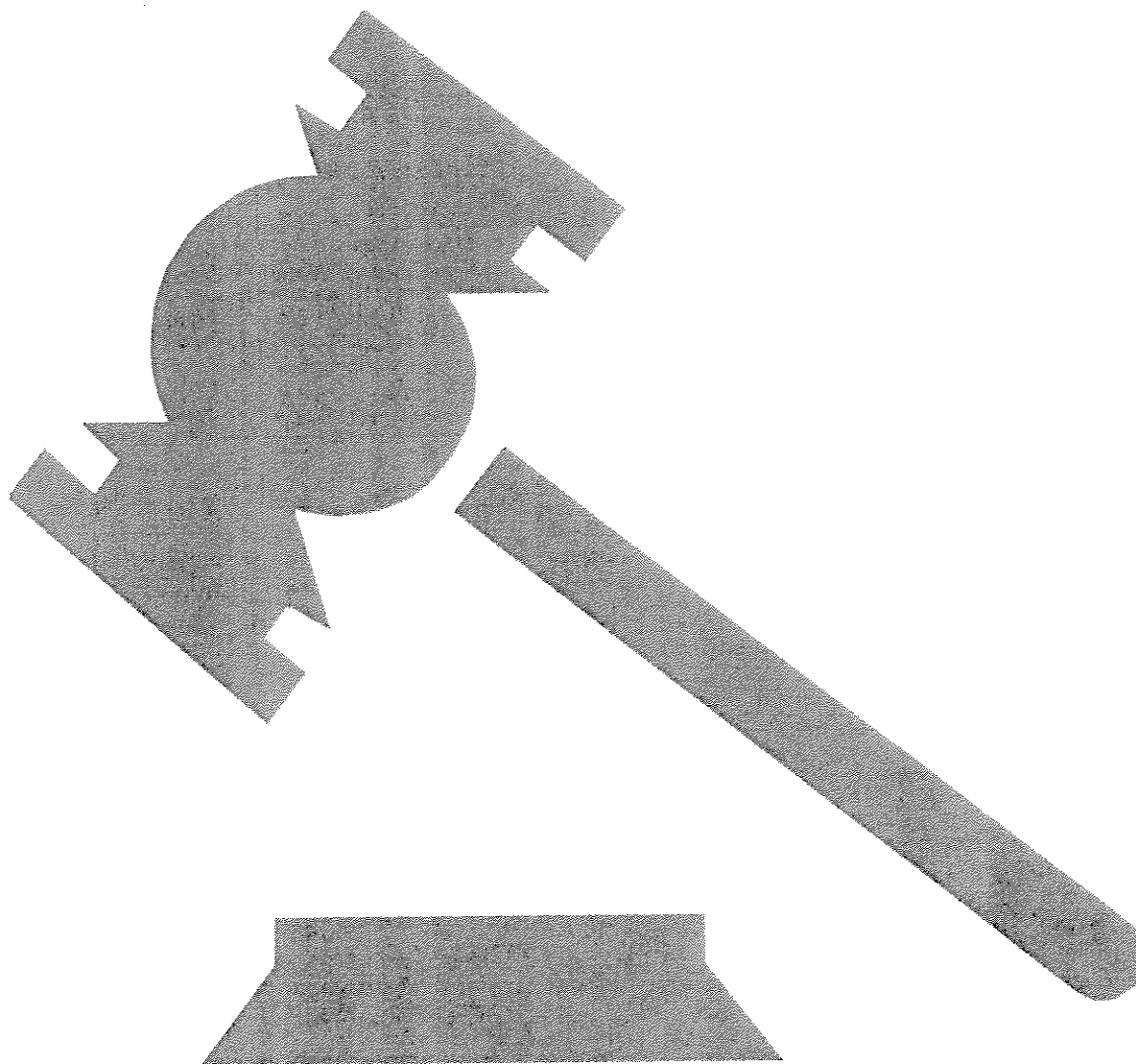




***ADMINISTRATIVE
CONSENT ITEMS
AGENDA ITEMS V. A-H***



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**COUNCIL OF FRESNO COUNTY GOVERNMENTS
EXECUTIVE MINUTES**

Date: Thursday, April 26, 2007

Time: 7:00 p.m.

