,577	\$ 1,584,880	\$ 872,703	\$ -	\$ 2,641,457
City of Coalinga	10,583	25,929	-	519,841	-	556,353
City of Firebaugh	4,177	10,233	-	81,687	-	96,097
City of Fowler	2,930	7,179	-	50,198	-	60,307
City of Fresno	287,955	705,491	15,810,469	-	-	16,803,915
City of Huron	4,347	10,651	-	63,517	-	78,515
City of Kerman	7,098	17,390	-	253,539	-	278,027
City of Kingsburg	6,963	17,059	-	134,764	-	158,786
City of Mendota	5,415	13,266	-	147,752	-	166,433
City of Orange Cove	5,761	14,114	-	176,021	-	195,896
City of Parlier	7,875	19,293	-	294,067	-	321,235
City of Reedley	14,003	34,307	-	347,250	-	395,560
City of Sanger	13,697	33,557	-	427,004	-	474,258
City of San Joaquin	2,245	5,500	-	66,994	-	74,739
City of Selma	13,886	34,022	-	275,051	-	322,959
County of Fresno	107,228	262,709	-	3,627,303	-	3,997,240
Fresno County Rural Transit Agency (FCRTA)	-	-	2,156,429	-	-	2,156,429
Council of Fresno County Governments (COFCG)	-	-	-	-	892,393	892,393
FCEOC	-	-	-	-	-	-
	<u>\$547,460</u>	<u>\$1,341,277</u>	<u>\$19,551,778</u>	<u>\$ 7,337,691</u>	<u>\$ 892,393</u>	<u>\$29,670,599</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
SCHEDULE OF GRANT RECEIPTS AND EXPENDITURES CLAIMS
FOR THE YEAR ENDED JUNE 30, 2006

	Federal Highway Works Administration				
	Total	Local Resources	PL Planning	Partner	PTA 06A0935
Revenues:					
Federal grants	\$ 1,610,686	\$ -	\$ 986,449	\$ 24,525	\$ 83,000
Non-federal revenue:					
State assistance	368,279	-	-	-	-
Local revenue sources	1,572,764	1,572,764	-	-	-
Interest revenue	31,304	31,304	-	-	-
Miscellaneous revenue	264,599	264,599	-	-	-
Total revenues	<u>3,847,632</u>	<u>\$ 1,868,667</u>	<u>\$ 986,449</u>	<u>\$ 24,525</u>	<u>\$ 83,000</u>
Expenditures:					
Regional Streets & Roads	221,709	\$ 25,430	\$ 196,279	\$ -	\$ -
Regional Transportation Modeling	218,426	33,987	184,439	-	-
Regional Traffic Monitoring	242,652	45,459	197,193	-	-
Measure "C" Expenditure Plan	25,894	25,894	-	-	-
Measure "C" Extension	220,685	220,685	-	-	-
Blue Print	33,206	-	-	-	-
Public Transportation - Urban	367,416	75,975	-	-	-
Traffic Deficiencies	38,381	13,856	-	24,525	-
Mass Transit Infrastructure	221,392	221,392	-	-	-
Public Transportation - Rural	27,038	3,101	-	-	-
Other Modal Elements	90,203	73,993	16,210	-	-
Regional Transportation Plan	208,004	32,405	175,599	-	-
Congestion Management Plan	4,946	1,564	-	-	-
Air Quality	134,265	22,191	93,374	-	-
Transportation Program Dev.	167,656	5,561	24,382	-	-
Intergovernmental Coordination	80,464	80,464	-	-	-
Public Info. and Participation	74,984	22,066	45,815	-	-
COG View Internet	20,758	9,256	-	-	-
Technical Assistance Members	9,059	9,059	-	-	-
Outside Technical Service	14,930	14,930	-	-	-
Rideshare Program	60,411	60,411	-	-	-
Regional Data Center	68,429	9,469	26,223	-	-
COFCG Administration	196,684	196,684	-	-	-
OWP and Budget	15,555	11,908	3,647	-	-
Transportation Funds Adm.	124,243	124,243	-	-	-
Valley RTPA Coordination	178,946	109,280	23,288	-	-
Hwy. 99 Consensus	103,750	20,750	-	-	83,000
FCRTA Administration	218,086	218,086	-	-	-
Transportation Authority Adm.	2,503	2,503	-	-	-
Freeway Service Patrol	248,302	27,605	-	-	-
Abandon Vehicle Abatement	6,664	6,664	-	-	-
Non Pt. Source Water Quality	58,208	13	-	-	-
Total expenditures	<u>3,703,849</u>	<u>\$ 1,724,884</u>	<u>\$ 986,449</u>	<u>\$ 24,525</u>	<u>\$ 83,000</u>
Depreciation	7,616				
Net gain	<u>\$ 151,399</u>				

Federal Transit Administration		Environmental Protection Agency	State PPM 6086(017) & 6086(019)	State FSP/CMAQ 6086(18)	State FSP 6086(018) & 6086(020)	SJ Valley Blueprint
TPA 5303	FTA 5307	EPA X969407				
\$ 185,340	\$ 249,840	\$ 58,195	\$ -	\$ 23,337	\$ -	\$ -
-	-	-	137,713	-	197,360	33,206
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-
<u>\$ 185,340</u>	<u>\$ 249,840</u>	<u>\$ 58,195</u>	<u>\$ 137,713</u>	<u>\$ 23,337</u>	<u>\$ 197,360</u>	<u>\$ 33,206</u>
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	33,206
41,601	249,840	-	-	-	-	-
-	-	-	-	-	-	-
23,937	-	-	-	-	-	-
-	-	-	-	-	-	-
3,382	-	-	-	-	-	-
18,700	-	-	-	-	-	-
-	-	-	137,713	-	-	-
7,103	-	-	-	-	-	-
11,502	-	-	-	-	-	-
-	-	-	-	-	-	-
32,737	-	-	-	-	-	-
-	-	-	-	-	-	-
46,378	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	23,337	197,360	-
-	-	-	-	-	-	-
-	-	58,195	-	-	-	-
<u>\$ 185,340</u>	<u>\$ 249,840</u>	<u>\$ 58,195</u>	<u>\$ 137,713</u>	<u>\$ 23,337</u>	<u>\$ 197,360</u>	<u>\$ 33,206</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
SCHEDULE OF INSURANCE COVERAGE
FOR THE YEAR ENDED JUNE 30, 2006

Insurance coverage of the Council at June 30, 2006 is as follows:

Fire Insurance:	
Office personal property 90% co-insurance	\$ 100,000
Public Officials Professional Liability Coverage	\$ 1,000,000
Liability Coverage:	
All inclusive (combined single limit):	
Bodily injury	\$ 1,000,000
Group Travel Accident	\$ 100,000
Bond, Blanket Position	\$ 35,000
Workers' Compensation Insurance	Statutory

COUNCIL OF FRESNO COUNTY GOVERNMENTS
SCHEDULE OF COST ALLOCATION PLAN RECONCILIATION
AND FIXED RATE OVERHEAD CARRYOVER
FOR THE YEAR ENDED JUNE 30, 2006

The following is a reconciliation of the Council's expenses per the basic financial statements to the expenses per the Council's cost allocation plan for the year ended June 30, 2006:

<u>Budget Item</u>	<u>Actual Expense</u>	<u>Eligible Depreciation</u>	<u>Allocated to Other Programs</u>	<u>Direct Expense</u>	<u>Indirect Expense</u>
Salaries and Benefits:					
Direct	\$ 1,503,129	\$ -	\$ (510,925)	\$ 992,204	\$ -
Indirect	<u>329,924</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>329,924</u>
Total salaries and benefits	<u>1,833,053</u>	<u>-</u>	<u>(510,925)</u>	<u>992,204</u>	<u>329,924</u>
Indirect Overhead:					
Telephone	6,137	-	-	-	6,137
Telecommunications	173	-	-	-	173
Contract help	5,598	-	-	-	5,598
Membership/dues	12,298	-	(7,498)	-	4,800
Insurance	17,412	-	-	-	17,412
Postage	13,562	-	-	-	13,562
Printing supplies	11,613	-	-	-	11,613
Office supplies	23,366	-	-	-	23,366
Publications	2,011	-	-	-	2,011
Service contracts	1,505	-	-	-	1,505
Advertising and legal notice	9,017	-	-	-	9,017
Computer supplies	7,823	-	-	-	7,823
Office lease	128,214	-	-	-	128,214
Moving expense	9,373	-	-	-	9,373
Utilities	3,854	-	-	-	3,854
Equipment lease	15,618	-	-	-	15,618
Repair and maintenance	239	-	-	-	239
Travel expenses	25,471	-	-	-	25,471
Depreciation	-	7,616	-	-	7,616
Legal and accounting	<u>10,500</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>10,500</u>
Total indirect overhead	<u>303,784</u>	<u>7,616</u>	<u>(7,498)</u>	<u>-</u>	<u>303,902</u>
Total costs	<u>\$ 2,136,837</u>	<u>\$ 7,616</u>	<u>\$ (518,423)</u>	<u>\$ 992,204</u>	<u>\$ 633,826</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
SCHEDULE OF COST ALLOCATION PLAN RECONCILIATION
AND FIXED RATE OVERHEAD CARRYOVER (CONTINUED)
FOR THE YEAR ENDED JUNE 30, 2006

Direct expenses - at June 30, 2006	\$ 992,204
Approved indirect cost rate for June 30, 2006	<u>68.03%</u>
Total allocable indirect expenses - at June 30, 2006	<u>\$ 674,996</u>
Actual indirect expenses - at June 30, 2006	\$ 633,826
Under recovery of indirect expenses - at June 30, 2004	<u>50,657</u>
Net eligible indirect expenses - at June 30, 2006	<u>\$ 684,483</u>
Under recovery of indirect expenses - at June 30, 2006	<u>\$ 9,487</u>
Under recovery of indirect expenses - at June 30, 2005	<u>\$ 34,424</u>

COUNCIL OF FRESNO COUNTY GOVERNMENTS
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2006

Federal Grantor/ Pass-Through Grantor/ Program Title	Federal CFDA Number	Grantor's Number	Grant Expenditures
<u>U.S. DEPARTMENT OF TRANSPORTATION</u>			
<u>Federal Highway Works Administration:</u>			
Pass-through California Department of Transportation			
Highway Planning and Construction Grant -			
OWP (Overall Work Plan)	20.205	74A0114	\$ 986,449
Partner	20.205	74A0114	24,525
CMLFSP Freeway Service Patrol	20.205	6086(018)	23,337
PTA	20.205	06A0935	<u>83,000</u>
Total Federal Highway Works Administration			<u>1,117,311</u>
<u>Federal Transit Administration:</u>			
Pass-through California Department of Transportation			
Federal Transit Technical Studies Grant - MPO	20.505	74A0114	185,340
FTA 5307	20.507	CA-90-X892	<u>249,840</u>
Total Federal Transit Administration			<u>435,180</u>
<u>U.S. ENVIRONMENTAL PROTECTION AGENCY</u>			
<u>Environmental Protection Agency:</u>			
Direct			
Surveys, Studies, Investigations and Special Purpose	66.606	X-96940701-0	<u>58,195</u>
Total Environmental Protection Agency			<u>58,195</u>
Total Federal Financial Assistance			<u>\$ 1,610,686</u>

OTHER REPORTS SECTION

REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING
AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN
AUDIT OF FINANCIAL STATEMENTS PERFORMED
IN ACCORDANCE WITH "GOVERNMENT AUDITING STANDARDS"

The Board of Directors
Council of Fresno County Governments
Fresno, California

We have audited the financial statements of the Council of Fresno County Governments, as of and for the year ended June 30, 2006, and have issued our report thereon dated December 18, 2006. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in "Government Auditing Standards," issued by the Comptroller General of the United States.

Internal Control Over Financial Reporting

In planning and performing our audit, we considered the Council of Fresno County Governments' internal control over financial reporting in order to determine our auditing procedures for the purpose of expressing our opinion on the financial statements and not to provide an opinion on the internal control over financial reporting. Our consideration of the internal control over financial reporting would not necessarily disclose all matters in the internal control that might be material weaknesses. A material weakness is a reportable condition in which the design or operation of one or more of the internal control components does not reduce to a relatively low level the risk that misstatements caused by error or fraud in amounts that would be material in relation to the financial statements being audited may occur and not be detected within a timely period by employees in the normal course of performing their assigned functions. We noted no matters involving the internal control over financial reporting and its operation that we consider to be material weaknesses.

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REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING
AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN
AUDIT OF FINANCIAL STATEMENTS PERFORMED
IN ACCORDANCE WITH "GOVERNMENT AUDITING STANDARDS"
(CONTINUED)

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Council of Fresno County Governments' financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance that are required to be reported under "Government Auditing Standards."

This report is intended solely for the information and use of the Council of Fresno County Governments' management and Board of Directors, and federal awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties. However, this report is a matter of public record and its distribution is not limited.

Dedekian, George, Small & Markarian

Dedekian, George, Small & Markarian
Accountancy Corporation
December 18, 2006

REPORT ON COMPLIANCE WITH REQUIREMENTS
APPLICABLE TO EACH MAJOR PROGRAM AND
INTERNAL CONTROL OVER COMPLIANCE
IN ACCORDANCE WITH OMB CIRCULAR A-133

The Board of Directors
Council of Fresno County Governments
Fresno, California

Compliance

We have audited the compliance of the Council of Fresno County Governments with the types of compliance requirements described in the "U.S. Office of Management and Budget (OMB) Circular A-133 Compliance Supplement" that are applicable to each of its major federal programs for the year ended June 30, 2006. The Council of Fresno County Governments' major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs. Compliance with the requirements of laws, regulations, contracts and grants applicable to each of its major federal programs is the responsibility of the Council of Fresno County Governments' management. Our responsibility is to express an opinion on the Council of Fresno County Governments' compliance based on our audit.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in "Government Auditing Standards," issued by the Comptroller General of the United States; and OMB Circular A-133, "Audits of States, Local Governments, and Non-Profit Organizations." Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Council of Fresno County Governments' compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion. Our audit does not provide a legal determination of the Council of Fresno County Governments' compliance with those requirements.

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REPORT ON COMPLIANCE WITH REQUIREMENTS
APPLICABLE TO EACH MAJOR PROGRAM AND
INTERNAL CONTROL OVER COMPLIANCE
IN ACCORDANCE WITH OMB CIRCULAR A-133
(CONTINUED)

Compliance (Continued)

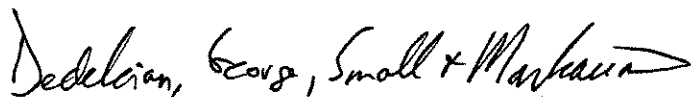
In our opinion, the Council of Fresno County Governments complied, in all material respects, with the requirements referred to above that are applicable to each of its major federal programs for the year ended June 30, 2006.

