

Social Services Transportation Advisory Council
Membership List
Updated April 2007

Potential Transit User 60 Years of Age or Older (minimum of 1)			
Appointment	Resident/of Geographic Representation	Term Expires	Ethnic Background
Phyllis Baltierra, Firebaugh Sr.Site Coordinator	Firebaugh/Fresno County	3-2009	Hispanic
Terri Staples	Fresno/Fresno County	5-2009	Cacusian
Representatives of the Local Social Service Providers for Seniors (minimum of 2)			
Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Linda Descoteaux, FMAAA	Fresno/Fresno County	3-2009	Caucasian
Potential Transit User Who Is Disabled (minimum of 1)			
Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Janet Carmichael, CSRD	Fresno/Fresno County	6-2007	Caucasian
Jan Kafton, NFB	Fresno/Fresno County	3-2009	Caucasian
Carlos Duarte, FAX	Fresno/Fresno County	3-2009	Hispanic
Bill Sheen	Clovis/Fresno County	4-2009	Caucasian
Representative of the Local Social Service Provider for Disabled (minimum of 2)			
Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Bill Hyatt, CVRC	Fresno/Fresno County	6-2007	Caucasian

Representative of a Local Social Service Provider for Persons of Limited Means (minimum of 1)

Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Victor Ruiz, FCHSS/ET&A	Fresno/Fresno County	6-2007	Hispanic
Bob Hand, Ctr. for Independent Living	Fresno/Fresno County	6-09	Caucasian

Representatives from the Local Consolidated Transportation Service Agency (minimum of 2)

Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Shonna Halterman, Clovis Transit	Clovis/Fresno County	9-2007	Caucasian
Gary Joseph, FCEOC/CTSA	Fresno/Fresno County	6-2007	Caucasian
Jeffrey Webster, FCRTA	Fresno/Fresno County	6-2007	Caucasian
Judith Nishi, FAX	Sanger/Fresno County	6-2007	Asian American

Representatives of General Public

Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background



May 2007 Legislative Update

Bill# Author	Topic	Dead/2 YR	1st Desk	1st Policy	1st Fiscal	1st Floor	2nd Desk	2nd Policy	2nd Fiscal	2nd Floor	Conf./Conc.	Enrolled	Vetoed	Chaptered	Page #
AB 27 Parra	California Partnership for the San Joaquin Valley.	1st Policy													1
AB 57 Soto	Highways: Safe Routes to School construction program.	1st Fiscal													1
AB 60 Nava	Vehicles: bicycles.	1st Policy													1
AB 109 Nunez	California Global Warming Solutions Act of 2006: annual report.	1st Fiscal													2
AB 412 Smyth	Transportation: project deadlines.	1st Policy													2
AB 575 Arambula	The Highway Safety Traffic Reduction, Air Quality, and Port Security Fund of 2006: emission reductions.	1st Fiscal													2
AB 633 Galgiani	Grade separation projects.	1st Fiscal													3

AB 669 Parra	State Highway Route 269.	1st Policy ██████████	3
AB 784 Karnette	Transportation bonds.	1st Fiscal ██████████	4
AB 901 Nunez	Transportation: Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.	1st Fiscal ██████████	4
AB 981 Ma	High-Speed Rail Authority.	1st Fiscal ██████████	4
AB 995 Nava	California Ports Infrastructure, Security, and Air Quality Improvement Account.	1st Fiscal ██████████	5
AB 997 Arambula	Infill capital outlay project and planning grants and loans.	1st Policy ██████████	5
AB 1129 Arambula	Rural regional affordable housing trust.	1st Policy ██████████	6
AB 1170 Krekorian	State mandates.	1st Fiscal ██████████	6
AB 1209 Karnette	State Air Resources Board: emission reduction projects and measures.	1st Fiscal ██████████	6
AB 1228 Solorio	Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century.	1st Fiscal ██████████	7
AB 1350 Nunez	Transportation bond funds.	1st Fiscal ██████████	7

<u>AB 1351</u> Levine	Transportation: state-local partnerships.	1st Fiscal	8
<u>AB 1358</u> Leno	Planning: circulation element: transportation.	1st Fiscal	8
<u>AB 1672</u> Nunez	Transportation: infrastructure.	1st Fiscal	9
<u>ACA 4</u> Villines	Reapportionment.	1st Desk	9
<u>ACR 12</u> Parra	Agriculture: frost damage.	1st Policy	10
<u>SB 9</u> Lowenthal	Trade corridor improvement: transportation project selection.	1st Fiscal	10
<u>SB 16</u> Florez	Local agency finance: limited obligation bonds.	1st Floor	10
<u>SB 19</u> Lowenthal	Trade corridors: projects to reduce emissions: funding.	1st Fiscal	10
<u>SB 45</u> Perata	Transportation funds: transit system safety.	1st Fiscal	11
<u>SB 47</u> Perata	Transportation bonds.	1st Policy	11
<u>SB 59</u> Cogdill	Reliable Water Supply Bond Act of 2008.	1st Policy	12
<u>SB 71</u> Florez	Alternative fuels: biodiesel.	1st Policy	12

<u>SB 114</u> Florez	Disaster relief.	1st Desk ██████████	12
<u>SB 116</u> Maldonado	Unemployment compensation benefits: freezing weather.	2nd Desk ████████████████████	12
<u>SB 167</u> Negrete McLeod	General plans: planning grants and incentives.	1st Fiscal ████████████████████	13
<u>SB 184</u> Alquist	Transportation projects.	1st Fiscal ████████████████████	13
<u>SB 204</u> Dutton	Transportation funds.	1st Policy ████████████████████	14
<u>SB 240</u> Florez	San Joaquin Valley Unified Air Pollution Control District.	1st Policy ████████████████████	14
<u>SB 262</u> Runner	Transportation : trade corridors improvement.	1st Policy ████████████████████	15
<u>SB 286</u> Lowenthal	Transportation bonds: implementation.	1st Fiscal ████████████████████	15
<u>SB 307</u> Dutton	Goods movement.	1st Policy ████████████████████	15
<u>SB 372</u> Steinberg	High-speed rail: educational and vocational training programs.	1st Fiscal ████████████████████	16
<u>SB 445</u> Torlakson	Road User Task Force.	1st Fiscal ████████████████████	16

<u>SB 716</u> Perata	Transit operators.	1st Fiscal	17
<u>SB 717</u> Perata	Transportation Investment Fund.	1st Fiscal	17
<u>SB 748</u> Corbett	Transportation: state-local partnerships.	1st Fiscal	17
<u>SB 803</u> Lowenthal	Transportation enhancement funds: community conservation corps.	1st Fiscal	18
<u>SB 872</u> Ackerman	State-Local Partnership Program.	1st Fiscal	18
<u>SB 974</u> Lowenthal	Ports: congestion relief; environmental mitigation: regulatory fee.	1st Fiscal	19
Total Position Forms: 47			



May 2007 Legislative Update

Bill # Author	Topic - Summary	Status/ Hearing	Position	Subject
AB 227 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.	04/10/2007- In committee: Set, first hearing. Hearing canceled at the request of author.	Watch	MPO
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 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.	04/18/2007- In committee: Set, first hearing. Referred to APPR. suspense file.	Watch	Transportation
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	04/16/2007- In committee: Set, first hearing. Hearing canceled at the request of author.	Watch	Transportation

	operates a motor vehicle in violation of the above requirement and that conduct proximately causes a significant or substantial physical injury, or death to the bicycle operator. This bill contains other related provisions and other existing laws.			
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.	04/24/2007- From committee: Do pass, and re-refer to Com. on APPR. Re- referred. (Ayes 9. Noes 0.) (April 23).	Watch	Air
AB 412 Smyth	Transportation: project deadlines. 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 programs. This bill , in order to ensure the timely use of bond funds, would require each agency designated by the bond act to allocate bond funds to establish guidelines that specify deadlines for commencing construction or implementation for each program it administers under the bond act .	04/19/2007- In committee: Hearing postponed by committee. (Refers to 4/16/2007 hearing)	Watch	Transportation
AB 575 Arambula	The Highway Safety Traffic Reduction, Air Quality, and Port Security Fund of 2006: emission reductions. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, was approved by the voters as Proposition 1B at the November 7, 2006, statewide general election and authorizes the issuance of \$19.925 billion of state general obligation bonds for specified purposes. The act requires that of the proceeds of the bonds issued and sold \$1,000,000,000 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 require the state board to develop guidelines meeting specified requirements for the allocation of the \$1,000,000,000 in funding. The bill would, upon appropriation by the Legislature, require the state board to allocate funds on a competitive basis to projects and	05/01/2007- Read second time and amended.	Watch	Transportation

	measures that are shown to achieve the greatest emission reductions from activities related to freight movement along California's trade corridors. The projects and measures would be required to result in emission reductions not otherwise required by law or regulation in effect as of November 8, 2006. The bill would specify that the funds only be used to implement strategies described in a required emissions reduction plan to be included in funding applications. The bill would require the state board to report annually to the appropriate fiscal and policy committees of the Legislature in writing and at scheduled legislative informational hearings on the status of the projects and measures being funded. The bill would require the costs the state board in administering the program to be paid in an appropriation in the annual Budget Act and would limit those costs to \$15,000,000 for the duration of program funding.			
AB 633 Galgiani	Grade separation projects. 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 be provided from nonstate funds and by the affected railroad. Under existing law, an allocation may only be made to a local agency if it furnishes evidence that sufficient local funds will be made available as the grade separation project progresses. This bill would require the Public Utilities Commission and the Department of Transportation to issue a joint public report to the appropriate policy and fiscal committees of the Legislature no later than September 1, 2008. The bill would require the report to include, among other things, an evaluation of the grade separation project funding program and recommendations for establishing a hardship application process allowing for the adjustment or deferral of local financial participation in severe circumstances.	04/26/2007- Re-referred to Com. on APPR.	Watch	Transportation
AB 669 Parra	State Highway Route 269. Existing law provides that the Department of Transportation shall have full possession and control of the state highway system. Existing law generally provides for the planning and programming of transportation capital improvement projects through the state transportation improvement program process. This bill would require the Department of Transportation to expedite the construction of a transportation facility designed to address flooding problems in the vicinity of Los Gatos Creek on State Highway Route 269 in Fresno County, and would make findings and declarations of the Legislature in that regard. The bill would require the Department of Water Resources to transfer real property in its possession necessary for the project to the Department of Transportation, and would require the department to use the environmental documentation and findings prepared by the Department of Water Resources that are related to the delivery of the project to the maximum extent possible.	04/23/2007- In committee: Set, second hearing. Hearing canceled at the request of author.	Proposed Support	Transportation

