

POLICY ADVISORY COMMITTEE

ACTION / DISCUSSION ITEMS

AGENDA ITEM III. C

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-15

In the Matter of:)
)
CERTIFYING THE FINAL)
ENVIRONMENTAL IMPACT)
REPORT (EIR))

RESOLUTION CERTIFYING THE
FINAL EIR FOR THE 2007 RTP

WHEREAS, the Council of Fresno County Governments is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range a Regional Transportation Plan (RTP) for their region; and

WHEREAS, the Council of Fresno County Governments (Fresno COG) has prepared an Environmental Impact Report (EIR) for the 2007 Regional Transportation Plan relating to and assessing environmental effects related to the development of the 2007 Regional Transportation Plan; and

WHEREAS, in accordance with the provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines, a Notice of Completion of the Draft EIR was filed and the Draft EIR was routed to the State Clearinghouse, responsible agencies, other governmental and trustee agencies having discretionary approval or jurisdiction by law over natural resources affected by the Project, the County of Fresno, affected transportation agencies, and other interested persons and agencies; and

WHEREAS, all comments on the EIR concerning environmental issues that were received during the public review period were evaluated by Fresno COG Staff and a written response was prepared in accordance with the requirements of CEQA Guideline, section 15088. Both the comments and responses thereto are included in the final EIR; and

WHEREAS, the final EIR contains the elements required by CEQA, including, but not limited to:

- (a) Identification, description and discussion of all potential significant environmental effects of the proposed project, both direct and indirect, both short term and long term.
- (b) A description of mitigation measures proposed to minimize potentially significant environmental effects of the proposed project identified in the final EIR.
- (c) A description of those potentially significant environmental effects which can not be avoided or which can be mitigated, but not reduced to a level of insignificance.
- (d) A description of a range of reasonable alternatives to the proposed project and evaluation of the comparative merits and potentially significant environmental effects of the alternatives, including the "no project" alternative.
- (e) A discussion of cumulative impacts, in accordance with the requirements of CEQA Guidelines section 15130.
- (f) A list of all Federal, State and local agencies or other organizations and private individuals consulted in preparing the EIR, and the firm preparing the EIR; and

WHEREAS, the responses to comments were supplied to public agencies that had submitted comments on the draft EIR;
and

WHEREAS, the Fresno COG has heard, been presented with and is familiar with the information in the administrative record, has reviewed and considered the information in the EIR for completeness and compliance with CEQA; and

WHEREAS, the Fresno COG held a public hearing on April 26, 2007 to consider the 2007 RTP Program EIR and the 2007 RTP; and

WHEREAS, the Fresno COG heard comments from members of the public on the EIR.

NOW, THEREFORE BE IT RESOLVED by the Fresno COG, based on the foregoing facts and circumstances as follows:

1. The final EIR reflects the independent judgment of the Fresno COG Policy Board, has been completed and processed in compliance with the requirements of CEQA.
2. The final EIR has been completed and processed in compliance with CEQA.
3. The 2007 Regional Transportation Plan Program Final EIR is thus certified.

WORKING DRAFT
DISCUSSION ONLY

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 31st day of May 2007.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 31st day of May, 2007.

Signed: _____
Barbara Goodwin, Executive Director

POLICY ADVISORY COMMITTEE

ACTION / DISCUSSION ITEMS

AGENDA ITEM III. D

**BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-16**

In the Matter of:)
)
2007 RTP, 2007 FTIP)
AMENDMENT #7, AIR QUALITY)
CONFORMITY ANALYSIS)
_____)

**RESOLUTION ADOPTING THE
2007 RTP, 2007 FTIP
AMENDMENT #7, AND
AIR QUALITY CONFORMITY
ANALYSIS**

WHEREAS, the Council of Fresno County Governments is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range a Regional Transportation Plan (RTP) for their region; and

WHEREAS, Section 65080 of the California Government Code requires each regional transportation planning agency to prepare a regional transportation plan and update it for submission to the governing Policy Board for adoption; and

WHEREAS, a 2007 Regional Transportation Plan has been prepared in full compliance with federal guidance; and

WHEREAS, a 2007 Regional Transportation Plan has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, the 2007 Federal Transportation Improvement Program (FTIP) Amendment #7 has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the Council of Fresno County Governments forum and general public involvement; and

WHEREAS, the 2007 FTIP Amendment #7 program listing is consistent with: 1) the 2007 Regional Transportation Plan; 2) the State Transportation Improvement Program; and 3) the Air Quality Conformity Analysis; and

WHEREAS, the 2007 FTIP Amendment #7 contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2007 FTIP Amendment #7 includes projects and financial information for four years of programming; and

WHEREAS, the 2007 FTIP Amendment #7 includes updates to the Expedited Project Selection Procedures; and

WHEREAS, projects submitted in the 2007 FTIP Amendment #7 must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2007 RTP and 2007 FTIP Amendment #7 do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the RTP and FTIP; and

WHEREAS, in accordance with EPA Companion Guidance for the Conformity Rule for multi-jurisdictional areas, the Council of Fresno County Governments has developed their portion of the PM2.5 regional emissions analysis separately and provided the entire PM2.5 nonattainment area conformity demonstration; and

WHEREAS, the PM2.5 nonattainment area conformity demonstration is contingent upon adoption by all MPOs in the PM2.5 nonattainment area; and

WHEREAS, the Council of Fresno County Governments has also developed a regional emissions analysis for Carbon Monoxide (CO), Ozone, and PM-10 for Fresno County; and

WHEREAS, the documents have been widely circulated and reviewed by the Council of Fresno County Governments advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Fresno County; and

**WORKING DRAFT
DISCUSSION ONLY**

WHEREAS, a public hearing was conducted on April 26, 2007 to hear and consider comments on the 2007 RTP, 2007 FTIP Amendment #7, and associated Air Quality Conformity Analysis and the remainder of the MPOs in the PM2.5 nonattainment area have conducted public hearings as well; and

WHEREAS, the Council of Fresno County Governments Policy Board has reviewed the Air Quality Conformity Analysis and made a finding that the 2007 Regional Transportation Plan and the 2007 Federal Transportation Improvement Program Amendment #7 are in conformance with the applicable transportation conformity rules for the applicable air quality standards.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments adopts the 2007 RTP, 2007 FTIP Amendment #7, and associated Air Quality Conformity Analysis.