Internal Control Over Compliance

The management of the Council of Fresno County Governments is responsible for establishing and maintaining effective internal control over compliance with requirements of laws, regulations, contracts and grants applicable to federal programs. In planning and performing our audit, we considered the Council of Fresno County Governments' internal control over compliance with requirements that could have a direct and material effect on a major federal program in order to determine our auditing procedures for the purpose of expressing our opinion on compliance and to test and report on the internal control over compliance in accordance with OMB Circular A-133.

Our consideration of the internal control over compliance would not necessarily disclose all matters in the internal control that might be material weaknesses. A material weakness is a condition in which the design or operation of one or more of the internal control components does not reduce to a relatively low level the risk that noncompliance with applicable requirements of laws, regulations, contracts, and grants caused by error or fraud that would be material in relation to a major federal program being audited may occur and not be detected within a timely period by employees in the normal course of performing their assigned functions. We noted no matters involving the internal control over compliance and its operation that we consider to be material weaknesses.

This report is intended solely for the information and use of the Council of Fresno County Governments' management and Board of Directors, and federal awarding agencies and pass-through entities. However, this report is a matter of public record and its distribution is not limited.



Dedekian, George, Small & Markarian
Accountancy Corporation
December 18, 2006

FINDINGS AND RECOMMENDATIONS SECTION

COUNCIL OF FRESNO COUNTY GOVERNMENTS
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
JUNE 30, 2006

1. Summary of Auditor's Results

- a. The Independent Auditor's Report expresses an unqualified opinion on the general purpose financial statements of the Council of Fresno County Governments.
- b. No reportable conditions were disclosed during the audit of the financial statements or major federal award programs.
- c. No instances of noncompliance material to the financial statements of the Council of Fresno County Governments, which would be required to be reported in accordance with "Government Auditing Standards", were disclosed during the audit.
- d. The Independent Auditor's Report on Compliance for Major Programs was unqualified.
- e. No current year audit findings were disclosed.
- f. The major program was Highway Planning and Construction (CFDA Number 20.205).
- g. The threshold for distinguishing Types A and B programs was \$300,000.
- h. The Council of Fresno County Governments was determined to be a low-risk auditee.

2. Findings Relating to Financial Statements Required Under GAGAS

None.

3. Findings and Questioned Costs for Major Federal Award Programs

None.



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MEMORANDUM

DATE: March 16, 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
USDA Rural Development Community Facilities Grant - Public safety equipment for the Police Department	City of Huron	\$50,000	\$41,000	\$91,000
FAA - Airport Improvement Program - Noise Compatibility Program Treatment Residences.	City of Fresno	\$2,000,000	\$105,263	\$2,105,263
USDA Rural Utility Service Wastewater Treatment Expansion Project	Caruthers Community Services District	\$2,180,000	\$0	\$2,180,000
USDA Rural Development Community Facilities	Westside Elementary School District	\$17,190	\$14,065	\$31,255

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 # 05-2007-110*
Project Title: *Community Facilities Grant - Public Safety Equipment for
the Police Department*
Applicant Agency: *City of Huron*
Contact Person: *Frank Steenport*
Address: *PO Box 339*
Phone: *559-945-2046*
Federal Catalog #: *10-766*
Status: *New*
Area of Impact: *Fresno County*
Federal Funding Agency: *USDA Rural Development*

FUNDING:

\$50,000 Applicant
\$41,000 State
\$0 Local
\$0 Other
\$91,000 TOTAL

Community Facilities Grant - Public Safety Equipment for the Police Department

PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2007-111*
Project Title: *Federal Aviation Administration Airport Improvement
Program – Fresno Yosemite International Airport (FAT)
Part 150 Noise Compatibility Program Acoustically
Treatment Residences in the 65-75 CNEL Contours of
the NEM.*
Applicant Agency: *City of Fresno*
Contact Person: *Kevin Meikle*
Address: *4995 East Clinton Way*
Phone: *559-621-4536*
Federal Catalog #: *20-106*
Status: *New*
Area of Impact: *Fresno County*
Federal Funding Agency: *Federal Aviation Administration t*

FUNDING:

\$2,000,000 Federal
\$105,263 Applicant
\$0 State
\$0 Local
\$0 Other
\$2,105,263 TOTAL

Federal Aviation Administration – Airport Improvement Program

PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2007-112*
Project Title: *USDA Rural Utility Program Wastewater Treatment
Expansion Project*
Applicant Agency: *Caruthers Community Services District*
Contact Person: *Michael Taylor*
Address: *P.O. Box 218*
Phone: *559-449-2715*
Federal Catalog #: *10-760*
Status: *New*
Area of Impact: *Caruthers, Fresno*
Federal Funding Agency: *USDA*

FUNDING:

\$2,180,000 Federal
\$0 Applicant
\$0 State
\$0 Local
\$0 Other
\$2,180,000 TOTAL

USDA Rural Utility Service Wastewater Treatment Expansion Project

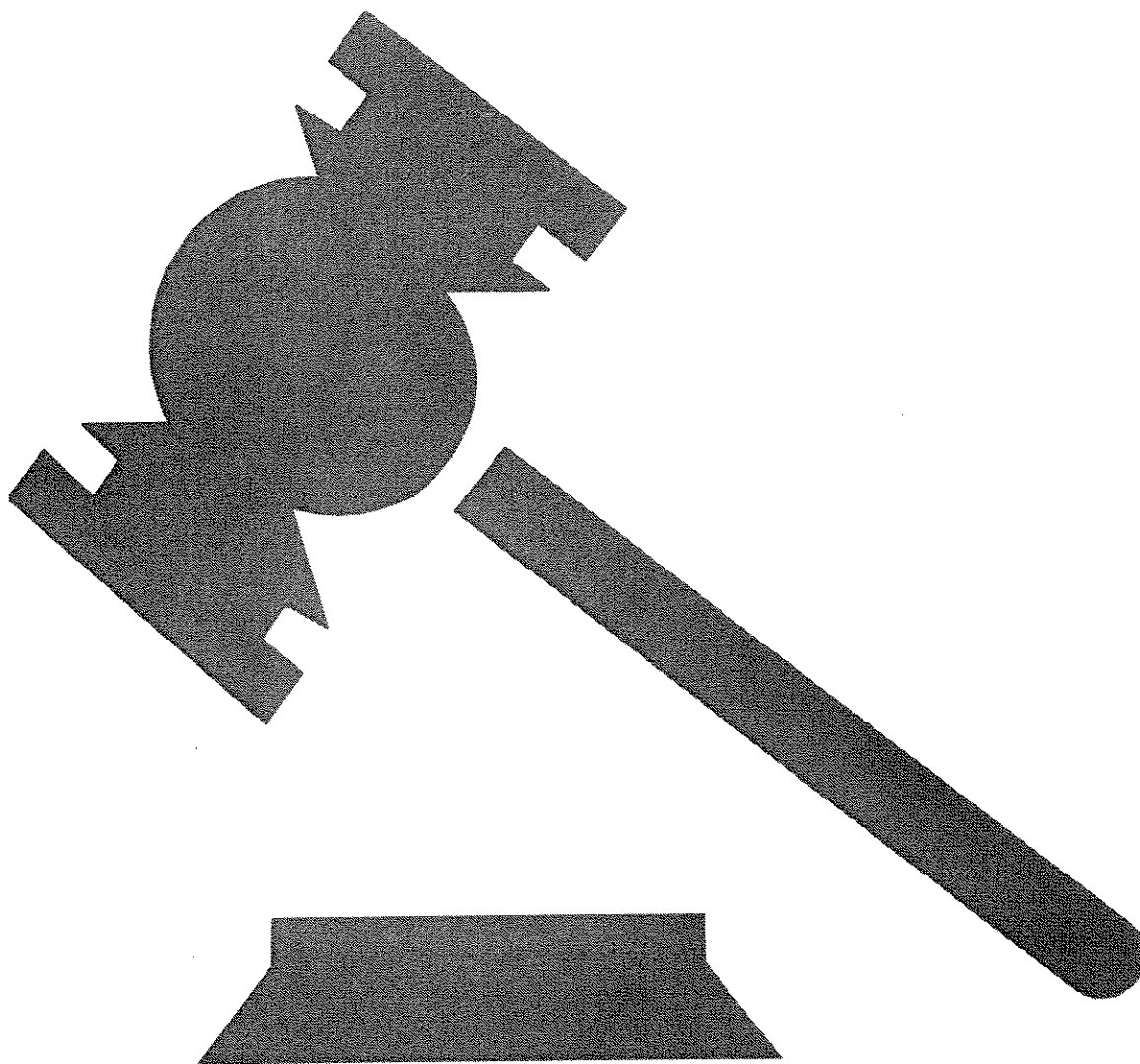
PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2007-113*
Project Title: *USDA Rural Development Community Facilities Grant –
Laptop computers for 4th through 8th graders*
Applicant Agency: *Westside Elementary School*
Contact Person: *Gloria Ashford*
Address: *19191 Excelsior Ave.*
Phone: *559-884-2492*
Federal Catalog #: *10-766*
Status: *New*
Area of Impact: *Westside Elementary School District*
Federal Funding Agency: *USDA*

FUNDING:

\$17,190 Federal
\$14,065 Applicant
\$0 State
\$0 Local
\$0 Other
\$31,255 TOTAL

*USDA Rural Development Community Facilities Grant – Laptop computers for 4th through 8th
Graders.*



ADMINISTRATIVE ACTION / DISCUSSION ITEMS
AGENDA ITEM VI. A.

From: Steve Samuelian

Sent: Tuesday, March 20, 2007

To: Barbara Goodwin

Here is a summary report of our very successful three day Fresno COG "One Voice" trip to Sacramento. I am pleased that our staff was able to arrange so many meetings with key leaders in State Government. The event was successful due to the excellent work of the COG staff, our partners like the BIA, EDC, Fresno Chamber, Granville Homes, and of course, all of the Mayors, Councilmembers, City Managers, and other local elected officials who participated in the trip and made the three days visit a success.

A major highlight of our three day visit was the personal meeting with the Governor. It was refreshing that he spent so much time with our delegation and that his Cabinet Secretary Dan Dunmoyer participated by asking questions and working on follow up issues with our office.

We presented our list of issues to the following individuals and engaged in dialogue and discuss on each issue.

Mayor Don Tow of Selma led the delegation admirably and with great skill during all three days.

Monday, March 12, 2007

1. Curt Augustine, Deputy Legislative Secretary for Transportation for the Governor

We were told by Curt that the Los Angeles delegation had already been in his office asking for the full \$1 billion from Prop. 1B for Air Quality Mitigation. This was a key issue for our trip and it was nice to know from the first meeting that we were in for a challenge.

Throughout our trip we learned that the \$1 billion for Air Quality mitigation would first go to the Legislature to set the criteria and rules and then back to ARB to distribute the money.

2. Yolanda Benson, Deputy Secretary for Jobs, Economic Development, and Trade for BTH.

3. Chris Woods, Assembly Budget Committee Democrat Consultant.

4. David Crane, Economic Development Advisor and Senior Aide to the Governor. Also, newly appointed to the High Speed Rail Authority Board.

5. Assemblyman John Benoit, Ranking Republican on the Assembly Transportation Committee.

6. John Barna, Executive Director of the California Transportation Commission.

7. Assemblyman Alan Nakanishi

8. Peter Detwiller, Staff Director for Senate Local Government Committee

9. Brian Annis, Principal Democrat Consultant to the Senate Budget Committee.

10. Chris Holtz, Republican Consultant to the Assembly Budget Committee.

Tuesday, March 13, 2007

1. Assemblyman Pedro Nava, Chairman of Assembly Transportation Committee and Ex-Officio Member of the CTC.
2. Senator Dick Ackerman, Senate Republican Leader, and Member of the "Big 5"
3. Jennifer Gress, Democrat Consultant to the Senate Transportation Committee.
4. Senator Dave Cogdill
5. John Moffat, Deputy Legislative Secretary for Resources/Water for the Governor.
6. Anya Lawler, Democrat Consultant for the Assembly Local Government Committee.
7. Carol Baker, Deputy Budget Director for the Speaker of the Assembly
Pedro Reyes, Deputy Director of the Speaker's Office
Tia Boatman, Speaker's Housing Consultant
Erica Martinez, Speaker's Office
8. Assembly Republican Leader Mike Villines
9. Rob Oglesby, Legislative Director for the Air Resources Board
10. Senator Alan Lowenthal, Chairman of the Senate Transportation Committee, and Ex-Officio Member of the CTC.
11. Randy Iwasakai, Chief Deputy Director, Cal-Trans.
12. Brian Kelly, Consultant to the Senate President Pro-Tem.
13. Cindy Tuck, Deputy Secretary, Cal-EPA

Our Reception on Tuesday evening was well attended and we especially thank Assemblymembers Arambula and Maze for attending.

Wednesday, March 14, 2007

1. Carrie Pourvahadi, Deputy Director of the High Speed Rail Authority.
2. Assemblyman John Laird, Chairman of the Assembly Budget Committee.
3. Gregson Porteous, Republican Consultant to the Assembly Transportation Committee.
4. Antonio Ortega, Legislative Aide to Senate Agriculture Committee Chairman Abel Maldonado.
5. Assemblyman Juan Arambula
6. Tom Higgins and Brandon Sanders, Office of Assemblywoman Nicole Parra.
7. Rocel Bettencourt and Ted Morley, Senate Consultants for Transportation and Budget for Senate Republican Leader Dick Ackerman.
8. Senator Dean Florez.

9. Meeting with the Governor

Out of our 32 meetings, our team has compiled the following "follow up items" that we will be working on in the weeks and months ahead:

AQ MONEY:

We need to continue our letters from legislators to ARB, however we must also shift to linking goods movements and more specifically our truck traffic to the AQ money. This was a theme repeated by several legislators and staff involved intimately in the process. As explained by Legislators, Cal-EPA Senior Staff, Committee Consultants, and ARB Senior Staff, the process will work as follows for distribution of the \$1 billion in AQ money:

1. Legislature sets rules as part of the budget process (in the next few months).
2. ARB staff sets guidelines and holds public hearings.
3. ARB staff recommends projects for funding.
4. ARB Board makes final decisions and distributes money.

Senator Lowenthal, Senate Transportation Chairman has a bill dealing with the AQ money and we have already begun to work with his office on this issue. Our goal will be to emphasize truck traffic and that when the criteria is set, truck traffic is part of the criteria for funding. As we did on the trip, we will continue to emphasize that our air is the worst in the State and one of the worst in the nation.

TRADE CORRIDOR MONEY:

There is \$2 billion available in this program. The CTC will receive nominations from regions/COG's. CTC will select projects to be funded but that process must be ratified and approved by the Legislature. We will continue to work with CTC on this issue, and will begin to lobby the Legislature once Fresno COG determines its priority projects for this money.