Place: Council of Fresno County Governments
2035 Tulare St., Suite 201, Fresno, CA

Members Present: Trinidad Rodriguez, City of Kerman, Chairman
Dennis Lujan, City of Selma, Vice Chairman
Councilmember Jose Flores, City of Clovis
Mayor Craig Knight, City of Firebaugh
Councilmember Rico Aguayo, City of Fowler
Mayor Alan Autry, City of Fresno
Mayor Ramon Dominguez, City of Huron
Mayor Leland Bergstrom, City of Kingsburg
Mayor Robert Silva, City of Mendota
Mayor Victor Lopez, City of Orange Cove
Mayor Armando Lopez, City of Parlier
Councilmember Scott Brockett, City of Reedley
Mayor Michael Montelongo, City of Sanger
Supervisor Bob Waterston, County of Fresno

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

Quorum: At the start of the meeting there were 13 members present representing 97.67% of the population and there was a quorum. (Clovis, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, Selma and Fresno County)

Fresno COG Sitting As the Council of Fresno County Governments

To accommodate Mayor Autry's schedule, item VI. F. was moved up on the agenda.

F. Resolution Opposing Immigration Raids Conducted by the U.S. Government

Mayor Autry requested that a resolution related to the recent raids conducted by the federal government in the City of Mendota be placed on the April COG Board agenda. After conferring with Board Chairman Rodriguez, he directed staff to place the item as a discussion item for our April agenda. Due to the timing of the submittal by the Mayor's office, COG staff was unable to add the item to the Policy Advisory Committee agenda, therefore, this item was added to the PAC Agenda as an urgency item – discussion only. PAC then voted to move the issue forward to the Policy Board without discussion. Attention was called to a copy of a COG version of the resolution which has been reviewed by our Legal Counsel. (Reference to a law suit has not been included in the draft COG resolution). Included with the resolution were also the e-mail from Bruce Rudd, Assistant City Manager, Mayor Autry's letter, and the City of Fresno version of the resolution. Staff has also included resolutions or letters from the individual cities who have taken action on the Mayor's request. [GOODWIN]

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

Legal Counsel Briggs explained that this type of issue is out of the jurisdiction of COG and will be null and void in COG's structure. Reading from the Joint Powers Agreement, Counsel Briggs noted that COG's "comprehensive planning" does not include immigration issues.

Mayor Autry thanked staff and Legal Counsel for allowing him to bring this issue and request for a resolution forward. Other Board members including Mayor Silva (Mendota); Mayor Knight (Firebaugh); Supervisor Waterston (Fresno County); Councilmember Brockett (Reedley) expressed concern regarding the immigration raids as currently conducted by the U.S. Government.

A motion was made by Mayor Pro Tem Lujan (Selma) and seconded by Mayor Lopez (Parlier) to approve Resolution 2007-11, opposing immigration raids conducted by the U.S. Government. Speaking to the motion, Councilmember Flores (Clovis) asked that the word "unlawful" be replaced with "indiscriminate" in the 7th paragraph of the resolution. Those making the motion agreed. A vote was called for and the motion passed unanimously.

Mayor's City Selection Committee

Appointments:

- ✓ San Joaquin Valley Air Pollution Control District – Citizens Advisory Committee – 3-year term to expire 01/31/10
- ✓ City Selection Committee – Two-year terms for both Chair and Vice Chair to expire 04/02/09
- ✓ Airport Land Use Commission – Four-year term for alternate to expire 1st Monday in May 2011
- ✓ Local Agency Formation Commission (LAFCO) – 4-year term for alternate to expire - 1st Monday in May, 2011
- ✓ Measure "C" Citizen Oversight Committee – (New Committee with two-term limit) – Seven 2-year terms to expire 6/30/09; Six 4-year terms to expire 6/30/11
- ✓ Fresno County Transportation Authority (New Committee with two-year term) – One member representing a city east of Hwy. 99 and one member representing a city west of Hwy. 99 (terms to 12/31/08). Current Authority member Trinidad Rodriguez, Kerman, represents a city west of Hwy. 99

For all these appointments, please see the Mayor's City Selection Minutes

The COG Policy Board meeting began upon conclusion of Fresno County's Mayor Selection Committee

Fresno COG Sitting As the Transportation Policy Committee

Quorum: Mayor Autry left, leaving a quorum of 45.27% of the population.

I. PRESENTATIONS

A. Public Presentations

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

There were no public presentations.