THE FOREGOING RESOLUTION was passed and adopted by Council of Fresno County Governments this 31st day of May, 2007.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____

ATTEST:

Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 31st day of May, 2007.

Signed: _____

Barbara Goodwin, Executive Director

POLICY ADVISORY COMMITTEE

ACTION / DISCUSSION ITEMS

AGENDA ITEM III. E

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-17

In the Matter of:)
)
CONGESTION MITIGATION AND)
AIR QUALITY PROGRAM)

)

RESOLUTION ADOPTING THE
LOCAL COST-EFFECTIVENESS
CONGESTION MITIGATION AND
AIR QUALITY (CMAQ) POLICY

WHEREAS, the Council of Fresno County Governments is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, federal transportation legislation provides states and Metropolitan Planning Organizations funding from the Congestion Mitigation and Air Quality (CMAQ) program for their region; and

WHEREAS, the San Joaquin Valley Air District has been designated by the Governor of California as the regional air quality planning agency in San Joaquin Valley; and

WHEREAS, the San Joaquin Valley Air District has requested an Extreme classification for the eight-hour ozone nonattainment designation, which would extend the attainment date to 2023; and

WHEREAS, the Metropolitan Planning Organizations in the San Joaquin Valley participated in the development of the eight-hour ozone plan and are committed to improving air quality in the region; and

WHEREAS, the Metropolitan Planning Organizations in the San Joaquin Valley are committed to identify methods of improving funding programs that affect air quality; and

WHEREAS, the resolution and Exhibit A have been reviewed by Council of Fresno County Governments advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Fresno County; and

WHEREAS, the policy listed in Exhibit A only affects federal CMAQ funds and does not imply changes to other funding programs; and.

NOW, THEREFORE, BE IT RESOLVED, that Council of Fresno County Governments commits to implement the local cost-effectiveness CMAQ policy listed in Exhibit A.

THEREFORE, BE IT FURTHER RESOLVED, that Council of Fresno County Governments agrees to proceed with a good faith effort to implement the policy as scheduled and with the funding source identified. Recognizing, however, that the availability of necessary funding depends on the programs or processes of various state and federal agencies, the Council of Fresno County Governments will consider modifications or removal of policies, as necessary. Should future transportation legislation not include CMAQ funding, the cost-effectiveness policy listed in Exhibit A will no longer be in effect.

THE FOREGOING RESOLUTION was passed and adopted by Council of Fresno County Governments this 31st day of May 2007.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____

Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 31st day of May 2007.

Signed: _____

Barbara Goodwin, Executive Director

EXHIBIT A

LOCAL COST-EFFECTIVENESS CMAQ POLICY

Summary

The Congestion Mitigation and Air Quality (CMAQ) program provides funding for transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards. The CMAQ program supports two important goals of the Department of Transportation: improving air quality and relieving congestion. SAFETEA-LU strengthens these goals by establishing priority consideration for cost-effective emission reduction and congestion mitigation activities. Exhibit A provides a summary of the policy for distributing at least 20% of the CMAQ funds to projects that meet a minimum cost-effectiveness threshold for emission reductions beginning in FY 2011. This policy will focus on achieving the most cost-effective emission reductions, while maintaining flexibility to meet local needs.

Estimates of Available Funds

Caltrans Programming provides apportionment estimates to all regions of the state. The FTIP is currently developed for a four-year programming cycle; with each new FTIP document, the Council of Fresno County Governments (Fresno COG) will use the Caltrans estimate to develop the available CMAQ funds over the four-year period. Fresno COG commits to dedicate at least 20% of the total funding for the four-year period of each FTIP as part of the local cost-effectiveness CMAQ policy. For example, if an agency is estimated to receive \$20 million over a four year period, it would allocate 20%, or \$4 million, of the CMAQ program to projects that meet a minimum cost-effectiveness.

The CMAQ allocation formula is currently based on population, ozone status, and carbon monoxide status. Revisions to the formula or updates to estimates may result in changes to available funds for the Fresno COG CMAQ program; such updates will also affect the funds available for the local cost-effectiveness policy. CMAQ estimates may be revised at any time due to changes from Caltrans, Federal legislation, or classification of the air quality standards in the San Joaquin Valley.

Timeframe

The local cost-effectiveness CMAQ policy is scheduled to be implemented in FY 2011 because the current federally approved 2007 Federal Transportation Improvement Programs (FTIPs) have committed CMAQ funds through FY 2009 and in some cases, regional commitments through FY 2010. In addition, the current CMAQ programming assists in implementing approved local RACM (Amended 2003 PM-10 Plan) that are committed through 2010.

The San Joaquin Valley Air Basin is currently classified as a serious ozone nonattainment area with an attainment deadline of 2013. As part of the 2007 Ozone plan, the Air District is requesting an “extreme” classification, which would delay the attainment deadline until 2023. If approved and assuming no change to the current funding formula, the MPOs may continue to receive CMAQ funding through that time (2023). The local cost-effectiveness CMAQ policy may remain in effect through 2023; however, continuation of the policy will be reviewed on a regular basis per the Policy Review section below.

Local Allocation of Funds

New CMAQ guidance based on SAFETEA-LU was released by the Federal Highway Administration (FHWA) on October 31, 2006. The new legislation and guidance clarifies project eligibility, including advanced truck stop electrification systems and the purchase of diesel retrofits. SAFETEA-LU directs States and MPOs to give priority to diesel retrofits and to cost-effective congestion mitigation activities that provide air quality benefits. Though SAFETEA-LU establishes these investment priorities, it also retains State and local agencies' authority in project selection, meaning that changes to local procedures are not required by SAFETEA-LU. Fresno COG has previously developed procedures for allocating CMAQ funds; the local cost-effectiveness CMAQ policy will be incorporated into existing procedures. Prioritization and funding of projects will continue to be based on criteria developed by Fresno COG.

Cost-Effectiveness Threshold

Cost-effectiveness is a key component of providing funding to projects that improve air quality and reduce congestion. The cost-effectiveness of an air quality project is based on the amount of pollution it eliminates for each dollar spent. Policies that focus on cost-effectiveness will result in the largest emission reductions for the lowest cost. Cost-effectiveness can be based on total project costs, including capital investments and operating costs. However, for the purposes of this policy, cost-effectiveness is based on CMAQ funding dollars only.