It was mentioned that we should emphasize our "farm to market" role in this process in order to help us gain part of the \$2 billion.

STATE/LOCAL PARTNERSHIP MONEY:

Senator Corbett has a bill SB 748 she is holding to deal with this issue. The Legislature will act first and foremost on this issue. CTC will take a back seat role to the Legislature on the distribution of this money. We will work with Sen. Corbett and other key officials on this issue. Senator Ackerman was an advocate for our region on this issue and agreed to work with us to NOT allow for the counting of developer fees and tolls. This money was supposed to be to reward self-help counties like Fresno and that now appears to be under challenge from Bay Area and possibly L.A. interests.

HIGH SPEED RAIL:

Although proposed funding was reduced in the proposed budget, there are several advocates for High Speed rail including Assemblywoman Ma, Assemblywoman Galgiani, and Assemblyman Ruskin. We will work with the above Members and others to advocate that this issue not die.

GRADE SEPARATION:

Through our many meetings, we learned that some of the \$2 billion for Trade Corridors will go to Grade Separation. However, PUC has a funding list and there are not any Fresno projects on the list. One of the problems is that the cap/limit is too low at \$15 million per project. Assemblyman John Benoit is the leader on this issue and is discussing possible legislation to raise this limit which would greatly assist Fresno as well as the areas in his District in the Inland Empire. The Inland Empire faces similar issues on this issue and we will work to strike a coalition with them on this issue. Already, Merced Assemblywoman Cathleen Galgiani has started working with Benoit to have a "united front" on this issue. We will work with both Members and their staff and continue to monitor this issue. Lastly, Senator Florez has offered to assist and I have contacted Assistant City Manager Bruce Rudd of Fresno and asked for his participation in a conference call with PUC that Senator Florez's Office has offered to organize.

Senate Local Government Committee Chairwoman Senator Gloria Negrete-McLeod has a bill to distribute money for municipalities to update their General Plans. Assembly Local Government Committee

Chairwoman Assemblywoman Anna Caballerro has a similar bill to assist cities with money for general plan updates. We are working with Committee Consultants in both Houses on this issue and we will continue to do so. I sent a memo last week detailing this legislation.

Part of our lobbying agenda was continuation and permanent establishment of the California Partnership for the San Joaquin Valley. The Partnership has done an excellent job and is a very worthwhile endeavor. This issue was mentioned by the delegation in every meeting. Our message on this issue was well received.

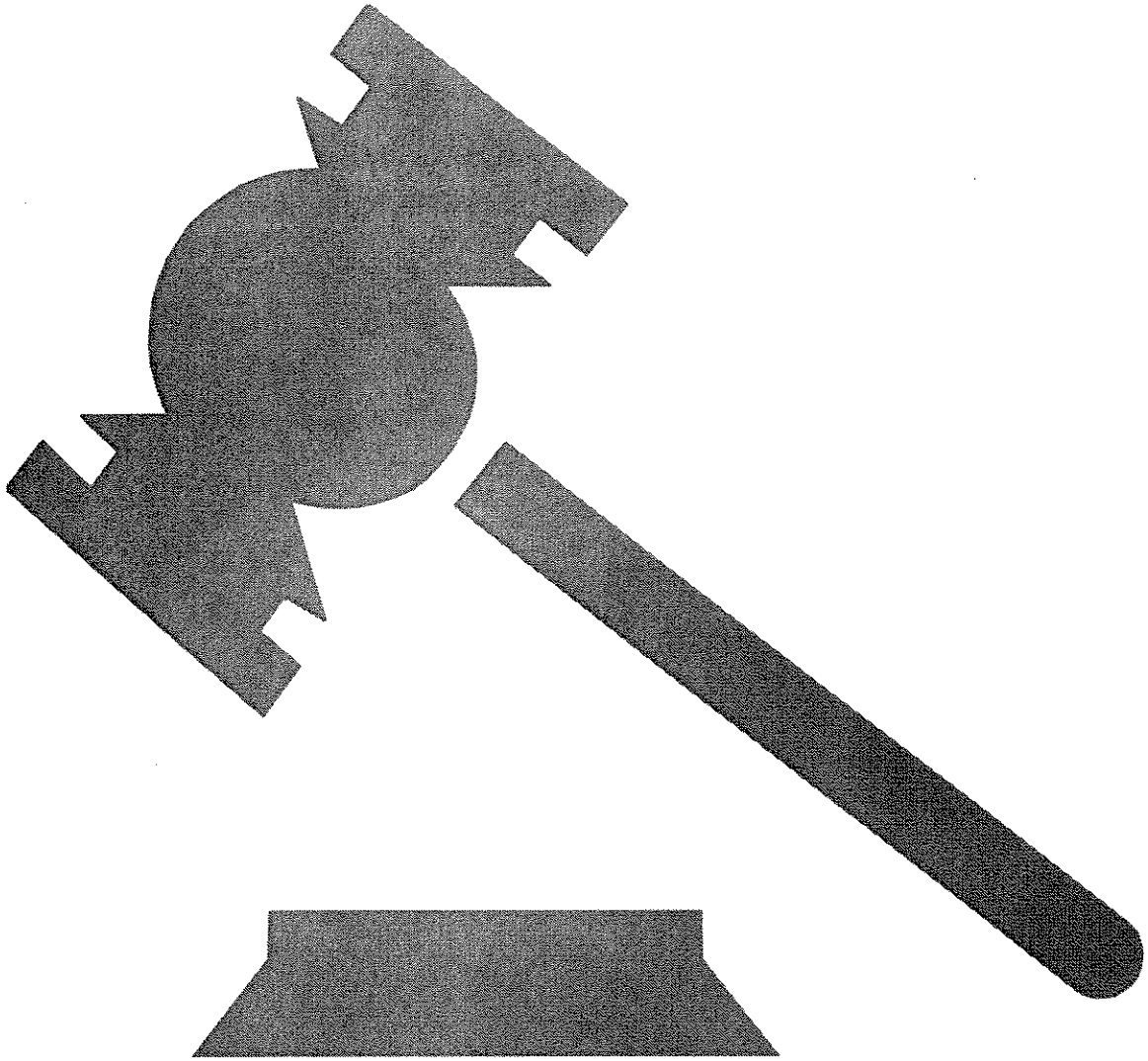
Quad Knopf was represented as part of the One Voice trip and participated as a sponsor (Fresno COG has a full list of sponsors, if anyone wants to review it). We appreciated Quad Knopf having representation throughout the One Voice trip.

I will keep in touch with all of you as we begin to pursue these issues in more earnest as the Legislative Session begins to get going in full throttle.

Please let me know if you have questions about this report. Thank You.

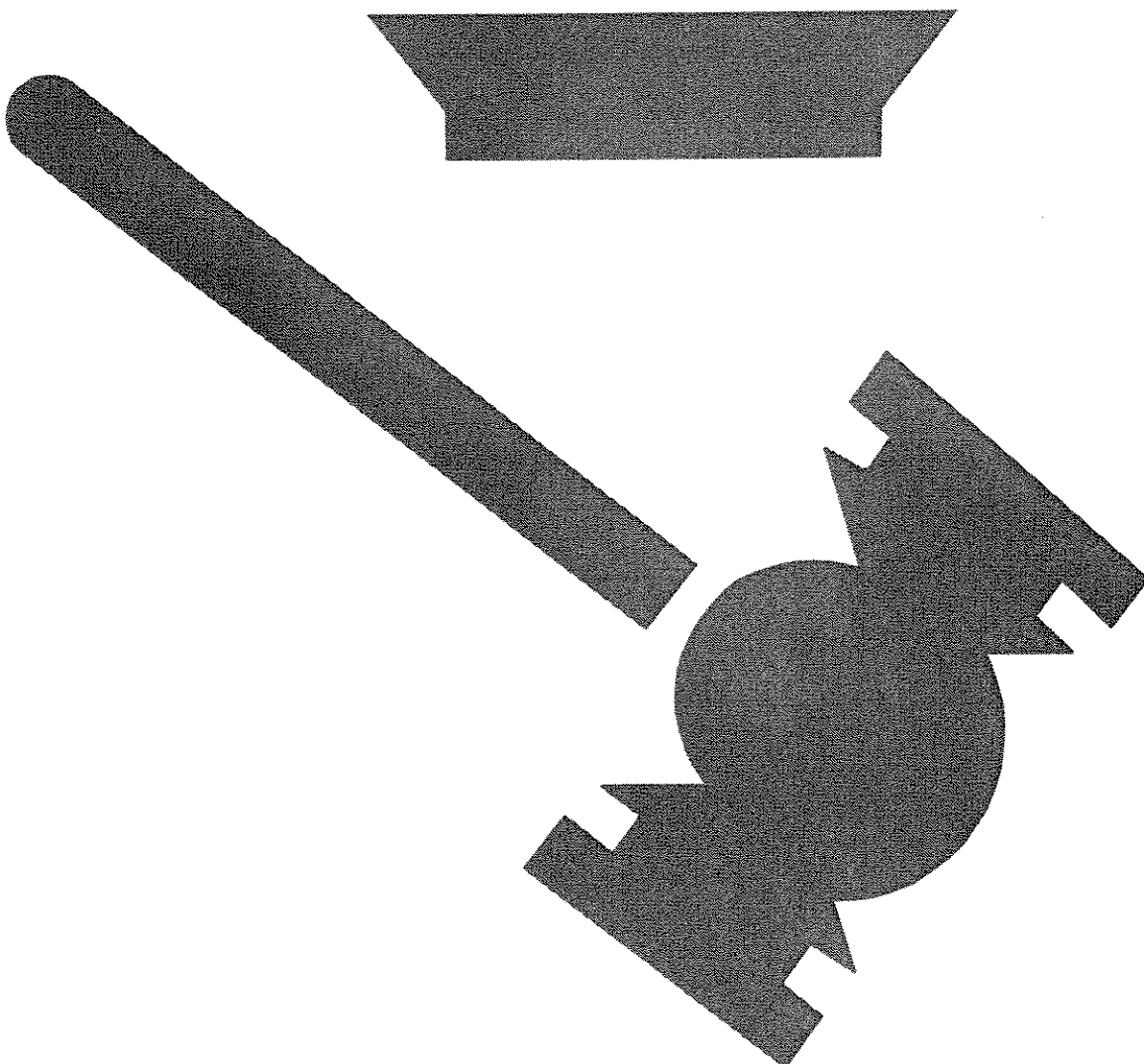
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ADMINISTRATIVE ACTION/DISCUSSION ITEMS
AGENDA ITEM VI. B.

ADMINISTRATIVE ACTION / DISCUSSION ITEMS
AGENDA ITEM VI. E.



FRESNO COG BLUEPRINT PROGRAM

SUMMARY OF OUTREACH ACTIVITIES

Updated 2/22/2007

Date	Time	Location	Type of Meeting	Group	Purpose	# Participants
5-Oct	8:45 AM	Pardini's - West Shaw at Van Ness	Stakeholder Meeting	Building Industry Association	BP Overview	12
10/7-10/8	All Day	Centennial Coalings Festival	Community Event	City of Coalinga	Survey Collection	200
12-Oct	4:00 PM	Fresno Business Council 5250 North Palm, Fresno	Stakeholder Meeting	Fresno Business Council	BP Overview	18
10/13-10/14	All Day	Readley Fiesta	Community Event	City of Readley	Survey Collection	300
Oct. 14/15	Daily	Fresno Fairgrounds	Community Event	Fresno Fair Outreach - Survey	Survey Collection	1000
30-Oct	9:00 AM	Fresno COG Sequoia Room *1	Stakeholder Group Meeting	Fresno County Education and Fresno County Workforce Investment Board	BP Overview + Vision and Values	4
30-Oct	10:30 AM	Fresno COG Sequoia Room *1	Stakeholder Group Meeting	Fresno West Economic Development Corporation, Asian Village Business Development Corporation, Westside Housing & Habitat for Humanity, Fresno Housing Authority	BP Overview + Vision and Values	2
30-Oct	1:00 PM	Fresno COG Sequoia Room *1	Stakeholder Group Meeting	Downtown Fresno Coalition, Downtown Association, I-5 Business Corridor, Five Cities Economic Development Authority, Greater Fresno Area Chamber, Fresno Area Hispanic Chamber, and San Joaquin Valley Black Chamber	BP Overview + Vision and Values	7
30-Oct	2:30 PM	Fresno COG Sequoia Room *1	Stakeholder Group Meeting	ADA, Fresno-Madera Area Agency on Aging	BP Overview + Vision and Values	2
30-Oct	4:00 PM	Fresno COG Sequoia Room *1	Stakeholder Group Meeting	Sierra Foothill Conservancy, Sierra & Foothill Citizens Alliance, Planning & Conservative League, Coalition for Livable Fresno County Communities, Fresno Housing Alliance, Fresno Area Citizens for Effective Transportation Systems (FACETS), Central Valley Air Quality Coalition (CVAQ)	BP Overview + Vision and Values	5
1-Nov	9:00 AM	Fresno COG Sequoia Room *1	Stakeholder Group Meeting	Tehide Sierra Club, San Joaquin River Parkway Conservation Trust, League of Women Voters, Fresno Bicycle Coalition	BP Overview + Vision and Values	8
1-Nov	1:00 PM	Fresno COG Sequoia Room *1	Stakeholder Group Meeting	Fresno County Farm Bureau, American Farmland Trust	BP Overview + Vision and Values	3
1-Nov	2:30 PM	Fresno COG Sequoia Room *1	Stakeholder Group Meeting	National Hispanic Environmental Council, La Union Del Pueblo Entero, National Culture Institute, Latino Issue Forum, United Black Men and Black Women, Lao New Americans Coalition, L-5 Social Services Corporation	BP Overview + Vision and Values	8
9-Nov	4-7 PM	Council Chambers 1710 Tucker Street, Selma, CA 93862	Charrette	City of Selma	BP Overview + Vision and Values	7
15-Nov	3:00 PM	Farm Bureau Office	Stakeholder Meeting	Fresno County Farm Bureau	BP Overview + Vision and Values	11
20-Nov	12:00 PM	Readley College	Stakeholder Meeting	Readley College - Vice President's Advisory Committee	BP Overview	15
6-Dec	9:30 AM	Addams Elementary School	Stakeholder Meeting	West Fresno Charrette	BP Overview + Vision and Values	24
10-Dec	All Day	Sierra Vista Mall	Community Event	Obvis Shopping Center	Survey Collection	500
11-Jan	10:00 AM	Probus in Visalia	Stakeholder Meeting	Probus staff	BP Overview + Vision and Values	22
11-Jan	4:30 PM	UC Center	Community Workshop	Charlette Workshop	Vote on Vision and Values	192
Totals:	20 events		15 Stakeholder Meetings 5 Community Events	40 Stakeholder groups 2192 community members surveyed		2340 Total Surveys Received

Fresno COG Blueprint Program
Summary of Fresno COG Staff's Outreach Activities
Updated 2/27/07

Fresno COG Policy Board & Other Staff:

- Westside Meeting
- Eastside Meeting
- Urban Area Representatives
- Planning Directors

Fresno COG Committees:

- Transportation Technical Committee
- Policy Advisory Committee

June 2006 Blueprint Summit—253 Fresno County participants out of 675 people attending.