B. Presentation to Alan McCuen, Deputy Director of Transportation, Caltrans, District 06

A plaque was presented to Alan McCuen, Deputy Director of Transportation, Caltrans, District 06 on the occasion of his retirement, and for his service on the COG Policy Board. The plaque will also be re-presented at Mr. McCuen's retirement luncheon scheduled for April 27th.

C. Presentation to Nathan Magsig, Former Mayor of Clovis

A plaque was available to present to Nathan Magsig for his service to the Council of Governments Board. He could not be at the meeting and the plaque will be taken to him.

II. TRANSPORTATION CONSENT ITEMS

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

- | | |
|---|-------------|
| A. Traffic Monitoring Program Review and Update – Contract Award | Approve |
| B. New Technology Reserve Subcommittee Meeting | Information |
| C. Unmet Transit Needs Process Update | Information |
| D. Air District Eight-Hour Ozone Plan Update | Information |
| E. Letters of Support of COG Resolution 2007-05
Foothill Highway/State Route 65 - Update | Information |

For a summary of these items, please see the April 26, 2007 Annotated Agenda.

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

III. TRANSPORTATION ACTION / DISCUSSION ITEMS

A. PUBLIC HEARING: Draft Regional Transportation Plan (RTP), Federal Transportation Improvement Program (FTIP), Draft Environmental Impact Report (EIR) and Conformity Analysis

Fresno COG is currently updating our Regional Transportation Plan (RTP) and related documents to incorporate legislative and project changes.

Regional Transportation Plan (RTP): The 2007 RTP represents the long range planning vision for Fresno County's regional transportation system through the year 2030. The previous RTP in 2004 also included information and projects through 2030; therefore, there were not significant changes to the planning assumptions. The 2007 RTP includes updates from Measure C and state bond programs, as well as updates provided by local agencies and Caltrans. The RTP includes additional information based on the requirements of the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU).

Federal Transportation Improvement Program (FTIP) Amendment #7: The FTIP is the incremental implementation of the long-range Regional Transportation Plan. SAFETEA-LU changed the timeframe of the FTIP from 3 to 4 years. Amendment #7 includes the fourth year of programming, updates to other projects, and modification of Fresno COG's Expedite Project Selection Procedures.

Draft Environmental Impact Report (EIR): The RTP consists of a policy, action, financial and environmental element; the EIR serves as the RTP's environmental element. A new programmatic EIR for the RTP was necessary to evaluate potentially significant environmental effects of the plan and to identify strategies to avoid or mitigate significant environmental effects.

Conformity Analysis: An air quality conformity analysis is required in nonattainment areas to ensure that transportation plans and programs are (1) consistent with the state and local air quality plans, and (2) do not interfere with the timely implementation of transportation control measures. The Draft Conformity Analysis for the 2007 RTP and FTIP Amendment #7 demonstrates that all of our adopted transportation plans and programs are in conformance with the rules for the applicable air quality standards.

A CD containing all of the documents was mailed to Committee members on March 13, 2007 for their review and comments. A public hearing will be held during this meeting. Written and verbal comments will be accepted through that time. Policy Board adoption is expected to occur in May 2007.
[PAUKOVITS/ DEVERE]

Chairman Rodriguez (Kerman) opened the hearing for public testimony. There being none, he closed the hearing. The documents will be brought back at the next meeting for approval.

B. Measure "C" Update

Barbara Goodwin, Executive Director provided an update on Measure "C" progress. She reported that the Measure C Guidebook would be the next important product. Attention was called to two preliminary draft funding spreadsheets which provide:

- a.) Estimated FY 2007/08 Multi-modal funding allocations for the overall Measure "C" program;
- b.) Estimated FY 2007/08 Measure C Local Program Allocations [GOODWIN/BOREN]

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

C. Appointment of Westside Cities Representative to COG Rail Committee

The position of Westside Cities Elected Member representative on the Fresno COG Rail Committee is currently vacant. The position had been filled by George Conklin, former mayor of the City of Firebaugh. The Westside Cities include Coalinga, Huron, Firebaugh, Mendota, San Joaquin, and Kerman. [THOMPSON]

A motion was made by Mayor Silva (Mendota) and seconded by Mayor Pro Tem Lujan (Selma) to appoint Mayor Knight (Firebaugh) as a representative on the COG Rail Committee. A vote was called for and the motion carried.