In the state of California, the Air Resources Board (ARB) provides funding for air quality improvement projects through the Carl Moyer Program, which requires that heavy-duty vehicle projects meet a cost-effectiveness threshold. The San Joaquin Valley Air Pollution Control District (SJVAPCD) also uses cost-effectiveness thresholds for projects funded through the REMOVE II and Heavy-Duty Incentive Programs. However, there is currently no minimum cost-effectiveness established for the CMAQ program, and according to recent studies, the numbers vary widely across the country and by project type.

Prior to allocation of CMAQ funds for the local cost-effectiveness policy with each FTIP, the SJV MPOs in consultation with the interagency consultation (IAC) partners will develop the minimum cost-effectiveness threshold. While other criteria may be developed at the discretion of Fresno COG, all projects funded by the 20% of CMAQ dollars related to the local cost-effectiveness CMAQ policy must meet that minimum threshold.

Expenditure of Funds under the Local Cost-Effectiveness Policy

Fresno COG will make every effort to expend the minimum 20% funding for the cost-effective projects as soon as possible beginning in FY 2011. However, recognizing that there are additional issues related to project delivery and financial constraint, Fresno COG will be allowed to meet the 20% funding over the course of the FTIP, beginning with the 2008 FTIP and each new FTIP thereafter. For example, if the four-year estimate is \$5 million, then the MPO could spend \$1 million per year over the four year FTIP cycle, \$5 million in one year, or other combination of funding.

Project eligibility will continue to be based on federal CMAQ guidance. MPOs can continue to fund projects within the local jurisdictions, or contribute funding to the SJVAPCD air quality grant incentive programs to meet their cost-effectiveness threshold requirements.

Emissions Estimates

CMAQ projects must demonstrate an air quality benefit, and the expected emissions reductions will continue to be estimated with the most recent methodology. As of 2007, the ARB “Methods to Find the Cost-Effectiveness of Funding Air Quality Projects” released in 2005 is the appropriate methodology. If necessary, interagency consultation will be used to reach agreement on the methodology for future estimates. Emission benefits and cost-effectiveness calculations will continue to be based on the applicable pollutants for the region, including nitrogen oxides (NO_x), volatile organic compounds (VOC), and particulate matter (PM).

Reporting Requirements

Tracking of the CMAQ policy will be achieved through several methods. MPOs must develop annual reports for Caltrans and FHWA that specify how CMAQ funds have been spent and the expected air quality benefits. This report is due by the first day of February following the end of the previous Federal fiscal year (September 30) and covers all CMAQ obligations for that fiscal year. A copy of the CMAQ annual report will also be submitted to the Air District for information purposes. In addition to the required annual report, Fresno COG will post information related to the implementation of the local cost-effectiveness CMAQ policy on its website; this includes a summary of the projects selected for the minimum cost-effectiveness threshold that will be made available at the earliest opportunity.

Policy Review

Due to changes in project costs and technology over time, the MPOs will revisit the minimum cost-effectiveness threshold, as well as policy feasibility, at least once every four years prior to FTIP development. A periodic review of the policy is necessary due to potential changes in federal transportation legislation, apportionments, and project eligibility. This policy will only affect 20% of the allocated federal CMAQ funds, and does not imply changes to other funding programs. Should future transportation legislation not include CMAQ funding, this policy will no longer be in effect.

Example Schedule

The following is an example schedule of the policy implementation and updates. This information is only representative of the general approach and specific schedules will be developed in the future (annual reports will continue to be prepared and submitted as required).

Summer 2007	Develop cost-effectiveness threshold through interagency consultation
Fall 2007	Identify funding available in the 2008 FTIP related to the 20% local cost-effectiveness policy
Spring 2008	Fresno COG call for projects – Quantify, rank, and select CMAQ projects
Summer 2008	Approve 2008 FTIP
Summer 2011	Review policy feasibility. If policy is continued, proceed with following steps.
	Update cost-effectiveness threshold through interagency consultation
Fall 2011	Identify funding available in the 2012 FTIP related to the 20% local cost-effectiveness policy
Spring 2012	Fresno COG call for projects – Quantify, rank, and select CMAQ projects
Summer 2012	Approve 2012 FTIP

POLICY ADVISORY COMMITTEE

ACTION / DISCUSSION ITEMS

AGENDA ITEM III. F

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-12

In the Matter of:)
)
Disadvantaged Business)
Enterprise Goals)
_____)

RESOLUTION ADOPTING THE
COG DISADVANTAGED
BUSINESS ENTERPRISE GOALS

WHEREAS, the Council of Fresno County Governments (COG) has been designated the Regional Transportation Planning Agency (RTPA) for Fresno County by the Secretary of the Business and Transportation Agency pursuant to Section 29532 of the California Code of Regulations (as amended by AB 402, 1977); and acting as the Metropolitan Planning Agency (MPO) (Federal Highway Act of 1974 and the Urban Mass Transportation Act of 1964, as amended, pursuant to the joint regulations-Code of Federal Regulations, Title 26, Part 450; Title 49, Part 613); and

WHEREAS, the COG is a recipient of Federal financial assistance; and

WHEREAS, the COG, as a condition of grant award, is required to adopt a goal for disadvantaged enterprise (DBE) participation in COG awarded contracts where federal financial assistance is provided pursuant to Code of Federal Regulations, Title 49, Part 26, as amended; and

NOW, THEREFORE, BE IT RESOLVED, that the COG adopts a goal of a minimum of 13% for DBE participation in federally assisted contract awards for the fiscal year 2007-08.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 31st day of May, 2007.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 31st day of May, 2007.