AB 784 Karnette	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. The act provides that a portion of the bond funds shall be available, upon appropriation, to the Office of Emergency Services to be allocated, as grants, for port, harbor, and ferry terminal security improvements. This bill, with respect to those bond funds to be allocated by the Office of Emergency Services, would, notwithstanding any other provision of law, provide that applicants need not comply with competitive bidding requirements. The bill would also make findings and declarations of the Legislature.	04/25/2007- Re-referred to Com. on APPR. 05/02/07 9 a.m. - Room 4202 ASM APPROPRIAT IONS	Watch	Transportation
AB 901 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 (Proposition 1B), authorizes \$19.925 billion of state general obligation bonds for specified purposes. The act requires that, among other things, \$3.6 billion of the proceeds from those bonds be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account for allocation to public transit operators and transportation planning agencies by formula. This bill would require the Department of Transportation to provide the Department of Finance and the Assembly and Senate Budget Committees by September 30 of each year with information describing the total amount of verified project funding needed in the budget year and the amount required by each agency seeking funding. The bill would define "sponsoring entity" and "eligible project" for purposes of allocating these funds. The bill would require the California Transportation Commission to include information in its annual report to the Legislature regarding its activities relative to these funds. The bill would require certain legislative committees to hold an annual joint legislative hearing on these funds. The bill would enact other related provisions.	04/19/2007- Re-referred to Com. on APPR. 05/02/07 9 a.m. - Room 4202 ASM APPROPRIAT IONS	Watch	Transportation
AB 981 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. Existing law authorizes the authority to prepare a plan for the construction and operation that system and to enter into contracts, acquire rights-of-way through purchase or eminent domain, and take other actions, subject to specified contingencies. Under existing law, a public entity may not commence an eminent domain proceeding until its governing body has adopted a resolution of necessity that meets certain requirements. 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. Existing law generally prohibits a state agency from employing legal counsel other than the Attorney General unless there is a specific statute authorizing such employment. This bill would eliminate those contingencies to the exercise of the boards authority and specify that the authority constitutes a "governing body" for the purpose of adopting a resolution of	04/24/2007- From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 10. Noes 3.) (April 23).	Watch	Transportation

	necessity. The bill would require the authority to elect one or more vice chairpersons. The bill would authorize the authority to employ its own legal staff or contract with other state agencies for legal services, or both, however, the bill would require the Attorney General to represent the authority in any litigation or judicial proceeding.		
AB 995 Nava	California Ports Infrastructure, Security, and Air Quality Improvement Account. 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 various accounts to be available upon appropriation by the Legislature, for certain purposes. This bill would require projects funded from proceeds of bonds issued under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to meet specified requirements. The bill would require projects that have the highest benefits compared to cost be given priority for funding from bond proceeds. The bill would prohibit the Budget Act from including appropriations for specific transportation improvement projects, and the Legislature from enacting legislation containing specific transportation projects, funded from the proceeds of these bonds. The bill would prohibit the Legislature from enacting legislation to continuously appropriate these bond proceeds. The bill would also require the California Transportation Commission to report to the Legislature on the administration of programs under the bond act.	04/25/2007- Re-referred to Com. on APPR. 05/02/07 9 a.m. - Room 4202 ASM APPROPRIATIONS	Watch Transportation
AB 997 Arambula	Infill capital outlay project and planning grants and loans. 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. The act establishes the Housing and Emergency Shelter Trust Fund of 2006 in the State Treasury, requires the sum of \$850,000,000 to be deposited in the Regional Planning, Housing, and Infill Incentive Account, which the act establishes in the fund, and makes the money in the account available, upon appropriation, for infill incentive grants for capital outlay related to infill housing development and other related infill development, and for brownfield cleanup that promotes infill housing development and other related infill development consistent with regional and local plans, subject to the conditions and criteria that the Legislature may provide in statute. This bill would require the Department of Housing and Community Development to administer the account and would require specified amounts from the account to be available, upon appropriation, to fund grants to cities, counties, cities and counties, redevelopment agencies, incorporated mutual water companies, special districts, and nonprofit organizations for capital outlay projects that will serve development on land that meets a specified definition in existing law of "infill site." The bill would provide, until December 31, 2012, that the sum of \$150,000,000 would be available from the account to cities with a population of 30,000 persons or less. The bill would require the department to give preference in awarding grants under these provisions based on whether the proposed	04/11/2007- In committee: Hearing postponed by committee. (Refers to 4/9/2007 hearing)	Watch Other

	capital outlay project meets any of certain, listed criteria. This bill contains other related provisions and other existing laws.			
AB 1129 Arambula	Rural regional affordable housing trust. 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 define a rural regional affordable housing trust as an entity of regional government that (1) is established as a joint powers authority; (2) has a voluntary membership consisting of not less than 2 rural counties, and the cities within those counties, and not less than 2 councils of governments serving the area of the 2 counties; (3) is established for the purpose of receiving and administering federal, state, local, and private financial resources made available to the trust to fund the development of affordable housing projects in jurisdictions that are members of the trust; and (4) has demonstrable, ongoing sources of dedicated revenue, including taxes, fees, loan repayments, and private contributions. This bill contains other related provisions.	04/11/2007- In committee: Hearing postponed by committee. (Refers to 4/9/2007 hearing)	Watch	Other
AB 1170 Krekorian	State mandates. Under the California Constitution, whenever the Legislature or a state agency mandates a new program or higher level of service on any local government, including school districts, the state is required to provide a subvention of funds to reimburse the local government, with specified exceptions. Existing law establishes a procedure for local governmental agencies to file claims for reimbursement of these costs with the Commission on State Mandates. Under this procedure, the commission is required to hear and decide upon each claim for reimbursement and then determine the amount to be subvented for reimbursement, which the Controller shall pay to eligible claimants. The procedure also provides that a reimbursement claim for actual costs filed by a local agency or school district is subject to an audit by the Controller no later than 3 years after the date that the actual reimbursement claim is filed or last amended, whichever is later, but that, if no funds are appropriated or no payment is made to a claimant for the fiscal year for which the claim is filed, the audit shall be commenced no later than 3 years from the date of the initial payment of the claim. This bill would require the commission to issue a decision upon a local agency or school district test claim no later than 36 months after the date the claim is filed . It also would delete the provision that authorizes the Controller to commence an audit no later than 3 years from the date of the initial payment of the claim if certain conditions exist.	04/26/2007- From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 7. Noes 0.) (April 25).	Watch	Transportation
AB 1209 Karnette	State Air Resources Board: emission reduction projects and measures. Existing law creates the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 requires \$3,100,000,000 of these funds to be deposited in the California Ports	05/01/2007- Read second time and amended.	Watch	Transportation

	Infrastructure, Security, and Air Quality Improvement Account within the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006, and requires \$1,000,000,000 of these funds to be made available, upon appropriation by the Legislature, to the State Air Resources Board for emissions reductions, not otherwise required by law or regulation, from activities related to the movement of freight along California's trade corridors. This bill would require the state board to develop guidelines meeting specified requirements for the allocation of the \$1,000,000,000 in funding. The bill would, upon appropriation by the Legislature, require the state board to allocate funds on a competitive basis to projects and measures that are shown to achieve the greatest emission reductions from activities related to freight movement along California's trade corridors. The projects and measures would be required to result in emission reductions not otherwise required by law or regulation in effect as of November 8, 2006. The bill would specify that the funds only be used to implement strategies described in a required emissions reduction plan included in funding applications. The bill would require the state board to report annually to the appropriate fiscal and policy committees of the Legislature in writing and at scheduled legislative informational hearings on the status of the projects and measures being funded. The bill would require the administrative costs of the state board to be paid in an appropriation in the annual Budget Act and limit those costs to \$15,000,000 for the duration of program funding.			
AB 1228 Solario	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 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.	04/24/2007- From committee: Do pass, and re-refer to Com. on APPR. Re- referred. (Ayes 11. Noes 0.) (April 23).	Watch	Transportation
AB 1350 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,	04/24/2007- From committee: Do pass, and re-refer to Com. on	Watch	Transportation