D. Caltrans Monthly Report

Alan McCuen, Caltrans staff reported on the following Caltrans activities:

- Introduction of Sharri Ehlert as the new Deputy District Director
- SR 99 – Ashlan to Avenue 7 in Madera County --- widening from 4 to 6 lanes underway
- Corridor System Management Plan – will bring back in future meetings.
- Travel delays on Rt. 41 south completed
- New project in Madera County – Hwy 41 to Rd. 200 traffic delays

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

Fresno COG Sitting As the Council of Fresno County Governments

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

A motion was made by Mayor Montelongo (Sanger) and seconded by Mayor Pro Tem Lujan (Selma) to reaffirm all actions taken while sitting as the Transportation Policy Committee. A vote was called for and the motion carried.

V. ADMINISTRATIVE CONSENT ITEMS

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

- | | |
|--|-------------|
| A. Executive Minutes of March 29, 2007 | Approve |
| B. Census 2010 LUCA (Local Update of Census Addresses) Program | Information |
| C. Land Buffer Task Force Update | Information |
| D. Monthly Legislative Update | Information |

E. Regional Clearinghouse

Information

1. USDA Rural Development Community Facilities Grant --
Refurbish Fire Engine
CITY OF FIREBAUGH
2. Business and Cooperatives Program – Rural Microenterprise
Initiative (RMI)
CALIFORNIA STATE UNIVERSITY FRESNO FOUNDATION
3. USDA Rural Development Grant—Purchase Fire Fighting
Emergency Equipment
CITY OF LATON

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

VI. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. 2007 Sacramento “One Voice” Update and Status Report on Lobbying Activities—Steve Samuelian, California Consulting, Inc.

Steve Samuelian, California Consulting staff, could not be present at the meeting, but sent a report. Tony Boren, Deputy Director called attention to AB 575 and SB 55 as items of special interest. He further announced there would be a meeting in Sacramento on May 10 with Assemblymember Bonner. He would like to have some of the Board members attend this meeting so if anyone was interested, they were asked to contact Mr. Boren.

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

B. Blueprint Update

The Fresno COG Policy Board has endorsed the list of values identified during Phase 1 of the Blueprint activities. The Blueprint Roundtable has developed a vision statement based on those values and is requesting that the COG Board formally endorse that Vision

Roundtable's Proposed Blueprint Vision Statement

(Revised San Joaquin Valley Partnership Vision for Fresno County based upon Blueprint Values)

Fresno County will be composed of unique cities, communities and a diverse population in a connected high quality environment that is supported by:

- ◆ **A vibrant economy built on competitive strengths, agriculture and world class education**
- ◆ **A healthy and sustainable environment where air, aquifers, surface waters, forests, soil, and wildlife resources are enhanced and protected.**
- ◆ **Cultural and Community Stewardship where all people enjoy fundamental rights as members of a free society, where the community takes ownership of problems and their solutions.**

The form of the Fresno/Madera Region envisions a system of high capacity multi-modal transportation corridors that interconnect the metro area with the rural areas and the state.

The wording of the vision statement prompted discussion at the Transportation Technical Committee where TTC member John Donaldson suggested that we edit the statement. Both statements were then presented to the Policy Advisory Committee, who reviewed them and commented that the work of the Blueprint Roundtable should be honored. PAC recommended that staff forward the original Vision Statement to the Policy Board for approval. On April 19th (after the PAC meeting) the Vision Statement was presented at Blueprint Planners Workshop. The group suggested that we add the word “agriculture” to the first bullet because of the significance of agriculture to our economy. Staff is recommending that

we include the word agriculture to the statement because it clarifies rather than changes the meaning.
[STECK]

After an expressed opportunity for public comment, a motion was made by Councilmember Aguayo (Fowler) and seconded by Mayor Bergstrom (Kingsburg) to approve the Roundtable's proposed vision statement with the inclusion of the word agriculture as suggested at the planner's workshop. A vote was called for and the motion carried.

C. Legislative Update Related to State Bonds

Renee DeVere, COG staff and Barbara Goodwin, Executive Director, provided an update on Legislation related to State Bonds affecting the Valley.

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

D. Draft 2007 Fresno County Regional Housing Needs Allocation Plan -- 60 day Review and Comment Period/Local Revision Process

The enclosed Draft 2007 Fresno County Regional Housing Needs Allocation Plan (draft 2007 RHNA Plan) has been posted on the COG website and provided to each of our member agencies. The overarching purposes of the Plan, along with similar plans developed for other regions of the state, are to address the statewide concern for "decent housing and a suitable living environment for every California family," and to reflect the shared responsibility among local governments for accommodating the housing needs of all economic levels.