Media:

Fresno COG's media list contains listings for all forms of media throughout Fresno County, including online calendars/blogs. It covers the Hispanic and Asian markets as well as small publications/newsletters.

Media Outreach Briefings or interviews

Print:

- Fresno Bee Editorial Board
- Fresno Bee Reporters
- Business Journal Reporters
- Fresno Magazine
- Business Street
- Sanger Herald
- Selma Enterprise
- Kingsburg Recorder

Electronic:

- Individual briefings with reporters from Channels 24, 30, & 47
- Comcast- Taped interview
- KJWL
- KMJ

Fresno COG's Website has a dedicated Blueprint section with links from the homepage

Three "What's New in Blueprint" email updates send out to 454 people

Email Tree:

The current Blueprint email lists total 673. Many community organizations, public agencies and Blueprint Roundtable Members forward Blueprint emails to their lists of email contacts.

Presentations to organizations and service clubs as requested.

CSUF Graduate Marketing students will be working with us as a graduate project.

Blueprint Outreach Subcommittee Notes – February 1, 2007:

Attending: Brenda Lauchner, Rose Willems, Kathleen Grassi, Kirk Hunter, Kim Thompson (phone), Marta Frausto, Barbara Steck, and Patrick Sweeney

Timeline:

February – May 2007 Over the next 3 months constituent outreach will continue, with increased focus on unreached Fresno County populations. Need to develop new avenues of communication in preparation for feedback on the alternate Blueprint Scenarios in Phase 3.

Committee Members suggested the following outreach strategies:

Patrick-

- Web blogs such as Fresno Famous
- Information disseminated through the school systems, particularly CART
- Develop an interactive, entertaining website to draw participation of GenNext

Rose Willems-

- Found that the GenNext population is best reached by word of mouth
- Had made contacts at CSUF and community colleges

Brenda Lauchner-

- Had contacted CART for participation, was unable to generate interest. Will continue to pursue.
- Have 12 online blog sites currently on contact list
- Could email the Rideshare database of commuters (about 1,000 participants)
- Radio PSAs

Kim Thompson-

- Refugee Forum
- Cherry Auction/swap meet
- Active spokespeople distributing information to their circles of influence

Kathleen Grassi-

- College Campus Groups—reach out to members of cultural clubs/organizations

Summarized Outreach Strategies:

Blueprint Roundtable member participation surveys

Speakers Bureau—simple messages with a prepared presentation

PowerPoint presentation

Email tree—continued development

Online blogs/calendars

School System participation—CART, CSUF, Fresno City College, Business Colleges. Through class participation, cultural affiliations, campus radio stations.

Website development

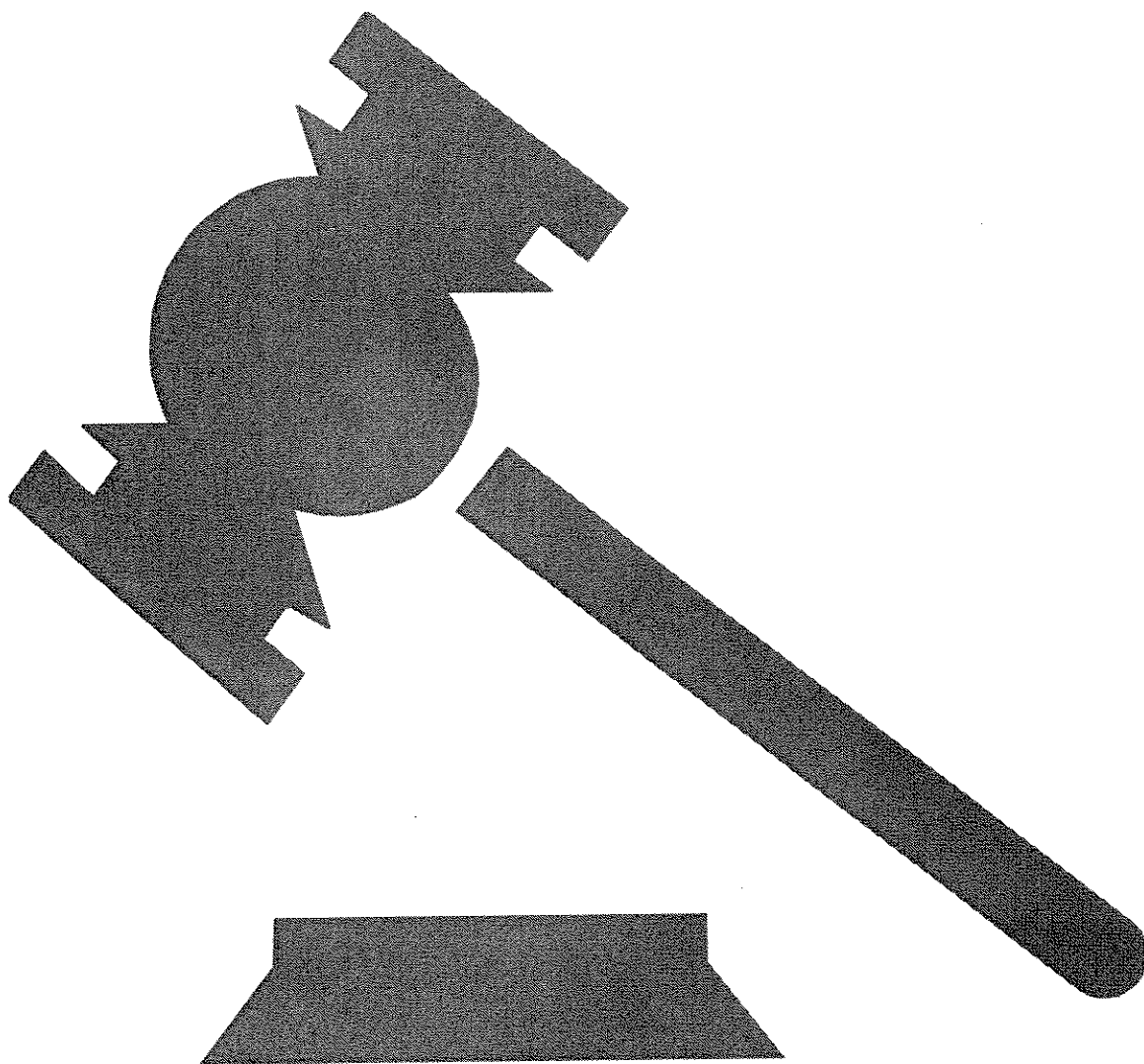
Continued community outreach at preplanned events or through Chambers of Commerce

Media participation: Radio PSA requests to KJWL, KMJ. Continue trying to get on-air interviews on morning news programs.

Identify cultural organizations and appropriate contacts. Make preparations to outreach now, in anticipation of the scenarios.

2007 Blueprint Outreach Strategies
March-May Timeline
--Discussion Draft--

Task		March 2007	April 2007	May 2007
Blueprint Roundtable member participation surveys		X		
CSUF Marketing Student recommendations		X	X	X
PowerPoint presentation		X		
Speakers Bureau—simple messages with a prepared presentation				X
Schedule speaking engagements for Speakers Bureau				X
Email tree—continued development		X	X	X
Online blogs/calendars		X		
School System participation—KART, CSUF, Fresno City College, Business Colleges. Through class participation, cultural affiliations, campus radio stations		X	X	X
Website expansion		X	X	X
Identify preplanned events in summer and fall				
Media participation: Radio PSA requests to KJWL, KMJ. Continue trying to get on-air interviews on morning news programs.				X
Identify cultural organizations and appropriate contacts. Make preparations to outreach now, in anticipation of the scenarios.		X	X	X
Continue one-on-one meetings with rural/cultural/magazine publications				
“What’s New” email communications		X	X	X
COG Outlook Newsletter (4,000)		X		



ADMINISTRATIVE ACTION / DISCUSSION ITEMS
AGENDA ITEM VI. C.

Blueprint Dialogue for Fresno and Madera Counties

Presented at Fresno COG – Blueprint Roundtable

1. Some key challenges, values, and a primary goal
2. Fresno-Madera Blueprint Possibilities: “It’s Another Beautiful Morning . . . Notes from a San Joaquin Valley Family in the Year 2057”
3. Metro Rural Loop assumptions, attributes, and feasibility study
4. Metro Rural Loop as a tool for focusing Blueprint goals, solutions, actions for achieving the right 50-100 year sustainable development solution for both Fresno and Madera Counties.
5. Deal Breaker Questions for Successful Regional Planning and Action
6. Action and Next steps

1. Some Key Regional Challenges, Values, and A Primary Goal

Some Key Regional Challenges

- Air quality among the worst in the nation
- Lack of transportation options, mobility, and system connectivity, and increasing congestion
- Increasing auto-based, look-alike sprawl development
- Reduced fiscal resource base and capabilities to service sprawl
- Workforce and infrastructure uncompetitive for attracting diverse economic development opportunities
- Rapid destruction of natural resources and precious farmland
- High poverty and low average incomes
- Low school achievement and college attendance
- Higher average of violent crime
- Crisis level availability of safe, decent, accessible, and affordable housing
- Low population wellness and health status

Some Regional Blueprint Values

- Healthy Environment
- Environmental Sustainability
- Vibrant Economy
- World Class Education
- Public Safety
- Transportation Options
- Housing Choices
- All People Have Worth
- Aesthetic Quality
- Cultural Richness
- Positive Image

A Primary Regional Blueprint Goal: Finding and achieving the best 50 to 100 year sustainable development solutions for both Fresno and Madera Counties.

2. Fresno-Madera Blueprint Possibilities: "It's Another Beautiful Morning . . . Notes from a San Joaquin Valley Family in the Year 2057"

It's another beautiful summer Saturday morning in the City of Madera. We just rode our bikes from home to our Metro Station. We can see the peaks of the Sierras and the top of the glimmering Green Valley Capitol Towers in downtown Fresno from the Metro Station platform. The air smells fresh and inviting even as it starts to warm up and we prepare ourselves for some fun. Wow! We've heard that 50 years ago residents here hardly ever saw the mountains let alone some of the tallest buildings in California that now shape our region's Urban Center, and that the air was bad for you. We also heard that to get anywhere at all in those days you were forced to drive a car or a truck. What a big downer that must have been?

Our family is about to catch the East Loop Metro that arrives and leaves every 15 minutes. We are going on a ride to Reedley for an arts festival there and some biking around their unique town center and neighborhoods. It's quite pleasant just to sit back and watch the wide, landscaped corridor roll by. The variety of trees and scenery outside our windows is more than marvelous, with extremes of uninhabited open space and farms, and then intense civilization just minutes apart along different corridor segments. Inside our Metro car the people watching is always interesting.

We will continue on from Reedley to lunch at our favorite European café court in Kingsburg. Then we'll hop on the Metro 99 Spoke-Line for the short ride to Urban Center and enjoy some of the new South Asian and East Indian exhibits we want to peruse at several museums and galleries in Fresno during the late afternoon. Taking the Metro 180 Spoke-Line, we'll probably eat dinner in Kerman at that new Patagonian inspired restaurant everybody is raving so much about and then catch the West Loop Metro home before dark. Last weekend we took the East Loop Metro to Millerton Lake for some sailing lessons in the morning, caught the Metro 168 Spoke-Line for a barbecue lunch in downtown Clovis, and then attended the Grizzlies ballgame that night at Native American Park in Urban Center. Even though we got home late at night on the regularly scheduled Metro, the whole day was really a blast.

It's so great to live in this part of California. There is so much to do and it's so easy to get around quickly on the Metro Rural Loop system. Even with three million people living in the metropolitan region of Fresno and Madera Counties now, it's the best of all worlds for everybody.

We moved here from Seattle five years ago because Mom and Dad had visited long time friends in Selma and were deeply impressed by how wonderfully the region had strategically connected itself together with multi-modal corridors and spokes. A rich mix and sincere sharing of cultures, arts, and traditions had

also fully developed here. The clean air, open spaces, trails, lakes, rivers, and other water preserves, intermingled with large stretches of locally tended gardens of healthy foods and prime commercial agriculture, were thriving alongside appealing residential communities, active business and technology parks, and a world class Urban Center. It all combined for the most effective and efficient model of sustainable and profitable regional development our parents had seen.

And the choices! There were so many things to choose from here. Every style and price range of high quality house, loft, apartment, condo, and cluster of homes imaginable, in distinct yet connected communities, with more diverse employment opportunities, high paying jobs, and entrepreneurial startups than Silicon Valley was famous for creating earlier in the century. The stage play theaters, concert halls, libraries, galleries, museums, colleges, universities, night life, town squares, parks, sporting venues, cafes, and entertaining street life had become the envy of other major cities and regions across the U.S. The safe, walk-able, green, well-designed and well-maintained new and older neighborhoods all around the region were particularly attractive to Mom and Dad, as were the highly acclaimed public schools and our chance, as kids, to grow up and live in one place for a life time with the best higher education and competitive career paths anywhere.

Once we moved here Mom launched an innovative valued-added manufacturing business in Madera that serves the entire West Coast, and most of her 150 employees conveniently ride the Metro from all over the region to work and back home again. Dad is finishing his Ph.D. at California State University, Fresno in Green Enterprise, a field of study pioneered here in the Fresno-Madera region that integrates excellence in global business and entrepreneurial development with urban, environmental, and food production sustainability, civic stewardship, and earth-friendly green building and energy solutions. Dad rides the Metro every day to CSUF to teach classes, work on his dissertation, and consult with his professors and business associates.

Sometimes our family has to drive our car to Los Angeles or San Francisco for some event or another, but it's not nearly as much fun as just staying home and choosing from all the different things available right here by riding around and connecting to all the great places on the Metro Rural Loop. We are so glad Mom and Dad moved our family to the San Joaquin Valley – we never want to leave!