Signed: _____
Barbara Goodwin, Executive Director

POLICY ADVISORY COMMITTEE

ACTION / DISCUSSION ITEMS

AGENDA ITEM III. G

Proposed California Consulting Annual Costs

Includes:

\$30,000	\$2500 Monthly Retainer -- reflects a 19% increase from \$2000/month
\$600	Annual Filing Fees
\$1,200	New Expense Reserve, Per Itemized Charge (travel subject to pre-approval)
\$31,800	Subtotal
\$3,200	COG expenses non-chargeable to federal/state resources
\$35,000	Total

Impact on Member Dues:

<i>Member</i>	<i>Census Population 1/1/2007</i>	<i>Percent</i>	<i>2006-07 Dues Level</i>	<i>Proposed 2007-08 Dues Level</i>	<i>Net \$ Difference</i>
Clovis	92,269	10.06%	\$6,838	\$7,542	\$704
Coalinga	18,061	1.97%	\$1,339	\$1,476	\$138
Firebaugh	6,692	0.73%	\$496	\$547	\$51
Fowler	5,293	0.58%	\$392	\$433	\$40
Fresno City	481,035	52.43%	\$35,651	\$39,321	\$3,670
Huron	7,493	0.82%	\$555	\$612	\$57
Kerman	13,591	1.48%	\$1,007	\$1,111	\$104
Kingsburg	11,234	1.22%	\$833	\$918	\$86
Mendota	9,426	1.03%	\$699	\$771	\$72
Orange Cove	10,544	1.15%	\$781	\$862	\$80
Parlier	13,080	1.43%	\$969	\$1,069	\$100
Reedley	24,909	2.71%	\$1,846	\$2,036	\$190
Sanger	23,289	2.54%	\$1,726	\$1,904	\$178
San Joaquin	3,870	0.42%	\$287	\$316	\$30
Selma	23,194	2.53%	\$1,719	\$1,896	\$177
Fresno Co.	173,535	18.90%	\$12,852	\$14,175	\$1,323
Totals	917,515	100.00%	\$68,000	\$75,000	\$7,000

10.29%
Increase

POLICY ADVISORY COMMITTEE

ACTION / DISCUSSION ITEMS

AGENDA ITEM III. H

May 2007 Legislative Position List for Fresno COG

BILL	AUTHOR	SUMMARY	PROS and CONS										Position Taken or Recommendation*									
			SENATE BILLS										League of Cities									
SB 445	Torlakson	Creates the 11-member Road User Task Force, with appointments by the Legislature, Governor, California Transportation Commission, and city and county organizations, which would hold at least 3 public hearings around the state and report back to the legislature and Governor by Jan. 1, 2009, on alternatives to the current system of taxing road users through per-gallon fuel taxes.	TBD										Support	Support								
SB 974	Lowenthal	Levies a \$30 per container user fee processed through LVLB and Oakland ports. 50% fee goes to CTC for projects that improve goods movement (ACE specifically mentioned as project) and 50% fee to ARB for reducing air pollution. Gives authority to issue bonds for projects to be repaid by the fees (est. \$528m annually). Project list to be finalized by 9/1/08. Amendment specifies hearing to be held for developing project list and that future projects may not receive funds if emission reductions in the Clean Air Action Plan not met.	TBD										Support	Watch					Support pending on indentified amendment			
AB 468	Ruskin	Existing law authorizes a county satisfying specified conditions to establish a service authority for the abatement of abandoned vehicles and to impose a \$1 vehicle registration fee for the abatement of abandoned vehicles. The fees imposed and the moneys received by the service authority from the Abandoned Vehicle Trust Fund, a continuously appropriated fund, can only be used for the abatement, removal, and disposal of abandoned, wrecked, dismantled, or inoperative vehicles from private or public property. This bill would define the term "abandoned vehicle" and would authorize the service authority to use the fees imposed, as well as the moneys received from the Abandoned Vehicle Trust Fund for the abatement and removal, or the disposal of the above vehicles. The service authority would be prohibited from recovering the costs of administering and of the abatement and removal, or disposal of an abandoned vehicle if those costs are reimbursed by other programs related to vehicles.	TBD										Watch	Watch					Support			

May 2007 Legislative Position List for Fresno COG

BILL AUTHOR SUMMARY			PROS and CONS		Position Taken or Recommendation*													
SENATE BILLS			CalCOG	CSAC	League of Cities	SJV Partnership	Fresno*	Keim	Kings	Madera	Merced	San Joaquin	Stanislaus	Tulare				
AB 575	Arambula	Earmarks from Prop 18 60% of air quality funds for the South Coast and San Joaquin Valley Air Districts to receive at least \$300 million.	TBD		Watch		Support	Watch										
AB 997	Arambula	AB 997 directs Proposition 1C funds for infrastructure to communities that meet several criteria, such as: the community's current growth pattern threatens prime agricultural land, the community is disadvantaged, and the proposed development is close to urban amenities. Various types of studies would also be eligible for planning funds under the bill. In addition, the bill sets aside \$150 million for five years for cities with a population under 30,000 to ensure that resources are available to those cities that are least able to make plans to avoid consuming high-quality farmland.	TBD	Support in concept, proposed amendments				Watch		Concept Support Requested					Support			
AB 1129	Arambula	The bill defines Rural Regional Affordable Housing Trusts (RRAHT) as regional collaboratives for planning and funding affordable housing. The bill also establishes a San Joaquin Valley RRAHT. The Valley RRAHT will be directed to develop, implement, and monitor the progress of a region-wide strategy for selecting and funding affordable housing projects consistent with the housing element of a community's general plan and the applicable San Joaquin Valley Regional Blueprint. The COGs would potentially be the administrators of the funds and would have an expanded role in housing.	TBD	Watch				Watch		Concept Support Requested					Support			

For additional information on these pieces of legislation please go to www.leginfo.ca.gov/billinfo.html

POLICY ADVISORY COMMITTEE

ACTION / DISCUSSION ITEMS

AGENDA ITEM III. I

1 ~~(f) For purposes of this section, "abandoned vehicle abatement"~~
2 ~~means the removal of a vehicle from public or private property by~~
3 ~~towing or any other means after the vehicle has been marked as~~
4 ~~abandoned by an official of a governmental agency that is a~~
5 ~~member of the service authority.~~

6 (g) *As used in this section:*

7 (1) *"Abandoned vehicle" means a motor vehicle that meets any*
8 *of the following conditions:*

9 (A) *Missing the engine or another part necessary for operation*
10 *of the vehicle.*

11 (B) *A flat tire.*

12 (C) *Trash in or around the vehicle.*

13 (D) *Debris in or around the vehicle.*

14 (E) *Leaking automotive fluids.*

15 (F) *Cobwebs around the tires.*

16 (G) *A registration tag that has expired for more than six months.*

17 (H) *Been left on a street or highway for a period of 72 hours*
18 *or more in violation of a local ordinance.*

19 (2) *"Abandoned vehicle abatement" means the voluntary or*
20 *involuntary removal of an abandoned vehicle from public or*
21 *private property by towing or any other means after the vehicle*
22 *has been marked as abandoned by an official of a governmental*
23 *agency that is a member of a service authority. The vehicle does*
24 *not need to be made inoperable or scrapped after it has been*
25 *removed.*

26 (3) *"Involuntary removal" means the removal of an abandoned*
27 *vehicle by towing or other means by an enforcement officer of a*
28 *service authority.*

29 (4) *"Voluntary removal" means the removal of an abandoned*
30 *vehicle by the owner of the vehicle.*

31 ~~(g)~~

32 (h) *A service authority shall cease to exist on the date that all*
33 *revenues received by the authority pursuant to this section and*
34 *Section 9250.7 have been expended.*

1 (5) A governmental agency shall not receive any funds from a
2 service authority for the abatement of abandoned vehicles pursuant
3 to an approved abandoned vehicle abatement program unless the
4 governmental agency has submitted an annual report to the service
5 authority stating the manner in which the funds were expended,
6 and the number of vehicles abated. The governmental agency shall
7 receive that percentage of the total funds collected by the service
8 authority that is equal to its share of the formula calculated pursuant
9 to paragraph (6).