Housing Element law requires quantification of each jurisdiction's share of the region's existing and projected housing need, by income level. This is otherwise referred to as each jurisdiction's regional housing need allocation, or RHNA. Each jurisdiction's RHNA establishes the minimum housing development capacity to be provided for in its housing element. The draft 2007 RHNA Plan encompasses the 7½ year planning period from January 1, 2006 through June 30, 2013 while the 5-year housing element planning period extends from July 1, 2008 through June 30, 2013.

The methodology used to prepare the draft 2007 RHNA Plan was approved by the COG Policy Board on February 22, 2007. The methodology was used in the 2001 RHNA Plan and earlier RHNA Plans and reflects a city-centered and balanced development pattern. The methodology utilizes market areas, defined as subregions in which there is an interaction between employment opportunities and housing opportunities, in the gathering, analysis, and presentation of data.

Pursuant to Government Code Section 65584.05, within 60 days following receipt of the draft allocation, a local government may request from the Fresno COG a revision of its share of the regional housing need in accordance with the factors described in paragraphs (1) to (9), inclusive, of subdivision (d) of Section 65584.04. The request for a revised share shall be based upon comparable data available for all affected jurisdictions and accepted planning methodology, and supported by adequate documentation. The draft 2007 RHNA Plan was also submitted to HCD for its review of the consistency between the existing and projected housing need identified in the draft 2007 RHNA Plan and the statewide housing need.

COG staff has scheduled a meeting with the RHNA Plan Working Group to discuss the draft 2007 RHNA Plan and answer any questions Working Group members may have. The Working Group is comprised primarily of member agency housing and planning staff but may also include city managers and others who want to better understand the application of the methodology that resulted in their jurisdiction's share of the regional housing need. The meeting will be held Monday, April 23, at 10:00 a.m. in the COG Ash Conference Room. COG staff will report on the results of that meeting at our Policy Board meeting. [THOMPSON]

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

E. SJV Partnership Announces Successful Seed Grant Applications

On March 29th the Partnership for the San Joaquin Valley announced the list of successful bidders for Seed Grants to transform the San Joaquin Valley. Fresno COG will receive a \$200,000 to develop a Farmland Conservation Model Program, working with several partners in this endeavor. The full list of recipients was included in your packet. [SOBRADO]

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

F. Resolution Opposing Immigration Raids Conducted by the U.S. Government

This item was considered earlier in the meeting.

VII. OTHER BUSINESS

A. Items from Staff

The Policy Board requested that John Buada will make a presentation to the Board at the next meeting on May 31, 2007 regarding the aggregate issue and aggregate needs in Fresno County. Included on our website is a link [SMARA Mineral Land Classification page and report](#) which provides aggregate information for California.

B. Items from Members

- 180 West Groundbreaking, Friday, May 4 at 10:00 a.m. on Marks between Whitesbridge and Nielsen.
- Jose Flores (Clovis) invited everyone to the Clovis Rodeo
- Bob Waterston commended Caltrans on the opening of Friant Rd.
- Earth Day at the Water Tower in Downtown Fresno on Saturday, April 28th.
- Mayor Lopez reported he was part of a delegation that testified before the Senate and held a press conference regarding water projects. The delegation included Mayor Autry and also some farmworkers. Mr. Mario Santoya and Leo Capuchino from Mendota were also present.

Fresno COG Sitting As the Council of Fresno County Governments

VIII. BOARD PRESENTATIONS

A. Presentation at COG Board – (CMAC) Community Media Access Collaborative – Jeff Hensley and Randy Reed

The Community Media Access Collaborative made a power point presentation to the Board. The subject was public access and included a discussion of upcoming changes to the cable industry in all parts of Fresno County. [BOREN]

There being no further business the meeting was adjourned.