	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 require the Office of Emergency Services and the Department of Transportation to issue a joint report to the Legislature before money is allocated from this account, or by February 4, 2008, that addresses specified issues related to emergency disaster response .	APPR. with recommendation: To Consent Calendar. Re-referred. (Ayes 12. Noes 0.) (April 23). 05/02/07 9 a.m. - Room 4202 ASM APPROPRIATE IONS		
AB 1351 Levine	Transportation: state-local partnerships. 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. The act 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 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 make various findings regarding transportation infrastructure and funding in California and would state the purpose of the State-Local Partnership Program. The bill would state the intent of the Legislature to appropriate \$200,000,000 for the program from bond funds in each of 5 fiscal years beginning in the 2010-11 fiscal year. The bill would define local funds under the program for purposes of the required dollar-for-dollar match as revenues from any locally imposed sales tax for transportation. The bill would require the commission to allocate the program funds to certain local public entities who apply to the program for funding of eligible projects, as defined, according to certain procedures and unspecified deadlines, but subject to reallocation to other projects if the applicant fails to meet various requirements for timely use of funds. The bill would require the commission to include in its annual report to the Legislature a summary of its activities related to the program, as specified. The bill would require the commission, the Department of Transportation, and State Air Resources Board to report annually to specified legislative committees on the status of implementing the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.	04/24/2007- From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 11. Noes 3.) (April 23).	Watch	Transportation
AB 1358 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	04/24/2007- Re-referred to Com. on	Watch	Transportation

	with specified elements, including a circulation element consisting of the 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 and public transportation, defined to include motorists, pedestrians, bicyclists, children, 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 and public transportation 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.	APPR.		
AB 1672 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 require the commission to consult with the chairs of the appropriate policy committees of the Legislature not less than 60 days prior to adopting changes to any guidelines for the expenditure of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality and Port Security Fund of 2006. This bill contains other existing laws.	04/24/2007- Re-referred to Com. on APPR. 05/02/07 9 a.m. - Room 4202 ASM APPROPRIATE IONS	Watch	Transportation
ACA 4 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,	12/05/2006- From printer. May be heard in committee January 4.	Watch	Other

	congressional, and State Board of Equalization districts in conformance with certain standards, prioritized in a certain order consistent with specified federal law.			
ACR 12 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
SB 9 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 require projects proposed for funding from the Trade Corridors Improvement Fund to be included in an approved regional transportation plan. The bill would require the commission to allocate funds for trade infrastructure improvements in a manner that places emphasis on projects that demonstrate regional support and cooperation by multiple agencies and jurisdictions. The bill would require the commission, when allocating these funds, to consider specified emissions associated with the construction and operation of the project and the project's potential to reduce emissions associated with trade activity, as specified. The bill would require local agencies applying for these funds to include a plan to mitigate emissions associated with their projects to be funded, as specified. The bill would require that projects receiving funds be fully funded and ready for construction and that the funds be used only for construction costs. The bill would require \$50,000,000 of the moneys to be allocated from the Trade Corridors Improvement Fund to be available for infrastructure projects that demonstrate the potential to support the movement of freight in a manner that produces zero emissions. This bill contains other existing laws.	04/18/2007- From committee: Do pass, but first be re- referred to Com. on APPR. (Ayes 7. Noes 3. Page 626.) Re-referred to Com. on APPR.	Watch	Economy
SB 16 Florez	Local agency finance: limited obligation bonds. Existing law authorizes cities and counties to issue various types of debt instruments, including limited obligation bonds, funded by certain revenue sources, and subject to specified criteria. The initiating resolution adopted by a local agency pursuant to these provisions is required to include, among other things, a pledge by the local agency that any bonds issued pursuant to the resolution shall be secured by all or part of the revenues received by the local agency. This bill would additionally authorize a local agency to restrict the pledge to the revenues received by the local agency from a specified geographical area that is within the local agency's exterior boundaries .	04/23/2007- Read second time. To third reading. 05/07/07 79 SEN THIRD READING FILE	Watch	Transportation
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,	04/18/2007- From	Watch	Transportation

	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 specify a list of projects eligible for this funding, and would require that the state board ensure that these funds are supplemented and matched with funds from federal, state, local, and private sources to the maximum extent feasible. Applicants for this funding would be required to include with their application for funding a plan to reduce emissions associated with goods movement activity .	committee: Do pass, but first be re-referred to Com. on APPR. (Ayes 6. Noes 4. Page 626.) Re-referred to Com. on APPR.		
<u>SB 45</u> Perata	Transportation funds: transit system safety. 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 establish the application process for allocations for capital projects from funds appropriated from the Transit System Safety, Security, and Disaster Response Account , which allocations would be made by the Office of Homeland Security to transit operators under 2 different formulas. The bill would specify the categories of projects eligible for these funds. The bill would require OHS to report to the Legislature on the projects receiving funding under these provisions. The bill would also provide for allocations by the Office of Emergency Services from funds appropriated from the account for capital expenditures that assist transit operators in developing disaster response transportation systems capable of moving goods, people, and equipment in the aftermath of a disaster .	04/30/2007- Hearing postponed by committee. (Refers to 4/30/2007 hearing) 05/07/07 Anticipated Hearing SEN APPR.	Watch	Economy
<u>SB 47</u> 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

<u>SB 59</u> 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.	04/24/2007- Set, second hearing. Failed passage in committee. (Ayes 3. Noes 4. Page 714.) Reconsideration granted.	Watch	Water
<u>SB 71</u> 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, if biodiesel blend fuel is cost-competitive and readily available. The bill 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.	04/23/2007- Set, second hearing. Hearing canceled at the request of author.	Watch	Air
<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.	03/29/2007- In Assembly. Read first time. Held at Desk.	Watch	Other
<u>SB 116</u> Maldonado	Unemployment compensation benefits: freezing weather. Existing law provides that an individual is considered "unemployed" for the purpose of	03/29/2007- In Assembly.	Watch	Other

0	eligibility for unemployment compensation benefits if, for any week of less than full-time work, the wages payable to the individual for that week, when reduced by \$25 or 25% of the wages payable, whichever is greater, do not equal or exceed the individual's unemployment weekly benefit amount. Existing law provides for the calculation of unemployment benefits. This bill would provide that an individual who has been laid off from his or her most recent work , or is unable to commence work at his or her regular or seasonal workplace , as a direct result of the freezing weather conditions in January 2007, as specified, shall be considered "unemployed" for the purpose of eligibility for unemployment compensation benefits if the individual worked or was scheduled to commence work in a county specifically designated by the Governor as being in a state of emergency, as provided, and for any week of less than full-time work, the wages payable to the individual for that week, when reduced by \$200, do not equal or exceed the individual's unemployment weekly benefit amount. This bill would require the payment of unemployment compensation to an individual under these circumstances in a weekly amount equal to his or her weekly benefit amount less the amount of wages in excess of \$200 payable for that week, with benefits subject to the regular one-week waiting period. This bill contains other related provisions and other existing laws.	Read first time. Held at Desk.		
SB 167 Negrete McLeod	General plans: planning grants and incentives. The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 allocates \$580,000,000 for revitalizing communities and making them more sustainable and livable by investing in sound land use planning, local parks, and urban greening, and specifically authorizes \$90,000,000 for planning grants and incentives, as specified, to encourage, among other things, the development of specified regional and local land use plans. The act also requires that these funds be made available upon appropriation by the Legislature. This bill would require the Governor's Office of Planning and Research to administer multiple programs , as specified, to award (1) grants and loans to cities and counties to prepare and adopt general plans, including , among other things, a preference for a grant or loan if one or more criteria are met, (2) loans to cities and counties to prepare and adopt programs to implement city and county general plans, including specific plans, habitat conservation plans, zoning ordinances, and design standards, (3) grants to councils of governments to prepare regional blueprint projects, and (4) grants and loans to local agency formation commissions to prepare and adopt municipal service reviews and spheres of influence. The bill would also provide that the funding for the programs under (1), (2), and (4) includes the costs of complying with the California Environmental Quality Act (CEQA). The bill would require the OPR to prepare and adopt regulations for this purpose that meet specified criteria and would require the OPR to cooperate with the Secretary of the Resources Agency in any independent audits of expenditures pursuant to these provisions. This bill contains other related provisions and other existing laws.	04/16/2007- Hearing postponed by committee. (Refers to 3/29/2007 hearing)	Watch	Water
SB 184 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	04/25/2007- From committee:	Watch	Transportation

	to expend its own funds for any component of a project within its jurisdiction that is included in an adopted state transportation improvement program, and for which the commission has not made an allocation. Existing law requires these expenditures to be reimbursed by the state, under specified conditions. 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.	Do pass, but first be re-referred to Com. on APPR. (Ayes 11. Noes 0. Page 739.) Re-referred to Com. on APPR. Set for hearing May 7.		
SB 204 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.	05/07/07 10 a.m. - John L. Burton Hearing Room (4203) SEN APPROPRIATIONS	Watch	Transportation
SB 240 Florez	San Joaquin Valley Unified Air Pollution Control District. Existing law authorizes air pollution control districts and air quality management districts, except as provided, to levy a fee up to \$2 on motor vehicles, and authorizes the districts to increase this fee up to \$6 if certain conditions are met. This bill would authorize the San Joaquin Valley Unified Air Pollution Control District to increase this fee by not more than \$30 under certain circumstances. The district would also be authorized to impose a surcharge of up to \$300 per year on all stationary, indirect, and areawide sources of air pollution. In addition, the San Joaquin Valley district would be authorized to impose a reasonable emissions fee on any source of air pollution that causes or contributes to a violation of any state or federal ambient air standard for the sole purposes of establishing and implementing programs that the district determines are needed to remediate air	03/27/2007- Set, first hearing. Hearing canceled at the request of author. 04/26/2007- Set for hearing May 8. 05/08/07 1:30 p.m. - Room 112 SEN TRANSPORTATION AND	Watch	Air

	pollution harms caused by those sources of air pollution. The district would be required to submit annual audits to the state board and to the Bureau of State Audits, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.	HOUSING		
SB 262 Runner	Transportation : trade corridors improvement. 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 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. This bill would require the commission, when allocating these funds to projects, to consider the impact of a project on goods movement and port operations in the Southern California region and the potential of a project to benefit the inland port concept in order to relieve congestion at and in the vicinity of the Port of Los Angeles and the Port of Long Beach.	04/25/2007- Testimony taken. Hearing postponed by committee. (Refers to 4/24/2007 hearing)	Watch	Transportation
SB 286 Lowenthal	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 require an applicant for these funds to submit a list of projects expected to be funded with bond funds to the Department of Finance, as specified, and to report various information to the Department of Finance. The bill would make other related changes. This bill contains other related provisions.	05/01/2007- From committee: Do pass as amended, but first amend, and re-refer to Com. on APPR. (Ayes 10. Noes 1. Page 739.)	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	02/28/2007- To Com. on RLS.	Watch	Transportation