10 (6) Each service authority shall calculate a formula for
11 apportioning funds to each governmental agency that receives
12 funds from the service authority and submit that formula to the
13 Controller with the annual report required pursuant to paragraph
14 (2). The formula shall apportion 50 percent of the funds received
15 by the service authority to a governmental agency based on the
16 percentage of vehicles abated by that governmental agency of the
17 total number of abandoned vehicles abated by all member agencies,
18 and 50 percent based on population and geographic area, as
19 determined by the service authority. When the formula is first
20 submitted to the Controller, and each time the formula is revised
21 thereafter, the service authority shall include a detailed explanation
22 of how the service authority determined the apportionment between
23 per capita abatements and service area.

24 (7) Notwithstanding any other provision of this subdivision, the
25 Controller may allocate to the service authority in the County of
26 Humboldt the net amount of the abandoned vehicle abatement
27 funds received from the fee imposed by that authority, as described
28 in subdivision (b) of Section 9250.7, for calendar years 2000 and
29 2001.

30 (8) *The service authority shall submit annually to the department*
31 *information showing that the average cost per vehicle abated is*
32 *reasonable in the areas within the service authority's jurisdiction.*

33 (e)

34 (f) A plan that has been submitted to the Controller pursuant to
35 subdivision (d) may be revised pursuant to the procedure prescribed
36 in that subdivision, including compliance with any dates described
37 therein for submission to the department and the Controller,
38 respectively, in the year in which the revisions are proposed by
39 the service authority. Compliance with that procedure shall only
40 be required if the revisions are substantial.

1 (A) The service authority obtains a signed written release from
2 either of the following:

3 (i) The vehicle owner authorizing the removal of, and waiving
4 interest in, the vehicle that is located on public property.

5 (ii) The owner of private property where a vehicle is located
6 authorizing the removal of the vehicle.

7 (B) The fair market value of the abandoned vehicle is two
8 hundred dollars (\$200) or less and the abandoned vehicle lacks
9 a motor, transmission, or wheels, and is incapable of being towed.

10 (d)

11 (e) (1) An abandoned vehicle abatement program and plan of
12 a service authority shall be implemented only with the approval
13 of the county and a majority of the cities having a majority of the
14 incorporated population.

15 (2) The department shall provide guidelines for an abandoned
16 vehicle abatement program. An authority's abandoned vehicle
17 abatement plan and program shall be consistent with those
18 guidelines, and shall provide for, but not be limited to, an estimate
19 of the number of abandoned vehicles, a disposal and enforcement
20 strategy including contractual agreements, and appropriate fiscal
21 controls.

22 The department's guidelines provided pursuant to this paragraph
23 shall include, but not be limited to, requiring each service authority
24 receiving funds from the Abandoned Vehicle Trust Fund to report
25 to the Controller on an annual basis pursuant to subdivision (c) of
26 Section 9250.7, in a manner prescribed by the department, and
27 pursuant to an approved abandoned vehicle abatement program.

28 (3) After a plan has been approved pursuant to paragraph (1),
29 the service authority shall, not later than August 1 of the year in
30 which the plan was approved, submit it to the department for
31 review, and the department shall, not later than October 1 of that
32 same year, either approve the plan as submitted or make
33 recommendations for revision. After the plan has received the
34 department's approval as being consistent with the department's
35 guidelines, the service authority shall submit it to the Controller.

36 (4) Except as provided in subdivision (e), the Controller shall
37 not make any allocations for a fiscal year, commencing on July 1
38 following the Controller's determination to suspend a service
39 authority when a service authority has failed to comply with the
40 provisions set forth in Section 9250.7.

1 removal and disposal. The actual *involuntary* removal and disposal
2 of a vehicle shall be undertaken by an entity that may be a county
3 or city or the department, pursuant to contract with the service
4 authority as provided in this section. *The disposal of an abandoned*
5 *vehicle may be performed by the service authority or other*
6 *authorized dismantler.*

7 (B) *The service authority shall not recover, pursuant to Section*
8 *25845 or 38773.5 of the Government Code, the costs of*
9 *administration and of the abatement and removal, or disposal, of*
10 *an abandoned vehicle if those costs are reimbursed by other*
11 *programs related to vehicles, such as parking violations or stolen*
12 *vehicles. The service authority shall adopt an ordinance*
13 *establishing procedures to ensure that costs of a vehicle abated*
14 *and removed, or disposed of pursuant to this section, are not*
15 *reimbursed by other programs.*

16 (2) ~~The~~ (A) *Except as provided in subparagraph (B), the money*
17 *received by an a service authority pursuant to Section 9250.7 and*
18 *this section shall be used only for the abatement and removal, or*
19 *the disposal as a public nuisance of any an abandoned, wrecked,*
20 *dismantled, or inoperative vehicle or part thereof of the vehicle*
21 *from private or public property.*

22 (B) *Moneys received by a service authority pursuant to Section*
23 *9250.7 and this section that are unexpended in a fiscal year may*
24 *be used by the service authority in the following fiscal year for the*
25 *following purposes:*

26 (i) *Motorist aid programs that include, but are not limited to,*
27 *signal timing improvement and commute service message boards*
28 *for the service authority's jurisdiction.*

29 (ii) *Capital purchases for the implementation of the abandoned*
30 *vehicle abatement program by the service authority.*

31 (C) *The service authority shall establish guidelines to ensure*
32 *that money expended pursuant to subparagraph (B) is related to*
33 *traffic improvement and abatement of abandoned vehicles.*