3. Metro Rural Loop Assumptions, Attributes, and the Metro Rural Loop Corridor Preservation Feasibility Study

Overview: Metro Rural Loop and the California Partnership

The challenges we face to create opportunities for the health and prosperity of all future stakeholders in the San Joaquin Valley are of truly Herculean scale and Einsteinian complexity. Few ideas have the potential power and strategic compass to adequately address and begin to reverse poor air quality, high poverty, lack of transportation options and system connectivity, increasing sprawl and congestion, destruction of natural resources and precious farmland, reduced global economic competitiveness, and more. Here in Fresno and Madera counties we believe we may have discovered a solution that can comprehensively address many of our critical challenges and establish an important model for the entire San Joaquin Valley: **Metro Rural Loop**

Land use patterns and transportation links create the basic infrastructure of a community. Historic decisions regarding land use and transportation have helped to create an intense concentration of poverty. Efforts to diversify and strengthen the economy and improve the systems that address the symptoms of poverty will fail unless we strategically create a landscape where our communities and people can thrive. The **Metro Rural Loop** is a hundred year vision and strategy to build out our hard infrastructure based upon the values and goals laid out in the Partnership. **Metro Rural Loop** will create the context that will leverage the other strands of the Partnership insuring that the economy, equity, environment, and engagement are addressed simultaneously and highly leveraged.

Metro Rural Loop is an innovative regional development approach envisioning a Multi-Modal, Multi-City, and Multi-County Transit-Oriented Transportation Corridor System that would directly and efficiently link the development of 14 incorporated cities in Fresno and Madera Counties, and define one of the most significant, sustainable, effective, and attractive Smart Growth oriented regional metropolitan areas for the future of California.

Metro Rural Loop represents a comprehensive, systems change initiative that clearly augments leadership from the California Partnership and addresses the direct implementation of 14 high priority Strategic Action Goals of the Partnership (and complements other Seed Grants and supports the implementation of nine additional goals) for Transportation; Land Use, Agriculture, and Housing; Economic Development; Air Quality; and Energy.

Metro Rural Loop definitively achieves immediate and measurable regional collaboration involving all levels of government, fosters greater public-private collaboration, engages citizenry and mobilizes volunteers by bringing together 17 cities, two counties, Council of Governments, and county transportation authorities, state agencies, regional districts, and numerous business, agricultural, environmental, community and civic association leaders for shared regional planning and feasibility tasks, while laying a solid foundation for high priority goal implementation.

Metro Rural Loop has its seeds in successful integrated strategies that have been implemented in other regions of the country and can be used as a prototype for the other larger cities in the San Joaquin Valley. It sets the stage for connecting the major cities and the smaller communities along the 99 corridor using multi-modal options.

Project Summary: Looking Out 100 Years to See the Importance and Urgency for Metro Rural Loop Corridor Preservation

Exploring the feasibility of **Metro Rural Loop** in Fresno and Madera Counties is a unique opportunity to demonstrate how local, regional and state jurisdictions, business, agriculture, environmental and civic associations in our region can effectively work together toward shared goals that achieve significant efficiencies in the use of precious resources and increased air quality while creating global scale competitive advantages for economic development.

The pressures are intense in our region to grow at any cost in any direction. The San Joaquin Valley is now a key focus area for California's growth and development for the long-term future. Based upon the historical doubling of our Valley's population every 30 years, the eight counties of the San Joaquin Valley can grow from 3.5 million to 15 million residents over the next 100 years. Based upon the 2 percent annual population growth rates experienced - the urban areas apparently growing together in Fresno-Madera Counties that now contain an estimated 800,000 plus population can be reasonably expected to house a regional metropolitan population of between five and six million residents by 2107.

Current transportation systems, land use plans and policies, development patterns, and governance processes are short-term oriented and fragmented. Such practices do not reflect the benefits of sufficiently long-term regional thinking, planning, or coordination. Conversely, the **Metro Rural Loop** can lead to outcomes valued by the California Partnership, and existing and potential residents, investors, businesses, employers, such as:

- o Innovative transportation systems, increased travel choices and improved mobility, efficient regional and state goods movement, air quality, and economic prosperity;
- o Urban development directed in appropriate areas for growth, economy, conservation of agricultural land and natural resources; and
- o Promotion and use of alternative energy technologies and efficiencies.

The **Metro Rural Loop** concept long-term outcome specifically calls for a Multi-Modal, Multi-City, and Multi-County Transit-Oriented Transportation Corridor System that would potentially:

- o Develop around a wheel and spoke system of wide, high-capacity transportation corridors along expanded State Routes 99, 41, 180, and 168, and newly aligned and extended State Routes 65 and 145 (see attached maps for Alternatives represented by Exhibits A, B, C, and D);
- o Provide for rail, light rail, busways, high occupancy vehicle (HOV) lanes, bike lanes and trails, auto, and truck traffic to serve and be supported by SMART high-intensity compact development of mixed use, mixed income residential (providing a basis for significant production of affordable housing), commercial, industrial,

- public facility and open space land uses aligned and contained to a depth of 1 to 1 ½ miles along either side of the proposed wheel and spoke corridors;
- o Significantly reduce the growth of vehicle miles traveled, fossil fuel consumption, and related air pollution;
- o Connect and support the systematic and integrated development of the 14 or more cities and numerous urban activity centers in Fresno and Madera counties that currently are growing together across an area of approximately 1,500 square miles from Madera-Friant on the north to Kerman-Caruthers on the southwest, to Kingsburg-Reedley-Orange Cove on the southeast;
- o Provide significantly greater investment, local and global scale economic development, entrepreneurial, and business formation opportunities, diversified employment, affordable housing, and efficient transportation throughout the regional metropolitan system for the reasonable estimate of 5.8 million people who will reside here in 100 years (by 2107);
- o Permanently preserve significant amounts of commercial scale prime farmland within the corridor spokes (goal of preserving an estimated 500 - 700 square miles that will otherwise be consumed by urban and rural residential development over the next 100 years), in addition to permanent commercial scale farmland preservation outside the wheel corridors;
- o Permanently preserve critical wildlife habitat, regional recreation, and other environmentally sensitive lands, and conserve natural resources, both within the spokes, and along and outside the wheel corridors;
- o Engage and provide greater support for the economic development and transportation links of rural cities not in close proximity or otherwise directly connected to the Metro Rural Loop wheel and spoke corridors (all incorporated cities in the two counties should be parties to Metro Rural Loop development and benefit to the degrees possible from planning, resource development and economies created by the system); and
- o Represent a model for highly effective inter-jurisdictional governance of land use policy, regional scale public-private collaboration, and sustainable agriculture, economic and community development, and environmental quality.

The purpose of the **Metro Rural Loop Corridor Preservation Feasibility Study** outlined in this concept proposal represents the necessary and urgent work of preserving the wide multi-modal transportation corridors needed to serve the millions who will reside and work here in the next 100 years, and which corridors are currently threatened by uncoordinated planning and development policies. Transportation corridor preservation for **Metro Rural Loop** has several forms: (1) Establishing and preserving new alignments and sufficient rights-of way widths on proposed SR 65, and existing and realigned SR 145, and new routes along or near other alignments in the two counties, and (2) Preserving and expanding the ability to utilize existing rights-of-way on State Routes 99, 41, 168 and 180 for rail-based mass transit, as has developed in the SF Bay Area, that is now in jeopardy of being lost in Fresno and Madera Counties according to Caltrans District 6 Staff. We must act quickly to preserve transportation options for the future of this region. Focusing and containing Smart Growth development along certain corridor segments, while generally using corridors as design boundaries for permanently protecting farmland, habitat, and natural resources, must also be assessed at the same time through the feasibility study.

Implementation: How We Will Go About Working Together to Test the Feasibility of Metro Rural Loop Corridor Preservation

Memorandum of Understanding for a Multi-Jurisdictional Coalition and Steering Committee: In the event a full proposal is requested by the California Partnership, the Metro Rural Loop Corridor Feasibility Committee will work to implement a memorandum of understanding (MOU) among all the 17 municipal jurisdictions and the counties of Fresno and Madera to conduct the feasibility study together with the related Councils of Governments and transportation authorities, Caltrans, the San Joaquin Valley Air Pollution Control District, other governmental agencies and our key Madera and Fresno business, agricultural, environmental, community and civic organizational leaders and associations. A formal, representative Metro Rural Loop Steering Committee will be formed of these MOU partners.

Staff and Fiscal Agency: With the approval of the City of Fresno City Manager and Mayor's Offices, the Fresno County Economic Development Peer Committee, and the Fresno COG Blueprint Steering Committee, the City of Fresno Planning and Development Department has volunteered to serve as staff, fiscal agent, and grant writer for the Metro Rural Loop Corridor Preservation Feasibility Committee until such time as a formal MOU and the Metro Rural Loop Steering Committee prescribes otherwise.

Professional Technical Services for Feasibility Study: We will procure the services of an experienced multi-disciplinary team of professionals who offer comprehensive consulting services in the fields transportation and land use planning/modeling, circulation and traffic engineering analysis, transportation demand and systems management, infrastructure financial planning, economic research, Intelligent Transportation Systems (ITS) planning and integration, as well as mass transportation, land use, regional housing needs, environmental analysis, and air quality planning and modeling.

Our Commitments to Using the Feasibility Study and Budget to Accomplish the Tasks and Multifaceted Collaboration Goals of the California Partnership:

- Retain the necessary professional technical services, but also encourage leadership and full engagement from all Metro Rural Loop Steering Committee members, emphasizing participation of smaller cities by covering some of their out-of-pocket expenses, and asking all partners to provide some in-kind services and donations of time and materials.
- Strengthen our communication, mutual understandings, relationships, vision, and commitments to the success of our region, integrating all Metro Rural Loop efforts with the Regional Blueprints for Fresno and Madera Counties
- Build our shared learning about best practices and successful working models by inviting known experts from other regions to join our deliberations about each of the six products/deliverables/expected outcomes we seek.
- Leverage significantly greater financial resources to support completion of all stages of Metro Rural Loop Corridor Preservation.

Expected Outcomes and Deliverables of the Metro Rural Loop Corridor Preservation Study

The **Metro Rural Loop Corridor Preservation Feasibility Study** has six key outcomes/deliverables and will evaluate four alternative conceptual design scenarios for integrating transportation and Smart Growth (see attached Corridor Map Alternative Exhibits A, B, C, & D):

1. **Geographic Location and Capacity Analysis:** General feasibility assessment of the conceptual locations proposed for corridors and the determination of general capacities (rights-of-way widths) needed along existing, extended, and projected corridor alignments. This assessment will include an initial calculation of the land use development capacity of existing development areas (including the City of Fresno's Activity Centers and Intensification Corridors) and will define a development pattern within the Metro Rural Loop to achieve the projected 100-year growth projections for population and jobs.
2. **Political Assessment:** General feasibility assessment of multi-jurisdictional support for corridors, potential for joint land use and zoning coordination, and adoption as Regional Blueprint Vision for Fresno and Madera Counties. The ongoing Fresno and Madera Blueprint Programs have provided the opportunity for both Fresno and Madera Counties to collaborate and jointly develop a common set of values and a vision related to future land use, transportation, and environmental planning. This Task would build on that process.
3. **Agriculture Preservation:** General feasibility assessment of meeting long-term agriculture preservation goals of Fresno and Madera Counties, the American Farmland Trust, and other sustainable agricultural advocates. A separate seed grant is being sought to identify methods of preserving agricultural lands in the region.
4. **Natural Resource Management Planning:** General feasibility assessment of meeting natural resource management and regional recreational land goals emerging from the Regional Blueprint process and of the Sierra Club and other interested environmental and civic associations, and Federal, State and local government laws and policies.
5. **Economic Development Leverage:** Researched estimates of the magnitude of additional local and global scale investment, increased economic development activity, and entrepreneurial and business formation opportunities created by Metro Rural Loop that would not likely occur otherwise.
6. **Further Feasibility and Implementation Steps:** Research and outline critical Metro Rural Loop Stage Two and Stage Three Corridor Preservation Implementation Steps including Funding Mechanism Strategies, etc.

Professional Technical Services Team Support

The professional technical services team selected will work closely with the Metro Rural Loop Steering Committee, agency staff, and private sector partners to facilitate completion of all six key outcomes/deliverables and to evaluate the four alternative conceptual design scenarios of the Metro Rural Loop concept. (See Summary Budget Form and Narrative for more details, deliverables, task budgets, and matching funds.)

Next Stages of Metro Rural Loop Corridor Preservation Study After Seed Grant Efforts

Metro Rural Loop Corridor Preservation – Stage Two: Would generally include funding and developing:

- Specific natural resource management plans, policies, and funding strategies;
- Specific agriculture preservation plans, policies, and funding strategies;
- Detailed corridor rights-of way alignment studies and alignment recommendations; and
- Draft joint powers agreements for adopting alignments, developing coordinated land use and zoning, and shared long-term corridor governance.

Metro Rural Loop Corridor Preservation – Stage Three: Would generally include:

- Adoption of joint powers agreements by all jurisdictions and establishment of regional **Metro Rural Loop** authority of some type;
- Adoption of specific corridor alignments and land use policies in all jurisdiction's General Plans;
- Obtaining state legislation to encourage and preserve joint powers and/or regional authority, increase local, regional, and state bonding capacity, and provide formal priority for infrastructure funding from the State for agreed-upon phases of **Metro Rural Loop** land acquisition and system facility construction.

4. Metro Rural Loop as a Tool for Focusing Blueprint Goals, Solutions, and Action – For achieving the best 50-100 year sustainable development solution for both Fresno and Madera Counties

- a. **Honoring the Blueprint Process:** Each County's respective Regional Blueprint Committee needs to identify, study, and deliberate the various alternative regional ideas, opportunities, and options important to them.
- b. **The Power of Shared Perspective and Action:** The true power of the Regional Blueprint emerges from the new conversations, the working relationships established, the shared analyses, goals, and focus on key solutions, and the fact of taking action together to implement shared goals.
- c. **The Need to Focus Sooner than Later:** Given the scale of our regional challenges and the breadth of our regional values, there are few key solutions that have the potential power and strategic compass to bring us together and keep us working together, and that can measurably connect and balance environment, economy, and equity for the sustainable development of both Fresno and Madera Counties. We need to focus on these few solutions sooner than later to avoid the euphemistic and only too real "paralysis through analysis."
- d. **A Concept and a Tool for Focus:** Metro Rural Loop is a key concept and potential regional solution that can provide a focus for developing the mutual conversations, relationships, evaluation, understandings, and goals needed for the two counties to come together around a shared Regional Blueprint and plan of action.

Metro Rural Loop can be used as tool to get at better alternative regional planning scenarios and a better final regional vision that all can endorse and ultimately work together to implement.

We must effectively and efficiently move down the road together as two counties and 17 cities, with many other public, private and nonprofit partners if our region is to succeed and be able to harness statewide, federal, and global forces, resources, and investment to the benefit of the Valley's future generations.

Deal Breaker Questions for Successful Regional Planning and Action

1. Do we see our potential to be great?

- Do we understand our shared potential to be a globally significant urban and agricultural region?
- Do we understand our shared potential to be a superlative place to do business, innovate, raise families, raise food, enjoy life, play outdoors . . . ?
- Do we understand our shared potential to be a living example for achieving a long-term and sustainable balance in the healthy development of our economy, our natural environment, and our society?

2. Do we want to be great?

- Do we know and trust ourselves?
- Do we truly desire and are we genuinely motivated to achieve our shared potential?