	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.			
SB 372 Steinberg	High-speed rail: educational and vocational training programs. 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 require the Superintendent, in cooperation with the High-Speed Rail Authority, to develop an inventory of future educational and vocational training programs that are necessary for the high-speed train project. The bill would require the Superintendent, in cooperation with the High-Speed Rail Authority and the Regents of the University of California, the Trustees of the California State University, and the Board of Governors of the California Community Colleges, to develop courses of study and vocational and technical training necessary to meet the demand for new skills and training associated with the implementation and operation of the high-speed train project. The bill would require the Superintendent to report to the Legislature by an unspecified date on the inventory of vocational and technical training programs required for the high-speed train and any related recommendations. This bill contains other existing laws.	05/01/2007- From committee: Do pass as amended, but first amend, and re-refer to Com. on APPR. (Ayes 6. Noes 3. Page 734.)	Watch	Transportation
SB 445 Torlakson	Road User Task Force. Existing law provides various sources of revenue to fund state highway and local road maintenance, operation, and improvement, including a state-imposed per-gallon fuel tax of 18 cents. This bill would create the Road User Task Force, with 14 members appointed by the Legislature, Governor, California Transportation Commission, city and county organizations, and other specified entities. The bill would require the task force to hold at least 3 public hearings around the state and to report to the Legislature and Governor by January 1, 2009, on alternatives to the current system of taxing road users through per-gallon fuel taxes. The bill would make legislative findings and declarations in that regard.	04/30/2007- Hearing postponed by committee. Set for hearing May 7. (Refers to 4/30/2007 hearing) 05/07/07 10 a.m. - John L. Burton Hearing Room (4203) SEN	Watch	Transportation

		APPROPRIATIONS		
SB 716 Perata	Transit operators. 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. \$3.6 billion of the moneys in the fund are required to be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account to be made available, upon appropriation by the Legislature, to transportation agencies for transit capital projects pursuant to a specified formula. This bill would specify the requirements for an eligible project sponsor, as defined, to receive an allocation of funds appropriated from the account. The bill would require the California Transportation Commission and the Controller to administer these provisions.	04/18/2007- From committee: Do pass, but first be re- referred to Com. on APPR. (Ayes 7. Noes 3. Page 627.) Re-referred to Com. on APPR.	Watch	Transportation
SB 717 Perata	Transportation Investment Fund. Existing law specifies the allocation of funds in the Transportation Investment Fund, derived from a portion of the sales tax on gasoline, to various transportation projects and programs. Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund for allocation for those transportation purposes until the end of the 2007-08 fiscal year. Thereafter, Article XIX B requires these revenues to be allocated to broad categories of transportation purposes, including 20% for programs funded by the Public Transportation Account, 40% for transportation capital improvement projects in the State Transportation Improvement Program, and 40% for apportionment to cities and counties pursuant to certain formulas for road maintenance and construction purposes. This bill would continue the Transportation Investment Fund in existence and would specify the use of revenues deposited in that fund from gasoline sales tax revenues subject to Article XIX B beginning in the 2008-09 fiscal year.	04/30/2007- Set for hearing May 7. 05/07/07 10 a.m. - John L. Burton Hearing Room (4203) SEN APPROPRIATE IONS	Watch	Transportation
SB 748 Corbett	Transportation: state-local partnerships. 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 purposes of the State-Local Partnership Program and would require the California Transportation Commission to adopt guidelines for the program. The bill would state the intent of the Legislature to appropriate \$200,000,000 for the program	04/18/2007- From committee: Do pass, but first be re- referred to Com. on APPR. (Ayes 6. Noes 4. Page 627.) Re-referred	Watch	Transportation

	from bond funds in each of 5 fiscal years beginning in the 2007-08 fiscal year. The bill would define eligible local matching funds under the program for purposes of the required dollar-for-dollar match, and would establish an application procedure for eligible applicants to nominate projects. The bill would limit the amount of bond funding for a single project to \$25,000,000 in a single funding cycle. The bill would describe the categories of projects that may be funded through the program, would establish timelines for expenditure of the funds, and would provide for the reallocation of funding if those timelines are not met. The bill would require the commission to include in its annual report to the Legislature a summary of its activities related to the program, as specified.	to Com. on APPR.		
SB 803 Lowenthal	Transportation enhancement funds: community conservation corps. 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, areas not served by a community or conservation corps, to construct or undertake the project. The bill would provide that a community conservation corps, or the California Conservation Corps in areas not served by a community 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 that commit to employ the services of corps members in the construction of those projects. The bill would make related legislative findings and declarations.	04/26/2007- Hearing postponed by committee. Set for hearing May 7. (Refers to 4/26/2007 hearing)	Watch	Transportation
SB 872 Ackerman	State-Local Partnership Program. Existing law provides various sources of funding for transportation capital projects. Proposition 1B, approved by the voters at the November 7, 2006, statewide 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 Account, to be allocated by the California Transportation Commission over a 5-year period to eligible transportation projects nominated by transportation agencies, subject to appropriation by the Legislature. This bill would create the State-Local Partnership Program and state the intent of the Legislature to appropriate \$200,000,000 per year for 5 years beginning in the 2010-11 fiscal year. The bill would provide for	04/18/2007- From committee: Do pass, but first be referred to Com. on APPR. (Ayes 6. Noes 4. Page 627.) Re-referred	Watch	Economy

	allocation of state funds to eligible highway and mass transit guideway projects nominated by local agencies that are to be funded with at least 50% of local funds derived from a locally imposed transportation sales tax. The bill would specify the process for applying for, receiving, and expending these funds. The bill would state the intent of the Legislature in that regard.	to Com. on APPR.		
SB 974 Lowenthal	Ports: congestion relief: environmental mitigation: regulatory fee. Existing law regulates the operation of ports and harbors. This bill would require the Ports of Los Angeles, Long Beach, and Oakland to collect a user fee on the owner of container cargo moving through the Port of Los Angeles, the Port of Long Beach, or the Port of Oakland at a rate of \$30 per twenty-foot equivalent unit (TEU). This bill contains other related provisions and other existing laws.	04/30/2007- Read second time. Amended. Re-referred to Com. on APPR.	Watch	Transportation

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*Intergovernmental Relations and Federal Affairs*1660 L Street, NW • Suite 1050 • Washington, D.C. 20056
(202) 659-2229 • Fax (202) 659-5234 • e-mail: len.simon@simoncompany.com

FEDERAL GRANT OPPORTUNITY

TO: Barbara Steck

FROM: Len Simon
Shannon Long

SUBJECT: FY07 Economic Development Assistance Programs

DATE: March 26, 2006

The Economic Development Administration has announced that it is accepting applications on a rolling basis from local governments under a variety of programs that are designed to fund local projects that address persistent unemployment or underemployment and other issues that impact economically distressed communities. Funding is also available to help communities to adjust to actual or threatened sudden and severe economic dislocations. ***There is no application deadline for these programs, and applications are accepted on a continuous basis until the funding is expended.*** Applicants are required to submit a pre-application to determine qualification for final awards. EDA program funds total \$250.741 million under this year's discretionary program. *The full application package may be accessed online via the following website or we would be pleased to forward a copy at your request.*

http://www.eda.gov/ImageCache/EDAPublic/documents/pdfdocs2006/fy07edapffofinal032107_2epdf/v1

The EDA programs in the attached notice address a variety of different employment and economic development needs, but the EDA indicates that projects in the following areas are preferred: (1) proposals that encourage innovation and regional competitiveness; (2) proposals to upgrade the core business infrastructure; (3) proposals to help communities plan and implement economic adjustment strategies in response to sudden and severe economic dislocations; (4) proposals that support technology-led economic development; and (5) proposals that advance community and faith-based social entrepreneurship in redevelopment strategies.

As eligible applicants, application procedures, maximum grant amounts, and other relevant information will be different for each program, EDA indicates that interested applicants should contact their local Economic Development Representative or EDA Regional Officials on these programs. Contact information for the regional offices is contained in the attached notice. A brief summary of EDA's FY2007 Program Plan is below:

- (1) **Public Works and Economic Development Investments Program** – This program empowers distressed communities to revitalize, expand, and upgrade their physical infrastructure to attract new industry, encourage business expansion, diversify local economies, and generate or retain long-term, private sector jobs and investment.

- (2) **Planning Program** – EDA's Partnership Planning programs help support local organizations (Economic Development Districts, Indian Tribes, and other eligible areas) with their long-term planning efforts and their outreach to the economic development community on EDA's programs and policies.
- (3) **Local Technical Assistance Program** – The Technical Assistance Program helps fill the knowledge and information gaps that may prevent leaders in the public and nonprofit sectors in distressed areas from making optimal decisions on local economic development issues.
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- (4) **Economic Adjustment Assistance Program** – This program assists state and local interests to design and implement strategies to adjust or bring about change to an economy. The program focuses on areas that have experienced or are under threat of serious structural damage to the underlying economic base.

Please let us know if you have any questions or would like further information on any of these programs. We would be pleased to work directly with your EDA Representative or Regional Office if that would be helpful.

We look forward to talking with you soon.