34 (d) (1) *Except as provided in paragraph (2), a service authority*
35 *shall not carry out an abandoned vehicle abatement unless a*
36 *10-day notice has been issued for the abandoned vehicle and that*
37 *notice has expired.*

38 (2) *A service authority may carry out abandoned vehicle*
39 *abatement without issuing a 10-day notice if either of the following*
40 *applies:*

programs. The service authority would be required to submit annually to the Department of California Highway Patrol information showing that the average cost per abandoned vehicle is reasonable within the service authority's jurisdiction. The service authority would be prohibited from carrying out an abandoned vehicle abatement unless a 10-day notice has been issued for the abandoned vehicle and that period has expired. This 10-day notice requirement would not apply under specified circumstances. The service authority would be authorized to expend for specified purposes moneys received for the abatement of abandoned vehicles that are unexpended in a fiscal year in the following fiscal year.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 22710 of the Vehicle Code is amended
- 2 to read:
- 3 22710. (a) A service authority for the abatement of abandoned
- 4 vehicles may be established, and a one dollar (\$1) vehicle
- 5 registration fee imposed, in a county if the board of supervisors
- 6 of the county, by a two-thirds vote, and a majority of the cities
- 7 having a majority of the incorporated population within the county
- 8 have adopted resolutions providing for the establishment of the
- 9 authority and imposition of the fee. The membership of the
- 10 authority shall be determined by concurrence of the board of
- 11 supervisors and a majority vote of the majority of the cities within
- 12 the county having a majority of the incorporated population.
- 13 (b) The authority may contract and may undertake any act
- 14 convenient or necessary to carry out any law relating to the
- 15 authority. The authority shall be staffed by existing personnel of
- 16 the city, county, or county transportation commission.
- 17 (c) (1) (A) Notwithstanding any other provision of law, a
- 18 service authority may adopt an ordinance establishing procedures
- 19 for the abatement and removal, or the disposal, as a public
- 20 nuisance, of any abandoned, wrecked, dismantled, or inoperative
- 21 vehicle or part thereof from private or public property; and for the
- 22 recovery, pursuant to Section 25845 or 38773.5 of the Government
- 23 Code, or assumption by the service authority, of costs of
- 24 administration and that of the costs of the voluntary and involuntary

AMENDED IN ASSEMBLY MARCH 29, 2007

CALIFORNIA LEGISLATURE—2007–08 REGULAR SESSION

ASSEMBLY BILL

No. 468

Introduced by Assembly Member Ruskin

February 20, 2007

An act to amend Section 22710 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

AB 468, as amended, Ruskin. Vehicles: abatement of abandoned vehicles.

Existing law authorizes a county satisfying specified conditions to establish a service authority for the abatement of abandoned vehicles and to impose a \$1 vehicle registration fee for the abatement of abandoned vehicles. The fees imposed and the moneys received by the service authority from the Abandoned Vehicle Trust Fund, a continuously appropriated fund, can only be used for the abatement, removal, and disposal of abandoned, wrecked, dismantled, or inoperative vehicles from private or public property.

This bill would *define the term "abandoned vehicle" and would authorize the service authority to use the fees imposed, as well as the moneys received from the Abandoned Vehicle Trust Fund for the abatement and removal, or the disposal of the above vehicles. The service authority would be prohibited from recovering the costs of administering and of the abatement and removal, or disposal of an abandoned vehicle if those costs are reimbursed by other programs related to vehicles. The service authority would be required to adopt an ordinance establishing procedures to ensure that costs of vehicles abated and removed, or disposed of are not reimbursed by other*



2035 Tulare Street, Suite 201
Fresno, California 93721

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May 18, 2007

The Honorable Ira Ruskin
Member of the Assembly, 21st District
State Capitol
Room 3123
Sacramento, CA 94249-0021

Subject: Letter of Support for Assembly Bill 468

Dear Assembly Member Ruskin:

On behalf of the Fresno County Abandoned Vehicle Abatement (AVA) Service Authority, I offer our full support for AB 468. While Fresno County has one of the newer programs in the state, it has quickly become an extremely important program to our area. The AVA program provides our local agencies with the necessary resources to remove unwanted vehicles from our streets, yards and rural areas.

Unfortunately, recent conflicting interpretations of state code governing abandoned vehicle abatements have generated concern among our local agencies about the future of the program. We believe that your bill clarifies the intent of the legislation and provides us the confidence and flexibility we need to administer the program.

Thank you for sponsoring AB 468. Should you have any questions, please contact me or Clark Thompson of my staff at (559) 233-4148.

Sincerely,

BARBARA GOODWIN, Executive Director
Council of Fresno County Governments

Cc: Assembly Member Mike Villines, 29th District
Assembly Member Nicole Parra, 30th District
Assembly Member Juan Arambula, 31st District
Senator Cogdill, 14th District
Senator Dean Florez, 16th District
Richard Napier, Executive Director

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

POLICY ADVISORY COMMITTEE

ACTION / DISCUSSION ITEMS

AGENDA ITEM III. J

Measure C Citizens Oversight Committee

Six public-at-large appointees:

Kuldip Singh Kaleka is a Kerman Farmer with a degree in Mechanical Engineering. He will represent the unincorporated area west of Highway 99.

Joe Levy is the Chairman of Gottschalks, Inc., served 9 years on the California Transportation Commission and is currently serving on the California State Transportation Committee representing the Fresno Area Chamber of Commerce. He will represent to Fresno-Clovis metropolitan area.

Shawn David Carlson is an Estimator for Quality Carpets Design Center. He will represent the Fresno-Clovis metropolitan area.

Sengthiene Bosavanh is an Advocate for Central California Legal Services. Currently serves on the boards of Fresno Metro Ministries, Central California Forum on Refugee Affairs, Southeast Asian Educational Council Board, Health Net Community Advisory Committee, and the Blue Cross Community Advisory Committee representing the Fresno-Clovis metropolitan area.

Jose Villarreal is a retired Public Defender for Santa Clara County. He is a former member of the Sanger Planning Commission, and former Board Member of the Sanger Chamber of Commerce. He will represent cities outside the Fresno-Clovis metropolitan area.

Lonnie O. Work is the CEO of Work Enterprises, Inc. currently living in Dunlap. Has degrees in Agricultural Economics and Business Management. He is a Board Member of the Dunlap Community Club and a member of the Fresno Association of Realtors. He will represent the unincorporated rural area east of Highway 99.