Respectfully submitted,

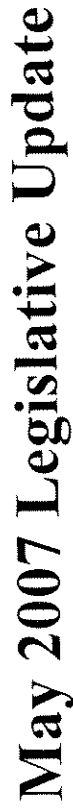
Brew for

BARBARA GOODWIN, Executive Director
Council of Fresno County Governments
ldw

Attachment A
Observers and Non-Members
COG Board Meeting
April 26, 2007

Russ Clemings, Fresno Bee
Shawn Carlson
Sharri Ehlert, Caltrans
Brian Dominges
Bruce Rudd, City of Fresno
Jeff Hensley, CMAC/Hensley Asso.
Randy Reed, CMAC

Tony Boren, Fresno COG
Barbara Steck, COG
Brenda Lauchner, COG
Mike Bitner, COG
Renee DeVere, COG
Kathy Chung, COG
Jeffrey D. Webster, Fresno County Rural Transit Agency
Marla Day, Fresno COG

Page #

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

AB 1351 Levine	Transportation: state-local partnerships.	1st Fiscal	8
AB 1358 Leno	Planning: circulation element: transportation.	1st Fiscal	8
AB 1672 Nunez	Transportation: infrastructure.	1st Fiscal	9
ACA 4 Villines	Reapportionment.	1st Desk	9
ACR 12 Parra	Agriculture: frost damage.	1st Policy	10
SB 9 Lowenthal	Trade corridor improvement: transportation project selection.	1st Fiscal	10
SB 16 Florez	Local agency finance: limited obligation bonds.	1st Floor	10
SB 19 Lowenthal	Trade corridors: projects to reduce emissions: funding.	1st Fiscal	10
SB 45 Perata	Transportation funds: transit system safety.	1st Fiscal	11
SB 47 Perata	Transportation bonds.	1st Policy	11
SB 59 Cogdill	Reliable Water Supply Bond Act of 2008.	1st Policy	12
SB 71 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 27 Parra	California Partnership for the San Joaquin Valley. Existing law authorizes 2 or more public agencies, including any federal department, state or local agency, to enter into an agreement for the purpose of exercising any power common to the contracting parties for specified purposes, including, acquiring or constructing specified public facilities and improvements. This bill would, from January 1, 2009, to January 1, 2020, create the California Partnership for the San Joaquin Valley, composed of the heads of specified state agencies and departments, local government members and private sector members, subject to specified criteria, to coordinate and improve existing local, state, and federal efforts for the valley to increase the living standards and the overall economic performance of the valley. This bill contains other related provisions.	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.			
<u>AB 633</u> Galgiani	<u>Grade separation projects.</u> 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
<u>AB 669</u> Parra	<u>State Highway Route 269.</u> 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

<u>AB 784</u> 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
<u>AB 901</u> Nunez	Transportation: Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (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
<u>AB 981</u> Ma	High-Speed Rail Authority. Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. 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 the re 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.			
<u>AB 1129</u> 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
<u>AB 1170</u> 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
<u>AB 1209</u> 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 Solorio	Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Existing law provides for submission of the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the voters for approval at the November 4, 2008, statewide general election. Subject to voter approval, the act would provide 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 APPROPRIATIONS		
<u>AB 1351</u> 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
<u>AB 1358</u> Leno	Planning: circulation element: transportation. Existing law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city	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.		
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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 APPROPRIAT IONS	Watch	Transportation
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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
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	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.		
<u>SB 167</u> 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
<u>SB 184</u> Alquist	Transportation projects. Existing law authorizes a regional or local entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program	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 referred to Com. on APPR. (Ayes 11. Noes 0. Page 739.) Re-referred to Com. on APPR. Set for hearing May 7. 05/07/07 10 a.m. - John L. Burton Hearing Room (4203) SEN APPROPRIATIONS		
<u>SB 204</u> Dutton	Transportation funds. Article XIX of the California Constitution requires the revenues from taxes imposed by the state on motor vehicle fuels to be used for public streets and highways and exclusive public mass transit guideway purposes. Existing law requires the purchase price from the sale of excess real property originally acquired by the state for highway purposes to be paid into the State Treasury to the credit of any fund, available to the Department of Transportation for highway purposes, designated by the California Transportation Commission. This bill would instead require these moneys to be paid into the State Treasury to the credit of the State Highway Account and to be available to the department for highway purposes. This bill contains other related provisions and other existing laws.	03/27/2007- Set, first hearing. Hearing canceled at the request of author.	Watch	Transportation
<u>SB 240</u> 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	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		
<u>SB 262</u> 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
<u>SB 286</u> 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
<u>SB 307</u> 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 Tortakson	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		
<u>SB 716</u> 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
<u>SB 717</u> 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 APPROPRIATIONS	Watch	Transportation
<u>SB 748</u> 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.		
<u>SB 803</u> 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) 05/07/07 10 a.m. - John L. Burton Hearing Room (4203) SEN APPROPRIATIONS	Watch	Transportation
<u>SB 872</u> 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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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.
- (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.

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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