Shannon R. Long
Simon and Company, Inc.
1660 L Street, NW
Suite 501
Washington, DC 20036
Phone: 202-659-2229
Fax: 202-659-5234
shannon.long@simoncompany.com

Construction Aggregate Supply Limitations Estimates of Economic Impact

- Since transportation is a major element in the cost of delivered aggregate, and the cost depends on the distance of the delivery, permitting new aggregate sites would lead to shorter haul distance to minimize transport/shipping cost. According to the industry, shipping costs for aggregates can outweigh production costs if the material is trucked more than 20 miles.¹
- A recent UC Berkeley study² confirms that the most likely, and dominant, effect of the opening of new sites for the production of construction aggregates would be a *reduction in truck miles of travel for hauling aggregates* (i.e., new quarry will be located closer to the users to minimize transportation costs), *thus a reduction in emissions from trucks.*
- According to the California Geological Survey (CGS), California has an estimated 74 billion tons of aggregate resources underlying mineral lands classified by the State Geologist. However, only about 5.3 billion tons of aggregate (7.2 percent) have actually been permitted by cities and counties for mining activities. Permitting of mining sites takes between five and ten years. At the current rate of production of 177 million tons per year, the permitted reserves will be exhausted in about 30 years.
- According to the CGS, the state produced 176.4 million tons of construction sand and gravel in 2005, valued at \$1,269 million. The production of crushed stone in 2005 was estimated at 58.87 million tons, valued at \$361.5 million. According to the same source, California imported about 2.4 million tons of sand and gravel during 2005 from Canada and Mexico, a fairly small portion of the total use.
- The total aggregate production (or demand) in 2005, therefore, exceeded 235.3 million tons (176.4 + 58.87). This production level would generate about 9.4 million truckloads (@ 25 tons per truck), or a total of 18.8 million truck trips a year (including empty trucks returning to the aggregate sites) related to the transportation of construction aggregate in the state.
- According to the Teichert Construction and West Coast Aggregates, Inc. the average hauling distance for aggregates in California may be as high as 50 miles. Truck transportation accounts for about 99 percent of shipping aggregates for 40 miles or less.³ At an average 50-mile distance, the total aggregate-truck VMT would be 940 million miles per year (18.8 million trucks x 50 miles). This would account for 4% of total truck trips, or 6% of all truck miles of travel on the state highways.
- Let us assume that additional aggregate production resulting from permitting additional mining facilities would reduce the average hauling distance from 50 to 35 miles statewide. Using an average hauling distance of 35 miles, the total annual aggregate-truck miles of travel would be 658 million miles (18.8 million trucks X 35 miles). The 15-mile shorter hauling distance would reduce aggregate-truck miles of travel by 282 million miles per year (940 - 658), and annual diesel fuel consumption by 44 million gallons (using CARB diesel fuel consumption rate of 0.153 gallons per vehicle-mile at 55-60 mph speed).

¹ Therese Dunphy, "Evening the Playing Field," *Aggregates Manager*, August 2006.

² Peter Berck, "A Note on the Environmental Costs of Aggregates," *Working Paper No. 994*, Dept. of Agricultural and Resource Economics and Policy, University of California, Berkeley, January 2005.

³ Tina Grady Barbaccia, "Off-highway Transportation," *Aggregates Manager*, July 2006.

- Based on the California Air Resources Board emission factors estimates, and assuming an average 55-60 miles per hour speed, a reduction of 282 million miles of truck travel (or 44 million gallons of diesel fuel consumption) would reduce truck emissions (CO, NOx, PM10, SOx, VOC) by about **835.4 tons a year**.
- The total transportation cost of aggregates (at \$.10 per ton per mile) shipped 35-miles average distance throughout California would be \$1.6 billion (18.8 mil trucks x 25 tons x 35 miles x \$.10), and over \$2.3 billion if shipped an average 50 miles. The statewide transportation cost savings of reduced hauling distance would amount to **\$705 million a year** (or a 43% cost savings).
- The California Department of Transportation estimates that on average, about \$2.55 billion is spent on state and local capital outlay projects each year, and on average, aggregates account for 8-10% of total project costs, or **\$250 million** annually. A 43% increase/decrease in shipping cost of aggregates would increase/decrease the total annual project costs by **\$108 million per year**.
- The reduction in aggregate-related truck miles of travel would also reduce traffic congestion and traffic accidents on roads, but these impacts would be difficult to estimate. An additional benefit from truck trip reduction would be reduced pavement deterioration. The Department of Transportation on average spends about \$500 million annually on pavement rehabilitation projects. Assuming trucks account for 60% of the pavement damage on the state highways, and aggregate-trucks account for 4%-6% of all truck travel on the state highways (depending on the average distance of 35 or 50 miles), the trucks shipping aggregates would account for about **\$12-18 million** of potential savings in the cost of pavement rehabilitation each year.
- Project delays due to lack of aggregate supply in the area, would also result in project cost escalation and reduced user benefits (reduced travel time and accidents) that would have otherwise been generated. A delay of 10% of the projects (or \$255 million in capital outlay expenditures) for one year would increase the cost of the state and local capital outlay program by **\$9 million a year** (at 3.5% average cost escalation factor). It should be noted that the highway construction cost index in recent years has grown at much higher rates than the historical average of 3.5%. Therefore, the project cost escalation due to lack of aggregate supply and project delays could potentially be much higher than the figure above.
- Generalizing, and pro rating, the user benefits estimated for the 2006 Interregional Transportation Improvement Program (ITIP) projects, a delay of 10% of the capital outlay program for one year would also cost California about **\$97 million** in increased roadway congestion and traffic accidents.

In conclusion, permitting and expansion of additional construction aggregate supply sources in California suggests potentially significant benefits and cost savings that would provide a high payoff and worthwhile effort for the state to undertake. Again, those benefits include:

- A reduction in emissions from trucks with the reduction in truck miles of travel for hauling aggregates
- Shorter hauling distance reducing aggregate-truck miles of travel and the cost of the materials
- Reduction of pavement deterioration from fewer truck miles traveled
- Reduction in project delays due to lack of aggregate supply in the area, which leads to increased project costs
- Reduction in aggregate-related truck miles of travel would also reduce traffic congestion and potentially reduce traffic accidents on roads



Agenda Item 18

DATE: May 16, 2006

TO: Board of Supervisors

FROM: Bart Bohn, County Administrative Officer

for Alan Weaver, Director
Department of Public Works and Planning

SUBJECT: Receive Presentation on Aggregate Needs in Fresno County

RECOMMENDED ACTION:

Receive presentation on aggregate needs in Fresno County.

Aggregates (sand, gravel, and rock materials) are a necessary element in virtually all public and private infrastructure and capital construction projects. Their continued local availability in sufficient quantity and quality are necessary for both maintenance of road and highway and other infrastructure, and sustained economic growth at competitive prices.

Aggregate prices have risen substantially recently as available sources have not kept pace with construction demands. A 50-year forecast by the State Department of Conservation – California Geological Survey has indicated that the State will experience a 30% shortfall in construction aggregates through 2050. The most recent (1999) State Mineral Lands Classification Study indicates that Fresno County's identified aggregate reserves were projected to last through 2013, and may be depleted earlier due to recent growth.

Will Kempton, California Department of Transportation Director, has sent a letter highlighting the importance of aggregate resources to the strategic growth of California's economy, and encouraging the responsible development of new sources of aggregate (Attachment A).

The California Geological Survey Study, Aggregate Availability in California, indicates that Statewide demand for aggregate is approximately 240 million tons per year, the equivalent of 7 tons per capita. The Construction Materials Association of California (CMAC) has conducted economic analysis of the aggregate and construction industries Statewide, and in Fresno County. These studies are included in the CMAC materials package, and summarized in Attachment B. Aggregate use in Fresno County is estimated at nearly 6 million tons per year.

ADMINISTRATIVE OFFICE REVIEW

BOARD ACTION: DATE

Heace Gomes / J. Godwin
MAY 16 2006

Page

of

3

APPROVED AS RECOMMENDED

OTHER



Official Action of
Board of Supervisors

RECEIVED PRESENTATION AND BOARD COMMENTS.

UNANIMOUS

ANDERSON

CASE

LARSON

PEREA

WATERSTON

FISCAL IMPACT:

The recommended action will have no impact on net county cost.

REGIONAL JOBS INITIATIVE IMPACT:

Aggregate materials are a foundation of the construction industry, and their availability and cost are important factors in the overall costs of construction and ability of local agencies to keep up with public infrastructure needs. A 2003 economic analysis of the construction and aggregate industries in Fresno County (commissioned by the Construction Materials Association of California, Fresno County Chapter) indicate that the annual total economic impact in Fresno County from aggregate and construction industries is \$4.4 billion dollars, and that the aggregate and construction industries employed over 24,000 people in Fresno County (2000 data).

Supportive infrastructure is an important factor is a region's ability to expand business and attract new jobs. The agricultural sector especially relies on the road system to transport its products. Increased investment in infrastructure will be needed for Fresno County and the San Joaquin Valley to improve economic competitiveness and attract and retain businesses. Reliable sources of local aggregate are needed for cost-effective construction and maintenance of both private and public works projects.

DISCUSSION:

Aggregates are used in virtually all public and private construction activities, including new construction and/or maintenance of streets and highways, bridges, curb and gutters, airport facilities, water, sewer, and irrigation systems, canals and water storage facilities, commercial, public, and residential buildings (foundations and structures), sidewalks, driveways, parking lots, patios, swimming pools, and in landscaping, just to name some of the most common applications. The CMAC estimates that construction of an average home requires 400 tons of aggregate.

The attention drawn to the need for aggregate materials by CalTrans Director Will Kempton is precipitated by the serious underfunding of infrastructure, including preventive maintenance, in California over the preceding decades. California remains last in the nation in per-capita investment in transportation. California's investment in infrastructure has declined from near 20% of State spending in the 1960s to about 3% today. The deterioration of infrastructure Statewide has led to recent efforts to craft massive State infrastructure bonds to fund water, transportation, and school infrastructure. These efforts will increase demands for aggregate even above current levels.

The local availability of aggregate materials is important for two key reasons: cost and air quality. Air quality, especially fine particulate emissions from diesel trucks, is a critical issue for Fresno County and the San Joaquin Valley. Fuel consumption and related emissions increase as aggregate materials are hauled from distant locations. An estimated annual aggregate consumption of near 6 million tons in Fresno County roughly corresponds to a minimum of 225,000 heavy truck trips (not factoring primary and secondary trips to/from concrete or asphalt-concrete plants). The difference between an [assumed] 50-mile round trip and a 150-mile round trip would result in an additional 25 million vehicle-miles of diesel truck travel per year, with corresponding fuel consumption and pollution emissions.