Seven Community Organization appointees:

Ray C. Knight will represent the Firebaugh Downtown Revitalization Advisory Committee. He is an Owner – Broker of Golden Valley Realty & Knight Living Trust 1994. He is a former Firebaugh City Council Member and former Chairman of the Firebaugh Planning Commission.

Nicholas Paladino will represent the Fresno Cycling Club. He was a former member of the Measure C Steering Committee.

Marc Johnson will represent the Sanger Chamber of Commerce and Sanger Unified School District for which he is currently the District Superintendent.

John Clements will represent the Kings Canyon Unified School District for which he is currently Director of Transportation. Currently Vice-chair of the City of Reedley Planning Commission.

Jeffrey Reid will represent the Valley Taxpayer Coalition. He is a Partner at the law firm McCormick Barstow Sheppard Wayte & Caruth. Mr. Reid was a member of the Measure C Steering Committee.

Cynthia Matson will represent California State University Fresno where she is currently Vice President, Administration and Chief Financial Officer.

Mary Savala will represent the League of Women Voters of Fresno. She was a member of the Measure C Steering Committee.

Fresno County Transportation Authority Board

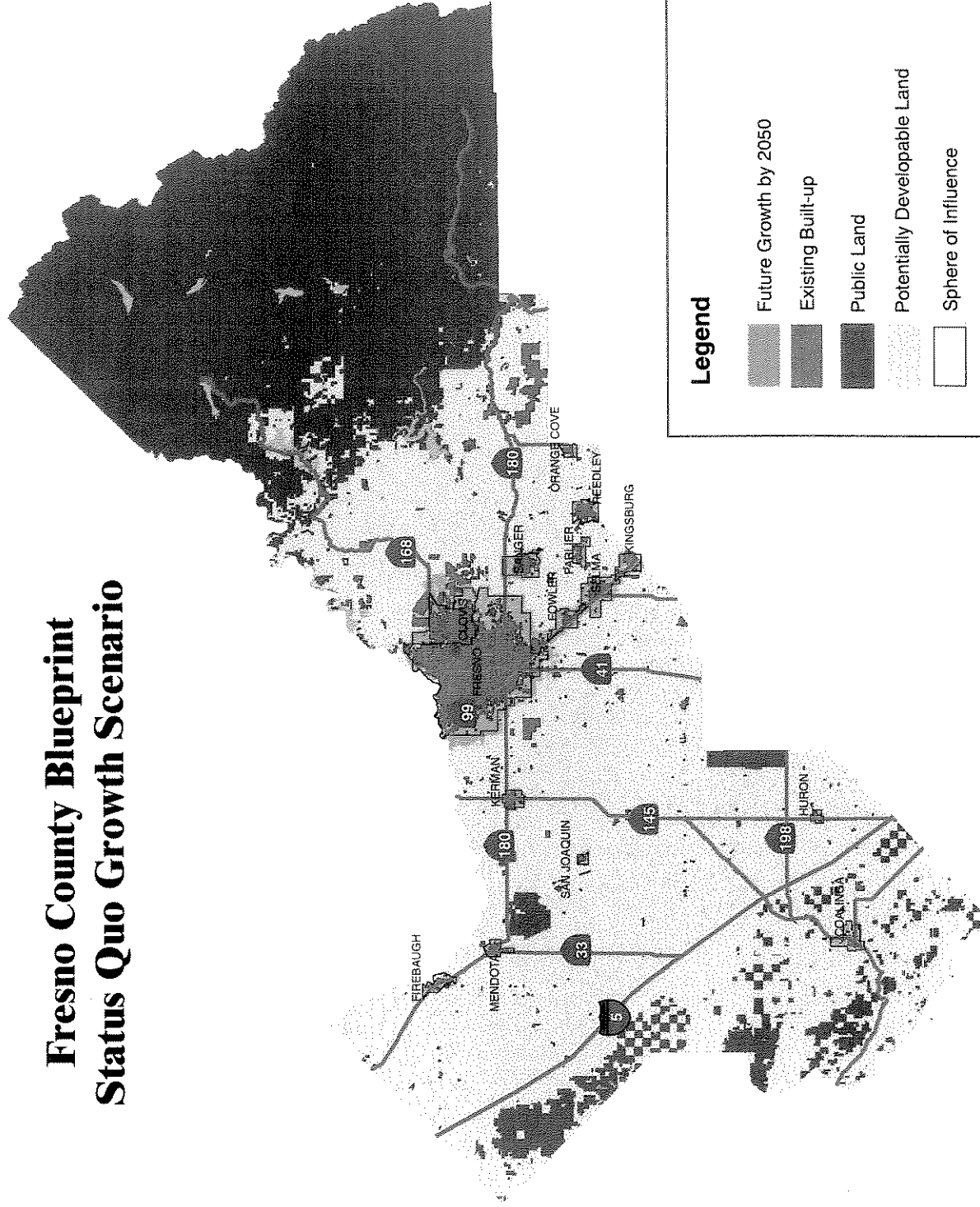
Rico Aguayo, Fowler City Council member was appointed to the Fresno County Transportation Authority Board. He will represent cities east of Highway 99 other than Fresno and Clovis.

POLICY ADVISORY COMMITTEE

ACTION / DISCUSSION ITEMS

AGENDA ITEM III. K

Fresno County Blueprint Status Quo Growth Scenario



Legend

- Future Growth by 2050
- Existing Built-up
- Public Land
- Potentially Developable Land
- Sphere of Influence
- Lakes

Health Officers from Kern, Kings, Tulare, Fresno, Madera, Merced, San Joaquin & Ventura Counties invite you to:

2007

Valley Fever Symposium

May 24, 2007

9:00 am - 3:00 pm

**Kern County Department of Public Health
1800 Mt. Vernon Avenue, Bakersfield
Hans E. Einstein, MD, Education Center**

Join our panel of experts to hear the latest information about the emerging advances and techniques in detecting, tracking, and research of Valley Fever. Three panels will update participants on vaccine research and treatment, discuss the disproportionate burden from this disease on residents and Public Health Departments in the Central Valley, and challenges in preventing this disease through developing financing for manufacturing a vaccine.

The target audience for this Symposium is State, County and City Public Health Policy makers (typically Health Officers or Directors of Health Departments), State, County and City politicians and media agencies.