3. We will do what it takes to be great?

- Will we inspect and overcome our own personal assumptions, attitudes, and other mental models that may prevent shared achievement?
- Will we will build relationships that crossover and bridge interpersonal, professional, and jurisdictional boundaries that may prevent shared achievement?
- Will we will act together - With clarity, respect, and persistence - Toward our shared goals?

Exhibit A

SR 145 Just Below the City of Madera

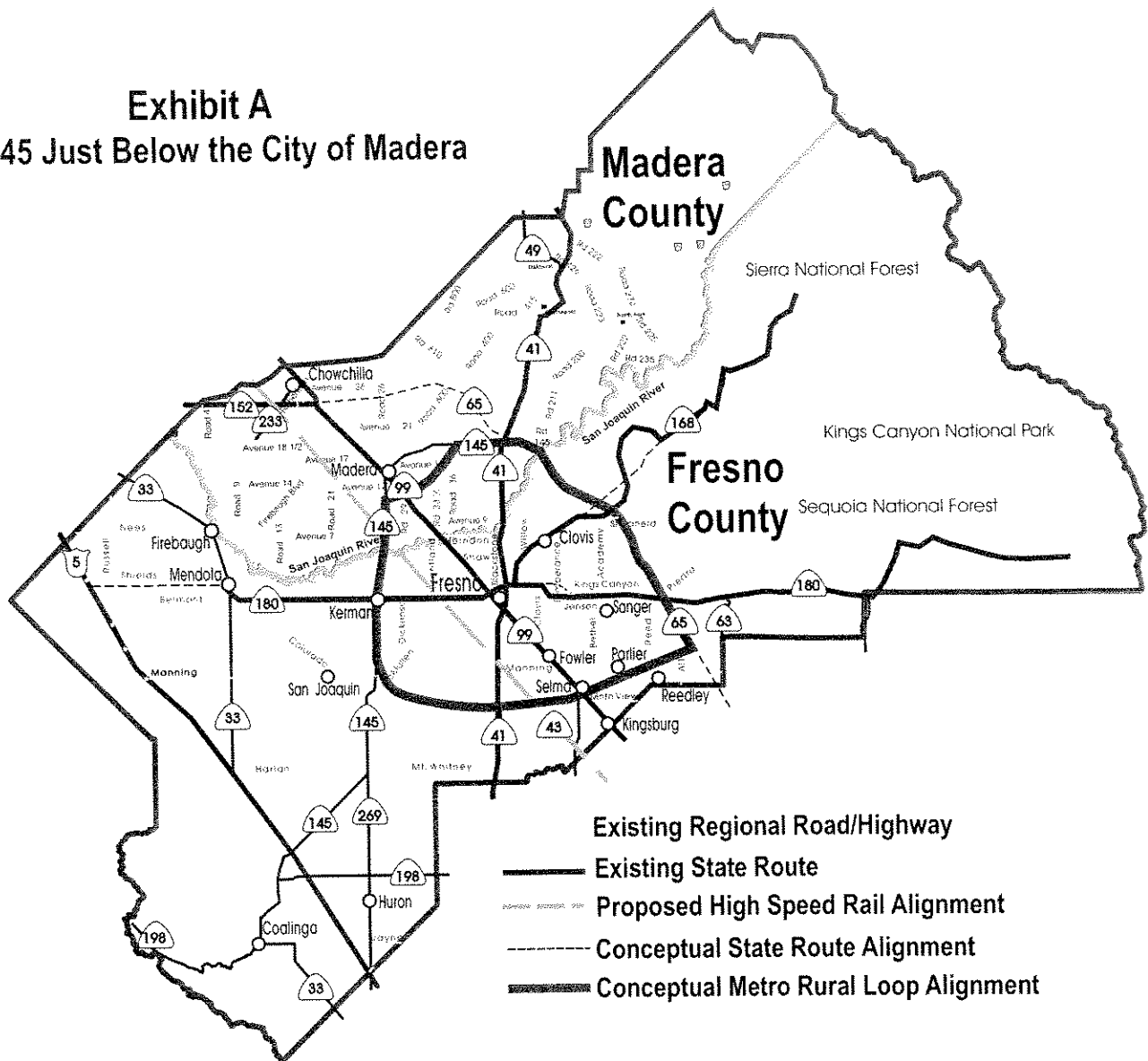


Exhibit B **SR 145 Just Above the City of Madera**

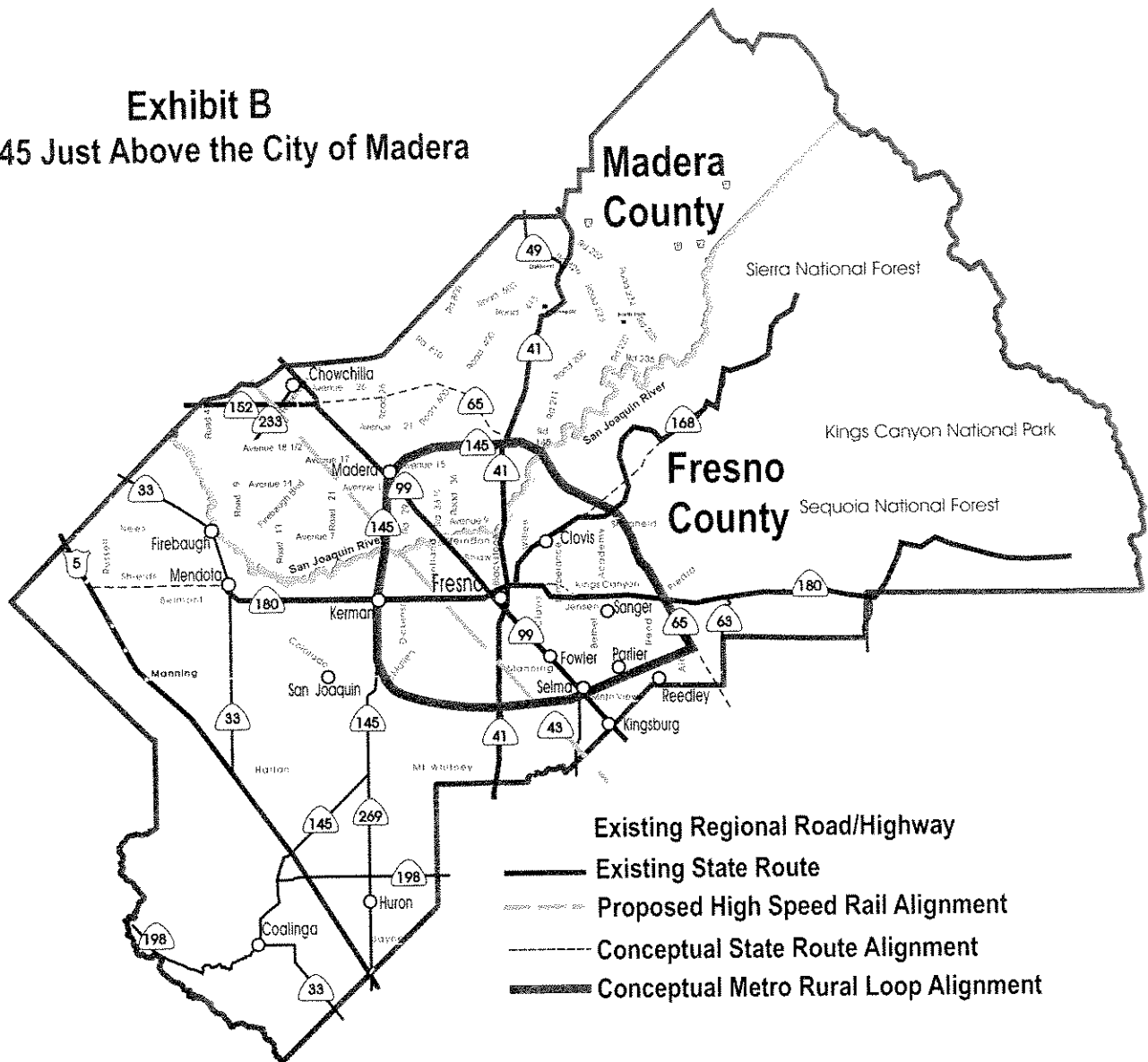


Exhibit C

SR 65 to SR 152 Loop Back Along SR 99 to SR 145 South

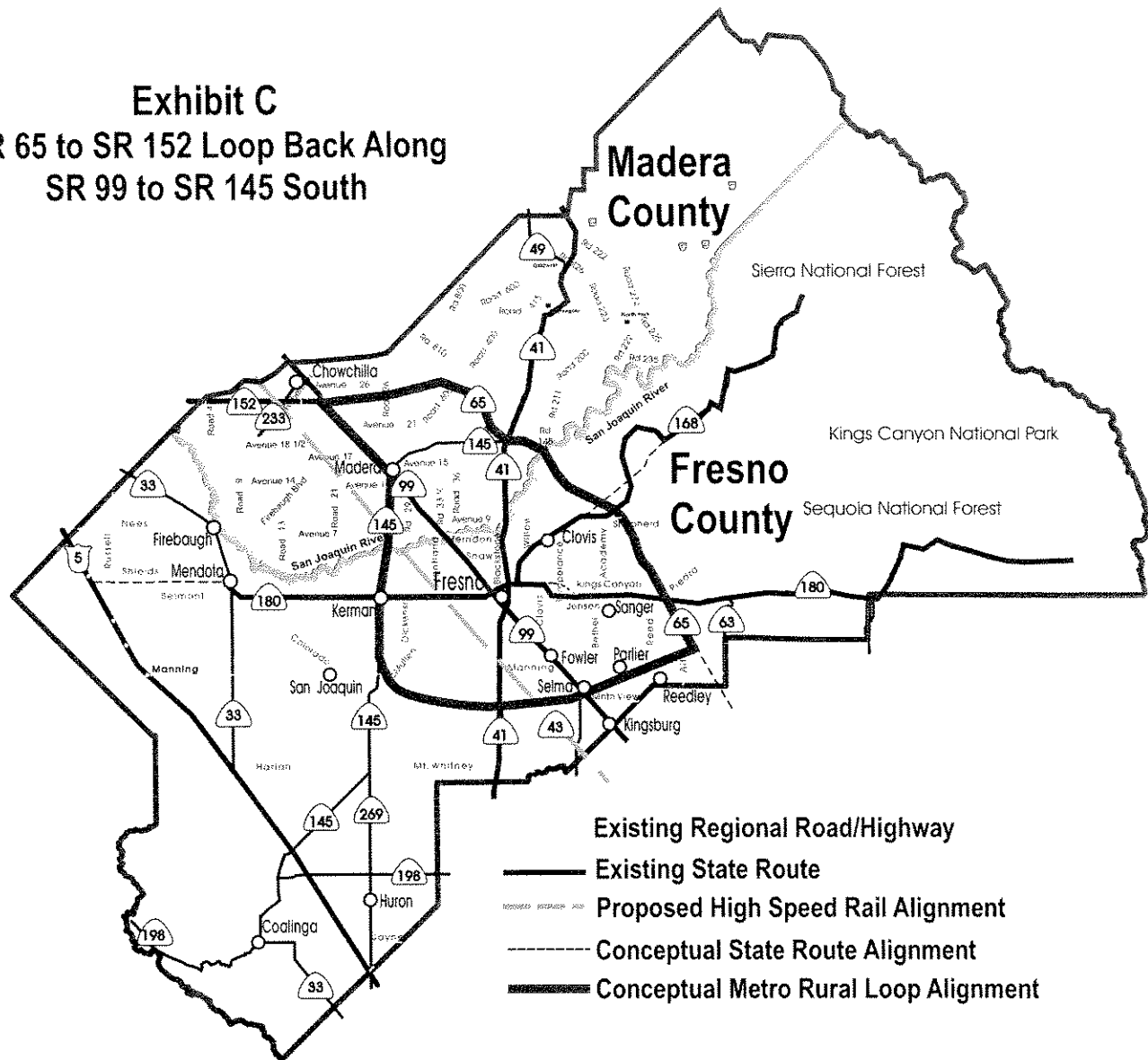
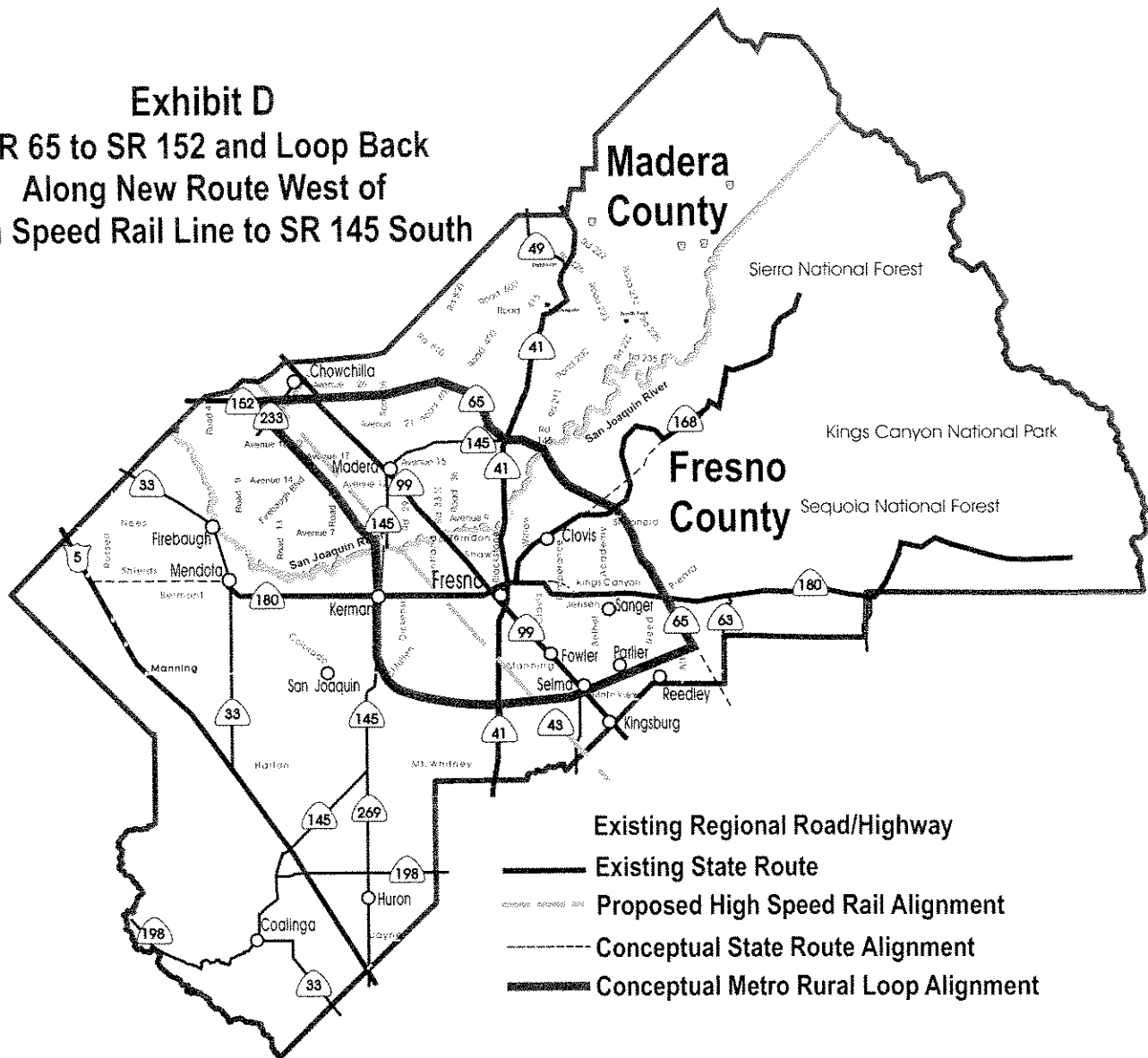