In addition, longer trips increase wear and tear on highway and roads, leading to increased maintenance costs. If materials aren't available locally, the transportation costs can rapidly exceed the value of the aggregate, substantially adding to construction costs. The CMAC Study concluded that reliance on Coalinga-area aggregate sources following local depletion within the Fresno production-consumption region would add \$50 million annually to local construction costs.

Last year Fresno County used approximately 120,000 tons of asphalt-concrete for repair and maintenance of its 3,600 mile road system. Costs for asphalt-concrete for Fresno County's road maintenance program have increased 48% over a year ago, due to increased oil prices, higher transportation costs, and increased aggregate costs. This causes a corresponding reduction in the miles of roads able to be rehabilitated and further deterioration of the overall system and impacts to users.

The amount of aggregate needed to build County public road projects currently under design, and the extension of State Highway 180 expressway from Temperance to Frankwood Avenue, is estimated to be 109,000 tons of aggregate for concrete, 143,250 tons of aggregate for asphalt concrete, and 82,400 tons of aggregate for base material, totaling 334,000 tons.

Recycling of construction materials, including pavement recycling, continues to be actively pursued by public agencies and industry as a means to reduce costs and waste. The CMAC report notes, however, even if all demolished construction material could be recycled, it would constitute only about 5% of the aggregate need.

Surface mining for aggregate materials is governed by local land use agencies such as Fresno County, and by the State under the Surface Mining and Reclamation Act. Active permits in Fresno County are listed on Attachment C.

DEPARTMENT OF TRANSPORTATION

OFFICE OF DIRECTOR

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-5266

FAX (916) 654-6608

TTY (916) 653-4086

*Flex your power!
Be energy efficient!*

RECEIVED

MAR 16 2006

BY: [signature]
TELEPHONE 603

February 27, 2006

Dear Transportation Partners:

As I am sure you are aware, the Governor has proposed the Strategic Growth Plan, which calls for \$105 billion to be invested in transportation over the next ten years, plus \$2 billion for mitigation of existing air quality impacts from ports and goods movement. In all, nearly half of the estimated \$222 billion expected to be raised under the plan is slated for transportation.

Part of the Governor's Strategic Growth Plan is a historic comprehensive transportation investment package that incorporates *GoCalifornia*, a mobility action plan designed to decrease congestion, improve travel times, and increase safety. Last fiscal year, the California Department of Transportation (Department) delivered about \$900 million in highway construction. This year we are on track to deliver over \$3 billion. If the Legislature adopts the Governor's infrastructure program, the Department will be challenged to deliver an even larger program over the next few years. Although highway construction is a relatively minor component in overall aggregate consumption in California, we are concerned about availability and pricing. As part of *GoCalifornia*, the Department's statewide strategy is to work with communities and other State agencies in securing adequate industry capacity for California's needs.

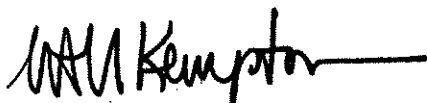
Towards this effort, I would like to bring to your attention the tremendous amount of aggregate needed to supply the projects that support the improvement of the State's transportation infrastructure and the need for new aggregate sources. In recent industry capacity expansion workshops, our construction industry partners shared their concern about the availability of aggregate and other commodities in California. Based upon information from the Department of Conservation, possible cost increases because of potential shortages of aggregate would impact the fiscal budgets of local, regional, and State public works agencies (see enclosed reduced copy of Map Sheet 52, and visit the following Internet site http://www.conservation.ca.gov/CGS/geologic_resources/mineral_production/ms52.htm).

At these workshops, the industry also informed the Department of the many years it can take to get a new aggregate source through the permitting process. We encourage the development of new material sources for aggregate reserves that are identified and developed within California, but recognize that the permitting of any new mining locations must be done in accordance with federal, State, and local laws and regulations while being environmentally sensitive.

Transportation Partners
February 27, 2006
Page 2

Please share this information with your planning commissions, city councils, and county board of supervisors. Thank you in advance for your assistance in helping the Department in its mission to improve mobility across California.

Sincerely,

A handwritten signature in black ink, appearing to read "Will Kempton", followed by a horizontal line.

WILL KEMPTON
Director

Enclosure

c: Mr. Charlie Rea, Construction Materials Association of California
Mr. Sam Hassoun, ACG of California
Ms. Tara Haas, Engineering & Utility Contractors Association
Mr. Ed Kalish, Southern California Contractors Association, Inc.
RTPAs
MPOs
County Transportation Commissions

AGGREGATE AVAILABILITY IN CALIFORNIA

Fifty-Year Aggregate Demand Compared to Permitted Aggregate Resources

By

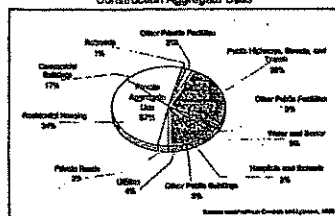
Susan L. Kohler

CALIFORNIA DEPARTMENT OF CONSERVATION
CALIFORNIA GEOLOGICAL SURVEY

July 2002

Contributions by:
R.L. Hill, D.J. Benby, L.G. Youngs, D.L. Dugas,
R.V. Miller, B.M. Kohler, C.J. Downey,
L.L. Busch, and B.D. Foster

Construction Aggregate Uses



Map Usage and Limitations

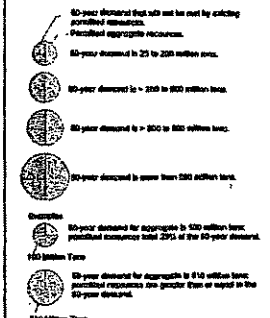
This map is intended to provide a general overview of aggregate availability in California. It is not intended to be used as a legal document. The map is based on data from the California Department of Conservation, California Geological Survey. The map is not intended to be used as a legal document. The map is based on data from the California Department of Conservation, California Geological Survey.

Non-Permitted Aggregate Resources
Non-permitted aggregate resources are identified throughout the state of California. These resources are not permitted for use in California. The map is based on data from the California Department of Conservation, California Geological Survey.

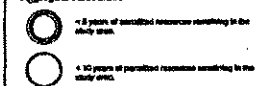
Explanation

Fifty-Year Aggregate Demand Compared to Permitted Aggregate Resources

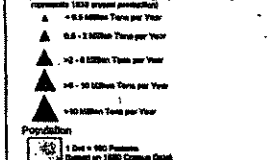
The pie diagrams show the projected 50-year demand for aggregate in January 2002 compared to currently permitted aggregate resources (in short tons). The 50-year demand for a particular region is graphically represented by one of four pie diagrams. Each 50-year pie diagram is located in the central portion of the study area. Non-permitted aggregate resources are shown on the inset map of aggregate studies (lower left). The actual 50-year demand is shown on the inset map for each pie diagram.



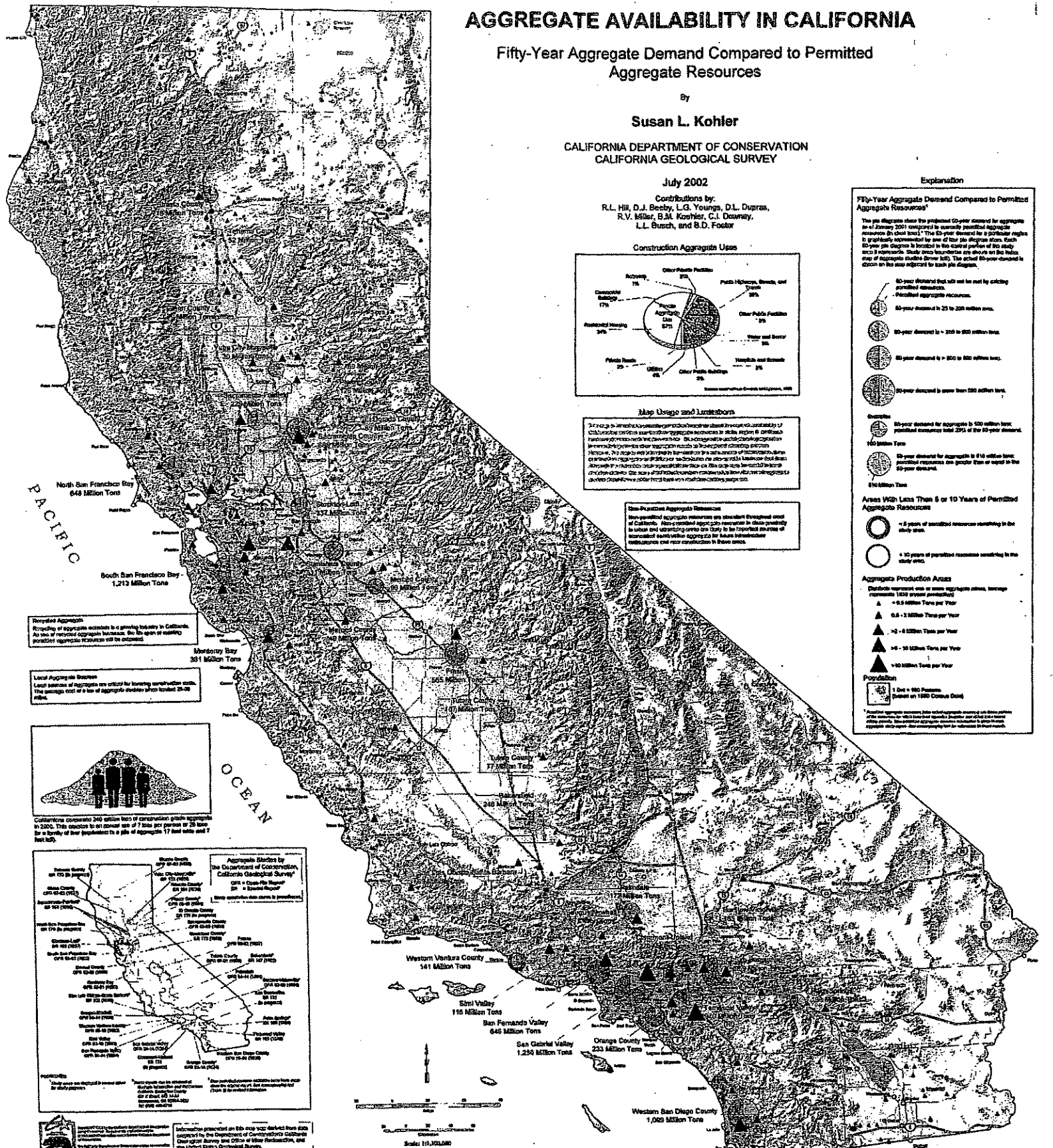
Areas With Less Than 5 or 10 Years of Permitted Aggregate Resources



Aggregate Production Rates



Population
1:100,000
Source: US Census Bureau

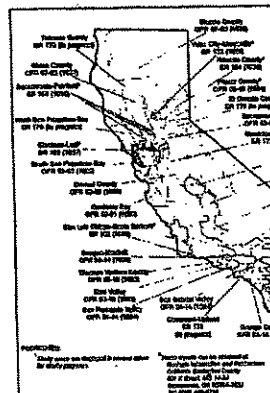


Permitted Aggregate
Permitted aggregate resources are shown in California. The map is based on data from the California Department of Conservation, California Geological Survey.