RSVP:

**Sharon Kramer
Kern County Department of Public Health
(661) 868-0301
kramers@co.kern.ca.us**





Our Agenda
 What's New
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 Studies/Research
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Highway 99 has too few lanes, short ramps, inadequate bridges and intersections, and robust growth in goods movement and population. The state is taking aggressive steps to upgrade the 400-mile route.

New State Funding Will Help Upgrade Highway 99

About 20 minutes north of Sacramento, Highway 99 meanders down from the upper central valley. Traffic on the two-lane road is separated by a double yellow line. It's barely wider than a shoe.

Finally, after it crosses the Feather River, the roadway expands into a four-lane highway with a proper median. Trucks and cars trundle toward the state's capitol, wild mustard and other flowering weeds thrive alongside the soft shoulder. Barely 10 minutes later, just past the towering silos near Catlett Road, traffic slows. It's not to ogle the red-tailed hawk squatting on the Riego Road sign. It's to stop at the red light there.

At least this crossroad has a light. Highway 99 has many major gaps – sections of road that have at-grade crossings such as this one. The \$1 billion in Proposition 1B funding directed to Highway 99 will help close those gaps.

It's a critical step in bringing the route up to state freeway standards. The road, which stretches about 400 miles from Bakersfield to Red Bluff, has suffered neglect for decades in favor of freeways in the state's congested urban areas.

The spotlight only in recent years has shined on roadways through the Central Valley's rural areas. Rapid and seemingly relentless growth in population and goods movement have increased pressure on a roadway never designed to handle the demands. And it's only going to get worse, affecting safety,

mobility and air quality.

The San Joaquin Valley, along a 275-mile section of Highway 99, is experiencing the most dramatic growth. From Bakersfield through Fresno up to Modesto and Stockton, communities are blossoming.

The U.S. Census Bureau reports that between 2000 and 2003, California's population grew a little under five percent, but Stockton grew more than 11 percent, and Modesto grew nearly 14 percent. More than 20 percent of the Modesto-area workforce commutes to jobs outside the county, many of those are due west, as the crow flies, over the Altamont Pass in the Bay Area.

Goods movement compounds the population growth/mobility problem. Truck volumes are as high as 30 percent along some sections of Highway 99, yet the state average is only nine percent. The Central Valley is one of the prime agricultural regions in the United States. In the next 20 years, goods movement is expected to increase 60 percent, according to the state's Business, Transportation and Housing Agency.

Highway 99 does not have the capacity to accommodate the growth in population or the design features to accommodate the growth in trucking. The highway falls short of meeting state highway standards and woefully short of meeting Interstate highway standards.

Language in the last reauthorization bill, TEA-LU, gives Caltrans the authority to make the necessary improvements to the highway within the next decade to bring it up to Interstate standards. But it would cost as much as \$25 billion to upgrade Highway 99 to Interstate standards, a serious impediment to economic development in the Central Valley.

One of the reasons it would cost so much to bring the highway up to freeway standards is the expense of upgrading bridges and overpasses. Not only do many of these structures need to be widened as the route is widened, several bridges along Highway 99 are too low. Many have 15-foot four-inches of vertical clearance, and there are even a couple of railroad overpasses with barely more than 14.5-feet of clearance.

Another chronic problem, in addition to two-lane sections, are short exit and entrance ramps which do not provide large trucks with adequate space to accelerate or decelerate safely. As a consequence, many interchanges need to be completely reconfigured.

Transportation planners are looking at the upgrades with progressive goals in mind. First up: close the gaps.

Caltrans and other groups, including the Great Valley Center, have developed a Route 99 Corridor Enhancement Master Plan that calls for \$6 billion in improvements to close the gaps. Primarily, this work would focus on:

- eliminating at-grade intersections (specifically in Sacramento, Merced and Madera counties),
- widening the corridor to at least six lanes,
- updating interchanges, and
- adding and improving ramps.

The \$1 billion allocation from Proposition 1-B, the \$20 billion transportation bond package passed in November, boots the upgrade program. In

mid-March, the California Transportation Commission allocated those funds to 13 high priority projects, with an emphasis on additional lanes and interchanges.

The first project on the list will expand the two-lane Feather River Bridge in Sutter County to a four-lane expressway. It will be awarded in August 2009. All 13 projects will get underway by December 2012. A complete list of projects is on the CTC Web site, [here](#).

"Caltrans is going to deliver these projects quickly and turn promises into reality," said Caltrans Director Will Kempton.

The majority of the funding will go to the San Joaquin Valley, for it faces the greatest demands. The Stockton area was awarded about \$282 million (for a \$500 million project) to widen two sections of Highway 99 from four to six lanes. Caltrans plans to award these contracts in 2011.

Caltrans has programmed nearly two dozen capacity-enhancing projects in San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare and Kern counties. While some of these projects have been funded through Proposition 1B, numerous projects to rehabilitate roadways and improve safety have been underway for the last two years.

One of the largest projects will convert Highway 99 from four to six lanes along a 7-mile section between Kingsburg and Selma in southern Fresno County. The \$62 million project affects Fresno, Kings and Tulare counties.

In Stockton, the state is widening Highway 99 from four to six lanes between Route 4 and Hammer Lane. The project also includes reconstruction of four interchanges. That project is estimated to be completed in late 2007.

In Stockton, Interstate-5 and Highway 99 come to within a few miles of each other. Although the routes were designed to serve different purposes, they now both struggle to meet demand, even though Interstate-5 was designed to take heavier, distance traffic away from the agricultural towns.

When the Highway 99 was constructed in the late 1950s, planners did not imagine that rural Central Valley communities would become so urbanized. Today, nine cities along the route have populations of 50,000 or greater. The Public Policy Institute of California (PPIC) estimates that over the last 10 years, the Central Valley added 1 million new residents, and that the year 2000 population of 6 million will double to 12 million by 2040.

The growth pressures in some communities are so intense, they are not waiting for State aid. The City of Elk Grove, for instance, is expanding Highway 99 from four to six lanes around Grant Line Road, raising and widening the



overpass over the freeway, expanding the overpass from two to six lanes, and reconfiguring all of the on and off ramps. More improvements are planned.

Yet with all the growth and all the changes, some things will remain the same. Highway 99 will still serve the people of the Great Central Valley. Trucks will still trundle in and out of the Port of Stockton heading for Sacramento, Merced, Bakersfield and points beyond. And hawks will still perch on freeway signs as Highway 99 rolls through California's prime agricultural land filled with rice, fruits and vegetables.

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