Exhibit D
SR 65 to SR 152 and Loop Back
Along New Route West of
High Speed Rail Line to SR 145 South



**California Partnership for the San Joaquin Valley
Seed Grant Application
March 1, 2007**

Full Legal Name(s) and Address(es) of Entity Submitting the Proposal Applicant):

Council Of Fresno County Governments

Tony Boren, Deputy Director

Phone #: (559) 233-4148 **Fax Number:** (559) 233-9645

E-mail:tboren@fresnocog.org; todds@fresnocog.org

Project Name (short title up to 50 letters):

Farmland Conservation Model Program

Partners Who Will Be Included In Working on the Project: (Names and Contact Information)

Farmland Conservation Model Program Partners

Council of Fresno County Governments – Tony Boren, Deputy Director – 559-233-4148

American Farmland Trust – Edward Thompson, Jr. – (530) 753-1073

California Department of Food and Agriculture – Steve Shaffer, Assist Deputy Director

Fresno County – Lynn Gorman – Deputy Director of Planning – (559) 262-4265

City of Clovis – Kathy Millison, City Manager – 559-324-2074

City of Coalinga – Steve Julian, City Manager – 559-935-1533

City of Firebaugh – Jose Antonio Ramirez, City Manager – 559-659-2043

City of Fowler – David Elias, City Manager – 559-834-3113 Ext. 301

City of Fresno – Bruce Rudd, Interim Asst. City Manager – 559-621-7770

City of Huron – Alan Bengyel, City Manager – 559-945-2241 Ex. 11

City of Kerman – Ron Manfredi, City Manager – 559-846-9387

City of Kingsburg – Don Pauley, City Manager – 559-897-5821

City of Mendota – Gabriel Gonzalez, City Manager – 559-655-3291

City of Orange Cove – Bill Little, City Manager – 559-626-5103

City of Parlier – Lou Martinez, City Manager – 559-646-3545 Ext. 229

City of Reedley – Brian Nakamura, City Manager – 559-637-4200 X 212

City of San Joaquin – Cruz Ramos, City Manager – 559-693-4311 Ext. 18

City of Sanger – Jim Drinkhouse, City Manager – 559-876-6300 Ext. 1300

City of Selma – D. B. Heusser, City Manager – 559-891-2200 Ext. 2250

Fresno County Farm Bureau – Ryan Jacobsen – 559-237-0263

Building Industry Association of the San Joaquin Valley – Mike Prandini – 559-261-9344

The Great Valley Center – Holly King, Director of Agricultural Programs – (209) 522-5103

Component(s) of the Strategic Action Plan to be Implemented:

Section IV. Summary of Principal Recommendations

“Implement an integrated Framework for Sustainable Growth” (Page 23)

Section V. Work Group Recommendations Land Use, Agriculture and Housing

Goal 5: Develop a long-range strategy for agricultural in the San Joaquin Valley that ensures its viability and sustainability.

Objective C: “Reduce the loss of farmland attributable to General Plan amendments”

Tony Boren, Deputy Director

Date

Description of Proposed Project

When the California Partnership for the San Joaquin Valley Seed Grant Program Concept Proposal invited the Fresno COG and its partners to submit a grant application, it was done so with the comment that we join forces with the Great Valley Center to submit a joint application incorporating their proposal to build a database to track General Plan map changes across the San Joaquin Valley into the project. After much discussion with the Great Valley Center and the project partners, it was decided that while the Great Valley Center project was indeed important and would be of value to the San Joaquin Valley, the Farmland Conservation Model Program addressed issues that the Fresno Council of Governments, Great Valley Center, and American Farmland Trust agreed were more pressing and timely in nature and therefore the application being submitted focuses solely on the Farmland Conservation Model Program.

Agriculture today faces unprecedented pressures. Nowhere is this more apparent than in the San Joaquin Valley, America's single most important agricultural region. Generating over \$20 billion in revenue, the San Joaquin Valley is not only a significant economic engine but also one of strategic importance as much of the nation's food, if not the World's food is sourced from our farmlands.

Agriculture is facing a perfect storm of challenges such as rapid urban growth, escalating property values, new environmental demands and globalization that threaten to undermine the resource base and economic conditions that enabled agriculture to thrive in the San Joaquin Valley. The impact that agriculture has upon the region, California, and the United States can not be understated. The agricultural resources of the San Joaquin Valley are a unique asset that **cannot be reproduced or outsourced**, and form the basis of an extraordinarily rich and culturally diverse society.

In our society, if we want to do something, we put together a plan. We have game plans, business plans, action plans, land use plans, transportation plans, strategic plans and preliminary plans. The one thing that the San Joaquin Valley or California seems to not have is a plan for is one of society's most important enterprises: agriculture.

The Fresno Council of Government and its partners are seeking the San Joaquin Valley Partnership's assistance to help change that in the form of a \$250,000 seed grant. The Farmland Conservation Model Program seeks to develop a plan, strategy, and program to conserve prime agricultural lands in Fresno County that can be applied the rest of the San Joaquin Valley and California.

Since devising a plan is often the first step towards taking action, we believe that at this critical juncture, it is vital that we recognize, and plan for, the continued importance of farming as a benchmark regional industry that warrants continued

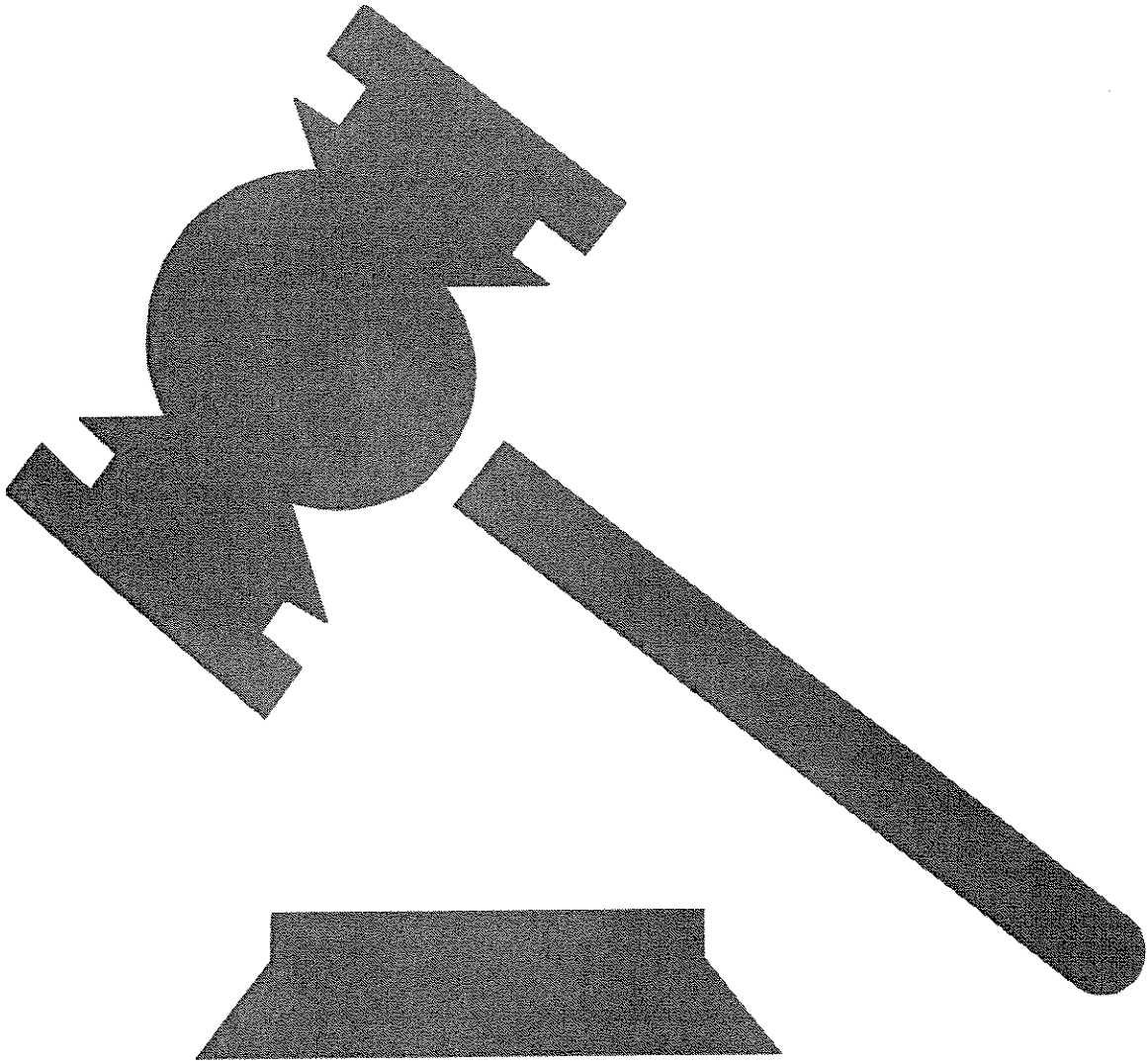
support and protection as a key part of a vibrant, diverse regional economy, as well as a cornerstone of our cultural heritage and regional identity.

Statement of Overall Goal of the Project

The mission of the Land Use, Agriculture, and Housing Component of the California Partnership for the San Joaquin Valley is to "support and promote regional consensus on future land use through the San Joaquin Valley Regional Blueprint Plan. The planning process identifies appropriate areas for growth and economic development, contributing to the conservation of important agricultural land and natural resources and advancing the sustainability of the region". Goal 5 for the Land Use, Agriculture and Housing Work Group calls for "the development of a strategy for agriculture in the San Joaquin Valley that ensures its viability and sustainability."

The goal of the Farmland Conservation Model Program is to develop a plan, strategy, and program to conserve prime agricultural lands in the Central Valley. The Farmland Conservation Model Program will build upon initial activities to identify farmlands of strategic importance, and develop a program to protect farmlands that is consistent with long-term planning goals that maintain agriculture as a key economic and cultural force in the region.

The goal of the Farmland Preservation Model Program perfectly satisfies the requirements of Goal 5 of the mission for the Land Use, Agriculture, and Housing Workgroup of California Partnership for the San Joaquin Valley to develop a strategy for agriculture conservation in the San Joaquin Valley.



ADMINISTRATIVE ACTION / DISCUSSION ITEMS
AGENDA ITEM VI. D.

Council of
Fresno
County Governments



Goals Update Workshop

January 25, 2007

Facilitated by
Dr. Jackie Ryle

On January 25, 2007, members of the Council of Fresno County Governments met to reflect on goals established by the Council in May, 2006. Executive Director Barbara Goodwin reviewed the process and reviewed the Joint Powers Agreement relative to the comprehensive planning areas which might be included within the requirements under State law. She outlined the five year goals which were set in May and began review of the status of the on year goals, as follows:

STATUS OF ONE YEAR GOALS:

GOAL ONE: MAINTAIN THE ONE VOICE MOMENTUM

Measure C Task Force to victory:

STATUS: Measure C passed by a significant margin, leaving time and resources to address the remaining issues

Retain the cooperative spirit and communications and keep the partnerships that have been built

FOLLOWING INTERVENTIONS DEVELOPED BY PARTICIPANTS:

Start meetings with prayer

Maintain respect for everyone's opinion, even when there is disagreement

Deliver what is promised, using constant review together

Consensus to help partners in need> what impacts one impacts all

Disaster pulls together> keep planning for all time, even not times of disaster, to address issues on on-going basis

Continue to be a place to look to for help> proactive planning for collective effort

Measure C Committee continue to meet quarterly and issue a report card for the public to continue to build upon> COG possibly form its own committee to continue the One Voice in Sacramento

Continue the trust by assuring that role and guidelines are well spelled out

Keep lines of communication open and keep the public informed;
Be accountable to the public and to each other> follow through

Seek common denominators; i.e. education> test scores

Strength in numbers> recognize the power of collective effort

Keep the general public informed in language they understand

Important that the body is reflective of the community it serves so folks feel that they are equally represented

Quoting the Governor: "When the Valley prospers, the whole State prospers" and COG is key to this

GOAL TWO: WORK TOGETHER ON GROWTH ISSUES

FOLLOWING INTERVENTIONS DEVELOPED BY PARTICIPANTS:

Recognize issues with the have-not's in rural communities and provide help that is targeted to specific needs> help us help ourselves

More marketing in Fresno County as to who we are

Recognize we are both donor and recipient communities and share the wealth equally> commercial activity bringing money from other communities

Continue to work as cooperatively as we have on the Blueprint process

COG expertise can help communities> staff, resources, etc. i.e. conduct inventory

Address the whole issue around agriculture – together

At some point, consider the question around the desire for growth

Keep our tax dollars in our communities> County growth is good if we have the resources to sustain

AS COG diversifies, all communities benefit

COG continue to facilitate task force to bring everyone together

Growth needs to pay for itself> a good tax base drives growth and we build on our own assets, such as agriculture> advertise the value, and then protect and value

Find out how COG goes back to helping members> help identify what is working with smaller communities have in common> possibilities to consider... possible joint funding for issues> especially with short term issues

Need to sustain efforts, even through regional changes

Mechanism at COG where, when there are losses to a different county, helps retain value in Fresno County so there is not total loss, through strong relationships with City of Fresno, EDC, etc.; bonus point system for needier communities, i.e. with high unemployment and poverty; include economic development in our work; put together the story for COG to take to EDC; get consensus to help neediest communities so help goes there first

Calendar for regular meeting to set priority for going to neediest communities first



"Working together, nothing is impossible"

GOAL THREE: DEVELOP AN INVENTORY OF REGIONAL EFFORTS UNDERWAY

Water, Transportation, Air quality, Housing, Criminal Justice, Economic Development

STATUS: This will emerge with the Blueprint process

GOAL FOUR: REORGANIZATION OF COG ISSUES TO EXPAND INTO OTHER REGIONAL ISSUES

Multi-county, number of representatives, EMS already, Forums exist—community colleges

STATUS: There is progress on this; there is a Valley-wide Regional Council; progress is slow but it is underway---our One Voice effort in concert with the County.