Local Aggregate Sources
Local sources of aggregate are critical for housing construction costs. The map is based on data from the California Department of Conservation, California Geological Survey.



California's aggregate resources are shown in California. The map is based on data from the California Department of Conservation, California Geological Survey.



Information presented on this map was derived from data provided by the Department of Conservation, California Geological Survey and Office of Water Resources, and the United States Geological Survey.

Scale: 1:1,000,000

Map design by Susan Kohler

CMAC

Construction Materials
Association Of California
Fresno County Chapter
1029 J St., Ste 300
Sacramento, CA
95814
Ph 916.554.1000
Fx 916.554.1042

construction & aggregates

in Fresno County

Aggregate Resources Forecast the Future of Fresno County

Why Do We Need Aggregates?

- Fresno County's aggregates industry supplies sand, gravel, and crushed stone for local construction. Millions of tons of aggregates are required to build and maintain our infrastructure: roads, highways, homes, buildings, schools, and public works.
- Investing in infrastructure improves quality of life, attracts new industries, generates economic benefits, and enhances community livability.

Economic Impacts

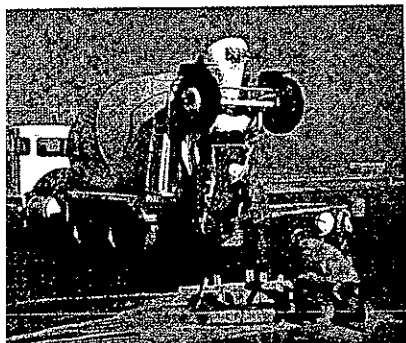
- The combined annual impact of the construction and aggregates industries in Fresno County is **\$4.4 billion**.
- Construction and aggregates contribute over **8%** of Fresno County's \$35 billion output, comparing favorably with other leading industries, such as transportation and wholesale trade, and fruits and fruit processing.
- The county's major industries use **\$430 million** of aggregate and construction's goods and services. The industry sectors of finance, insurance, and real estate as well as transportation, communications, and public utilities, have the greatest need for construction and aggregate products.
- The construction and aggregate industries employ **6%** of the county's workforce.
- The aggregates industry pays an average wage of **\$45,137** — nearly triple the county's per capita income.
- The construction and aggregate industries pay nearly half a billion dollars (**\$494 million**) in federal, state, and local taxes.

**DID YOU KNOW local aggregate
supplies are running out?**

With long-term planning today we can protect a \$4.4 billion industry, ensuring a local supply of high quality building materials for Fresno County's future.

fast facts

About California's Aggregates Industry . . .



- **Aggregates are key to construction:** Sand, gravel, and crushed stone are the first step in the construction process. They are used for making cement, concrete, and asphalt, as well as many other building materials. Without aggregates construction can't commence.

- **California is the nation's leading producer of construction aggregates.**

- **Every Californian uses 7 tons of construction aggregates annually.** Statewide, that is a total of 230-240 million tons.¹

- **California's aggregate industry employs nearly 35,000 workers and provides over \$1.5 billion in wages.** Combined economic impact of the construction and aggregate industries in California is \$108 billion, or 10% of the state's \$1.2 trillion gross product.²

- **Nationwide, about 43% of all construction aggregates are for public works projects paid by taxpayers.** Applied to California, in 2001, public agencies would have spent over \$570 million for construction aggregates.³

- **California sand and gravel producers reclaim land to 44 different uses.** The most common usage is conservation – open space, wildlife habitat, and wetlands – followed by recreation and agriculture. While the state has lost 91% of its wetlands since European settlement, California's aggregate producers are creating or restoring thousands of acres of wetlands and wildlife habitat. During the 1990s, reclamation statewide exceeded 50 square miles, a size comparable to the City and County of San Francisco.⁴

- **Transportation costs greatly affect the price of aggregates.** Transporting aggregates 25-35 miles doubles the aggregates' cost. If nearby supplies don't exist, transportation costs quickly exceed the value of the aggregates and contribute to increased fuel consumption, air pollution, traffic congestion, and road maintenance.

- **Aggregate supplies for many California population centers are running out.** A recent government study projecting 50-year demand indicates 7 aggregate consumption areas have less than 10 years of permitted resources available, an additional 5 have less than 25% of their needs, and the remainder vary. These supply deficiencies will directly affect California's infrastructure and quality of life.⁵

- **Recycled concrete and asphalt help build sustainable communities.** California's aggregate producers are in the forefront for promoting the use of recycled construction materials. Many sand and gravel operators help keep these materials out of landfills by crushing millions of tons of used concrete and asphalt pavement into construction aggregates. Yet because recycled aggregates originate from demolished infrastructure, demand far exceeds supply.

¹Aggregate Availability in California, California Geological Survey

²The Aggregates Industry – Economic Study, CMAC

³Aggregate Availability in California

⁴Reclamation Survey, CMAC

⁵Aggregate Availability in California

construction & aggregates

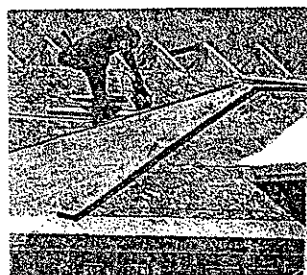
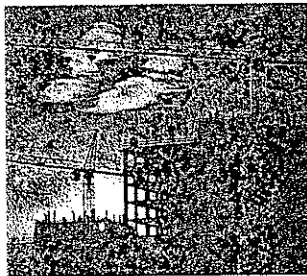
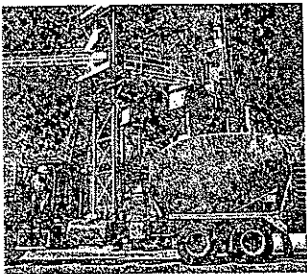
Build California's Economy

Aggregates and Construction Go Hand-in-Hand

- California's aggregates industry supplies sand, gravel, and crushed stone for local construction. Aggregates are necessary for making ready-mixed concrete, asphalt, and many other building materials. Millions of tons of aggregates are required to build and maintain our infrastructure: roads, highways, homes, buildings, schools, and public works.

Economic Impacts

- Aggregates and construction is California's **4th largest industry**.
- Statewide, the aggregates and construction industry's total economic impact is **\$230 billion** – 16% of all California industry output.
- Aggregates and construction contribute **\$13.8 billion** to other major California industries.
- Job growth in aggregates and construction outpaced other industries in California. Between 1998-2003 employment growth was **34%** compared to overall state job growth of 6%.
- Over **1.8 million California jobs** – a 49% increase since 1998 – are supported by the aggregates and construction industry.
- California workers earned over **\$86 billion** from aggregate and construction activities.
- Aggregates and construction employees earn **above average wages** and compensation. Compared to other industries, salary packages for California aggregate workers alone rank 4th highest overall.
- The aggregates and construction industry's economic impacts **benefit local California economies**, particularly in rapidly growing regional areas.
- Every Californian uses nearly 7 tons of aggregates per person per year. The State Department of Conservation forecasts a **30% shortfall of construction aggregates statewide – 3 billion tons** – over the next 4 decades.



WITH LONG-TERM PLANNING TODAY...

we can ensure that California has local supplies of high quality building materials tomorrow.

Nothing gets built without aggregates.

1029 J St., Ste 300
Sacramento, CA
95814
Ph 916.554.1000
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the future...

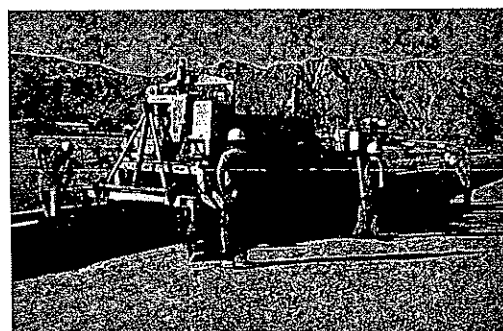
California's Permitted Aggregate Supplies Are Running Out

- Supplies of sand and gravel and crushed stone throughout California are being depleted much faster than replacement resources are being permitted. Shortages are already causing price increases, which will, in the longer-term, negatively affect California's quality of life, economy, and environment.
- Some regions are running out in a few years, or have already run out. For example:

San Fernando Valley – 1 year supply

Western Ventura County – 0 years' supply

Eastern Merced County – 4 years' supply



What Are Aggregates And Why Does It Matter If They're Running Out?