ACTION INTERVENTION: Calendar for a regular meeting to form an ad hoc study team to develop ideas around what comes out of the Blueprint which can be expanded to counties and built upon

GOAL FIVE: SERVICE BUREAU CONCEPT EXPANDED

Ms. Goodwin spoke to these issues, noting that COG staff is exploring ways to get funds to re-instate this

Note from the first Blueprint Regional Policy Advisory Council; take issues with agreement and move forward and build upon; set aside those issues without agreement, and take them up later when agreed upon issues are in place

Excerpt from COG Board Workshop Report (5-5-06)

GOAL SETTING WORKSHOP A SHARED VISION FOR THE FUTURE

COG functions in a vibrant, regional economy in a region that fully embraces smart growth and has good land stewardship. COG is a regional think tank, and is the role model for other organizations (such as water agencies). COG has a track record of great collaboration and cooperation throughout the whole region and where appropriate, there are shared, efficient services – bringing more bang for the buck.

COG is technology driven and people oriented, and is a repository for regional data to support decisions made by all. Full use is made of COG staff, and there is excellent communication and trust.

COG has become a broader based organization that goes beyond transportation; there are consolidated and expansive transportation services, including comprehensive public transportation; and there is consistent funding to support the programs and services.

OUR MISSION

A Region of Diverse Partners Building a Progressive Future as One Voice

FIVE YEAR GOALS

Identified to give context to future planning and to One Year Goals

All one year goals are accomplished

There is regionalized public transportation

The air is so clean, there is a year round view of the mountains

This Valley is pulled together and speaking as one voice

There is equitable regional funding, at federal and state levels

Measure C expenditures are clarified, and there is clearer direction

Freeway 99 Interstate is underway (with local revenue protected)

Blueprint is complete and implementation is in process

ONE YEAR GOALS

I. MAINTAIN THE ONE VOICE MOMENTUM

Measure C Task Force to victory
Retain the cooperative spirit and communication
Keep the partnerships that have been built

II. WORK TOGETHER ON GROWTH ISSUES

Talk, face issues, coordinate

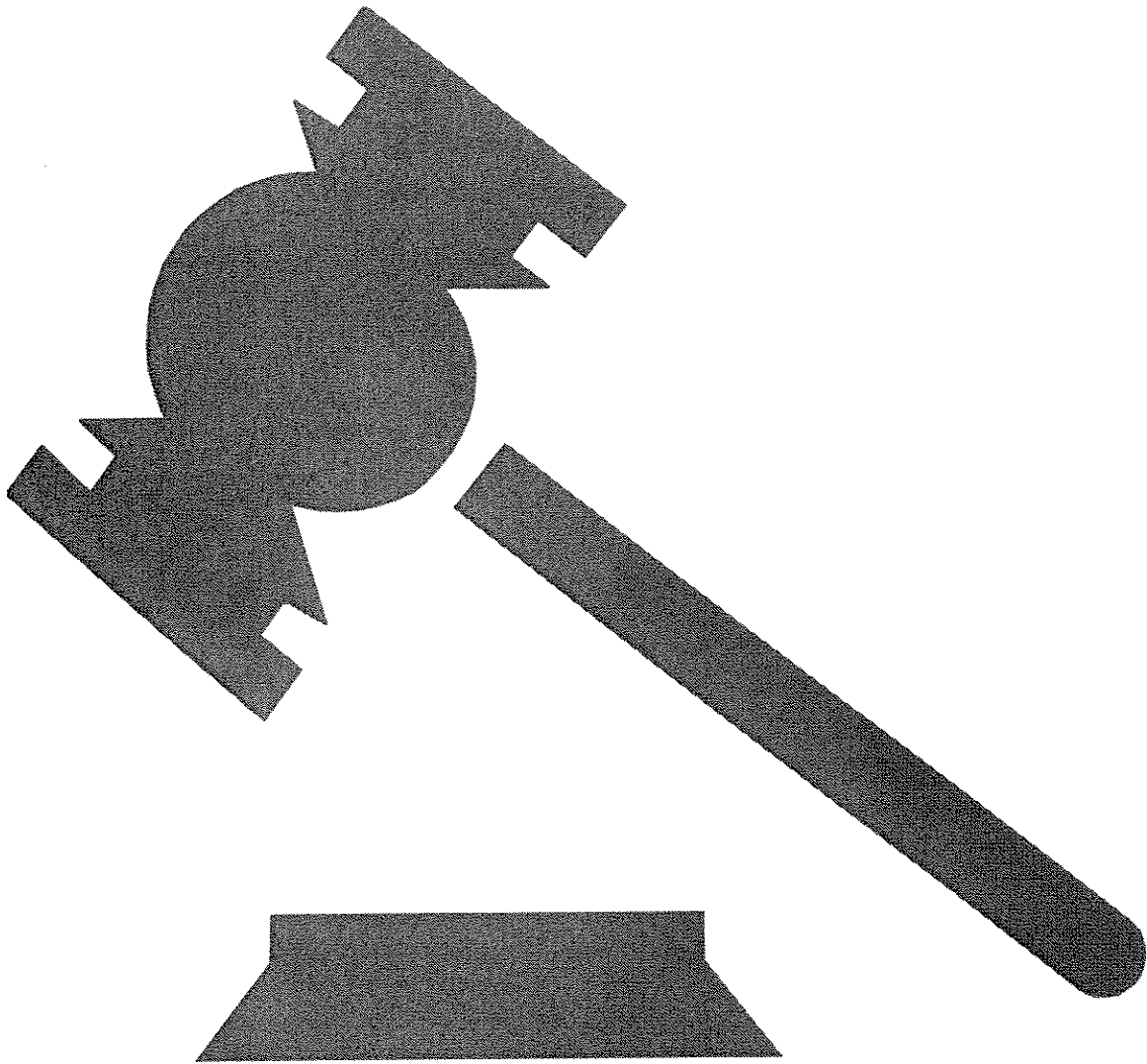
III. DEVELOP AN INVENTORY OF REGIONAL EFFORTS UNDERWAY

Water
Transportation
Air quality
Housing
Criminal justice
Economic development

IV. REORGANIZATION OF COG ISSUES TO EXPAND INTO OTHER REGIONAL ISSUES

Multi-county
Number of representatives
EMS already
Forums exist – Community Colleges

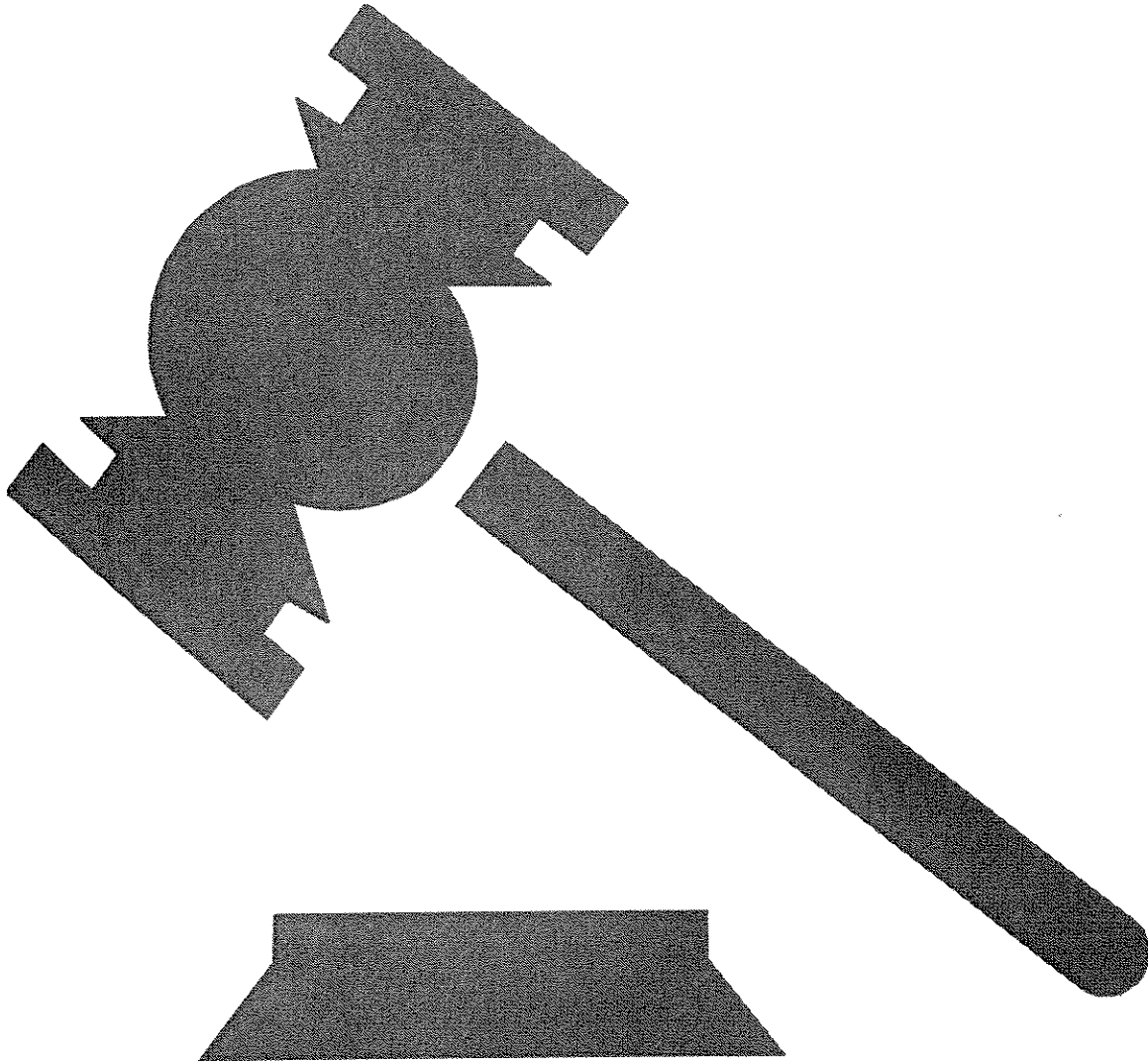
V. SERVICE BUREAU CONCEPT EXPANDED



*ABANDONED VEHICLE ABATEMENT
AGENDA ITEM IX.*

**FRESNO COUNTY ABANDONED VEHICLE ABATEMENT SERVICE AUTHORITY
ABANDONED VEHICLE ABATEMENT PROGRAM
STATUS REPORT FOR SECOND QUARTER FY 2006-07**

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																		\$355,469.27
Interest																		\$7,855.31
Other																		
TOTAL REVENUES																		\$363,324.58
COSTS (2nd QUARTER)																		
Personnel	9,682.00	4,136.00	2,820.00	1,222.00	94,860.00	0.00	282.00	0.00	0.00	0.00	0.00	5,546.00	8,366.00	0.00	4,136.00	0.00	2,375.00	133,425.00
Services and Supplies	0.00	0.00	385.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	434.00	444.04	0.00	325.00	0.00	0.00	1,588.04
Major Purchases (\$2,600+)	0.00	0.00	5,000.00	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	5,000.00
TOTAL COSTS	9,682.00	4,136.00	8,205.00	1,222.00	94,860.00	0.00	282.00	0.00	0.00	0.00	0.00	5,980.00	8,810.04	0.00	4,461.00	0.00	2,375.00	140,013.04
YTD COSTS	17,672.00	13,066.00	13,985.00	5,170.00	187,680.00	1,635.00	282.00	2,262.00	4,806.85	0.00	0.00	14,691.70	19,009.70	0.00	10,433.00	0.00	4,750.00	296,443.26
UNEXPENDED REVENUES																		\$67,881.33
VEHICLES ABATED																		
VOLUNTARY ABATEMENTS																		
PUBLIC	23	28	2	5	0	0	0	0	0	0	0	0	0	0	0	0		58
PRIVATE	40	0	6	0	548	9	3	19	28	0	0	49	75	0	34	0		811
TOWS (ABATEMENTS)																		
PUBLIC	3	8	2	4	0	3	0	0	0	0	0	0	0	0	1	0		21
PRIVATE	17	0	9	0	5		0	2	0	0	0	5	7	0	4	0		49
TOTAL ABATEMENTS																		
PUBLIC	26	36	4	9	0	3	0	0	0	0	0	0	0	0	1	0		79
PRIVATE	57	0	15	0	553	9	3	21	28	0	0	54	82	0	38	0		860
GRAND TOTAL ABATEMENTS	83	36	19	9	553	12	3	21	28	0	0	54	82	0	39	0		939



*BOARD PRESENTATIONS
AGENDA ITEM X.*

Presentation Request Form

ALL REQUESTS MUST BE TYPEWRITTEN:

At the March 2005 Council of Fresno County Governments' Policy Board meeting the following procedure was adopted for presentations.

For persons wishing to appear before the Transportation Technical Committee, Policy Advisory Committee or Policy Board the following procedure should be used:

For presentations beyond the regular three minute presentation, under Public Presentations, a letter, including this form and supporting materials, should be submitted to the Chair of the Committee at 2035 Tulare Street, Suite 201, Fresno, CA 93721, detailing the subject matter and action to be taken by the Board and other pertinent details. In particular the letter should state why the Committee/COG Policy Board is the entity where this presentation needs to occur. Staff will schedule requests for each meeting, but limit the presentations to two per meeting, and the presentations themselves would be limited to five minutes each, and be placed at the end of the business agenda. Persons requesting more than five minutes may need special consideration.

NAME/TITLE: JEFF HENSLEY and RANDY REED

AGENCY: CMAC COMMUNITY MEDIA ACCESS COLLABORATIVE

ADDRESS: 7489 N. FIRST STREET #102

TELEPHONE NUMBER: 559 435 4411

EMAIL ADDRESS: jeff@hensley.net

PRESENTATION DATE REQUESTED: April
MARCH MEETING

SUBJECT: PUBLIC ACCESS - CABLE CHANGES, PUBLIC ACCESS CHANNELS AND THEIR FUTURE
IN ALL PARTS OF FRESNO COUNTY

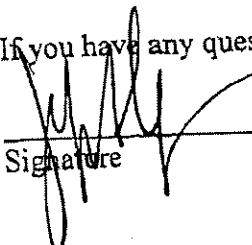
PURPOSE OF PRESENTATION: INFORMATIONAL

LENGTH OF PRESENTATION: 10 MINUTES

SUPPORT DOCUMENTS: POWER POINT AND HANDOUTS

ACTION REQUIRED: NONE

If you have any questions, please contact our office at 559-233-4148.

Signature 

Date 2/6/07