Time Is

Running Out

For Local, Low

Cost, And

Uninterrupted

Aggregate

Supplies

- Sand and gravel and crushed stone are "Aggregates." **Over 90% are used in construction.** Steady supplies are necessary for constructing and maintaining roads, housing, schools, buildings, and all other public and private infrastructure. Asphalt pavements and concrete are mostly made of aggregates.
- Approximately 60% of all aggregates are used in public works projects** – our public roads, highways, buildings, bridges, airports, sewer systems, schools, and other structures.
- An average home requires nearly 100 tons of aggregates. After adding neighborhood infrastructure, a 1500 sq. ft. home requires 328 tons of sand and gravel and 202 cubic yards of concrete.
- Between 1990-2000 **Californians used an average of 6 tons per person per year of aggregates.** Using conservative population estimates for the next 20 years, California will require 5 billion tons of aggregates, or an average of 250 millions tons per year.
- Supplying aggregates is a local business. Due to shipping costs, the price of aggregates doubles every 25 miles it's hauled. The farther away aggregates are shipped, the costlier they are for customers and taxpayers. Long distance shipping impacts the economy and the environment.
- The permitting process at the local government level ranges from 2-10 years or even longer. Considering that aggregate shortages have the ability to severely imperil the state's infrastructure – its basic health – a fast track permitting process is urgently needed.

CMACConstruction Materials
Association Of California1029 J St., Ste 300
Sacramento, CA

95814

Ph 916.554.1000

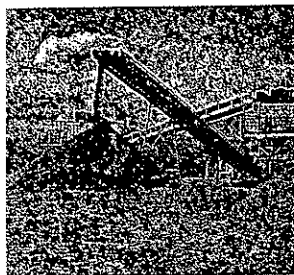
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Highway Transportation Funding Facts



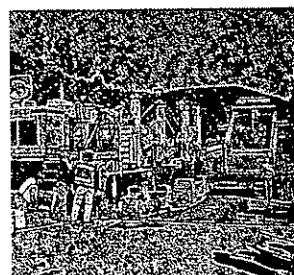
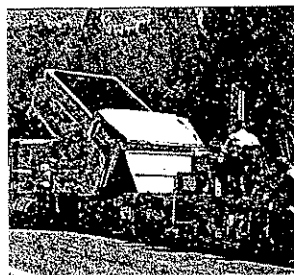
Gridlock is a Roadblock

- California is adding **600,000** people and **500,000** cars annually.
- Population has grown **50%** during the past 20 years, while road capacity has barely increased **7%**.
- Auto travel in California in the 1990s increased 10 times faster than new lane capacity was added.
- Truck traffic is expected to grow 50% by 2020.



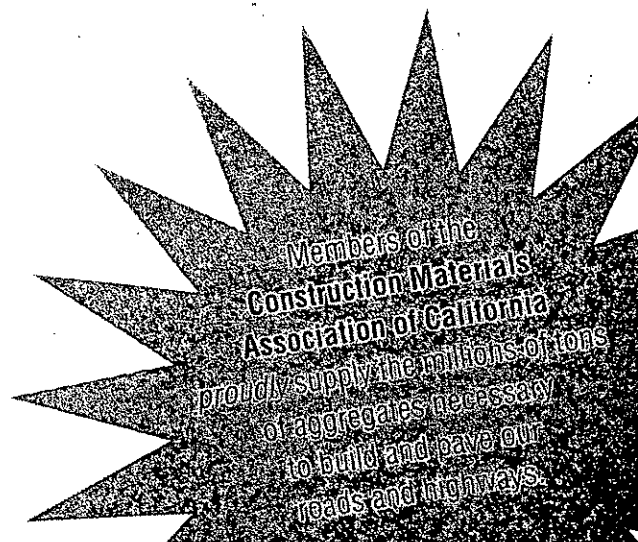
California's Economy Needs a Smooth Ride

- Delays in transportation spending cost the state **\$4.7 billion** per year in wasted time and fuel.
- **42,000** jobs are created for every **\$1 billion** invested in highway and transportation projects.
- Every **\$1** spent on highway construction results in **\$5.70** in economic benefits.
- Improved roads and highways relieve traffic congestion, increase traffic safety, and reduce fuel consumption costs.



Voters Want Stable Transportation Funding

- To remain a leading national and international economy, California needs to count on stable and predictable transportation funding.
- California voters have repeatedly passed laws dedicating gasoline taxes to transportation projects. Since 2001, **\$2.5 billion** has been diverted to the General Fund for other purposes.
- According to the California Transportation Commission, there is a 10-year total for unmet transportation needs of **\$117 billion**.
- As of 6/30/04, **\$2 billion** of approved transportation construction projects cannot commence due to lack of funding.



**STOP the State's siphoning of gas taxes that
Californians tagged for transportation!**

FRESNO COUNTY SURFACE MINING PERMIT INFORMATION

SURFACE MINE – NAME/LOCATION(S)	PERMIT(S)		EFFECTIVE	EXPIRATION
Academy Quarry	CUP 2477	SPR 6438	2-11-1992	2009
Al's Concrete <i>(Vulcan Materials Co.)</i>	CUP 2291	SPR 6132	9-27-1988	2013
Artesia Ready Mix <i>(California Portland Cement Company)</i>	CUP 2532	SPR 6397	1-28-1992	2032
Avenal Aggregate <i>(formerly Acme Paving Co., Inc.)</i>	CUP 2461-R	SPR 6949	12-3-1998	2018
Bass Avenue <i>(Fresno County site)</i>	CUP 1505	N/A	6-19-78	N/A
Central Valley Ready-Mix	CUP 2203	SPR 5926	9-25-86	2006
Coalinga Pit #1 / Pit #2	CUP 2320	SPR 6190	1-10-1989	2009
Gale Sand Products	CUP 1803	N/A	3-12-1981	Indefinite
Maiorino Farms	CUP 2232	SPR 5909	9-11-1986	2006
Mont La Salle <i>(Fresno County site)</i>	CUP 2415	N/A	8-7-1990	2014
Petry Sand Pit <i>(currently idle)</i>	CUP 2354	SPR 6128	10-20-1988	2013
RMC Pacific Materials/Cemex - Beck site	CUP 361/2032/2241	SPR 5903	7-28-1987	2023
RMC Pacific Materials/Cemex - plant site	CUP 2235	SPR 5903	7-28-1987	2023
Tivy Valley Granite	CUP 2313	SPR 6114	2-9-1988	2003
Triple L / Panoche	CUP 2519	SPR 6648	8-17-1993	2013
Vulcan Materials - Fresno	CUP 2576	SPR 6465	9-10-1996	2016
Vulcan Materials - Sanger	CUP 1656	SPR 6131	11-20-80	Indefinite

MEMORANDUM

DATE: May 18, 2007
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 - Police Protection Equipment and Emergency Generators	City of Mendota	\$58,300	\$47,700	\$106,000
USDA Rural Development Community Facilities Grant - Fire Protection Equipment	City of Mendota	\$18,700	\$15,300	\$34,000
US Department of Housing and Urban Development - 2007 Section 202 Supportive Housing Capital Advance Grant Program	Southern California Presbyterian Homes	\$9,736,600	\$1,582,857	\$11,319,457
US Department of Housing and Urban Development - Community Redevelopment Block Grants	County of Fresno	\$5,654,371	\$1,785,125	\$7,439,496

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 # 05-2007-118*
Project Title: *USDA Rural Development Grant – Police Protection
Equipment and Emergency Generators*
Applicant Agency: *City of Mendota*
Contact Person: *Gabriel Gonzalez*
Address: *643 Quince Street*
Phone: *559-655-3291*
Federal Catalog #: *10-766*
Status: *New*
Area of Impact: *City of Mendota*
Federal Funding Agency: *USDA*

FUNDING:

\$58,300 Federal
\$47,700 Applicant
\$0 State
\$0 Local
\$0 Other
\$106,000 TOTAL

USDA Rural Development Grant – Police Protection Equipment and Emergency Generators

PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2007-119*
Project Title: *USDA Rural Development Grant – Fire Protection Equipment*
Applicant Agency: *City of Mendota*
Contact Person: *Gabriel Gonzalez*
Address: *643 Quince Street*
Phone: *559-655-3291*
Federal Catalog #: *10-766*
Status: *New*
Area of Impact: *City of Mendota*
Federal Funding Agency: *USDA*

FUNDING:

\$18,700 Federal
\$15,300 Applicant
\$0 State
\$0 Local
\$0 Other
\$34,000 TOTAL

USDA Rural Development Grant – Fire Protection Equipmen

PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2007-120*
Project Title: *US Department of Housing and Urban Development –
2007 Section 202 Supportive Housing Capital Advance
Grant Program*
Applicant Agency: *Southern California Presbyterian Homes*
Contact Person: *Jacqueline A. Seegobin*
Address: *516 Burchett Street, Glendale, CA 91203*
Phone: *818-247-0420*
Federal Catalog #: *14-157*
Status: *New*
Area of Impact: *City of Fresno*
Federal Funding Agency: *US Department of Housing and Urban Development*

FUNDING:

\$9,763,600 Federal
\$25,000 Applicant
\$0 State
\$1,557,857 Local
\$0 Other
\$11,319,457 TOTAL

*US Department of Housing and Urban Development – 2007 Section 202 Supportive Housing
Capital Advance Grant Program*

PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2007-121*
Project Title: *US Department of Housing and Urban Development –
Community Redevelopment Block Grants*
Applicant Agency: *County of Fresno*
Contact Person: *Yvette Quiroga*
Address: *2220 Tulare Street, 8th Floor, Fresno, Ca 93721*
Phone: *559-262-4292*
Federal Catalog #: *14-218*
Status: *New*
Area of Impact: *County of Fresno*
Federal Funding Agency: *US Department of Housing and Urban Development*

FUNDING:

\$5,654,371 Federal
\$0 Applicant
\$0 State
\$0 Local
\$1,785,125 Other
\$7,439,496 TOTAL

US Department of Housing and Urban Development – Community Redevelopment Block Grants

