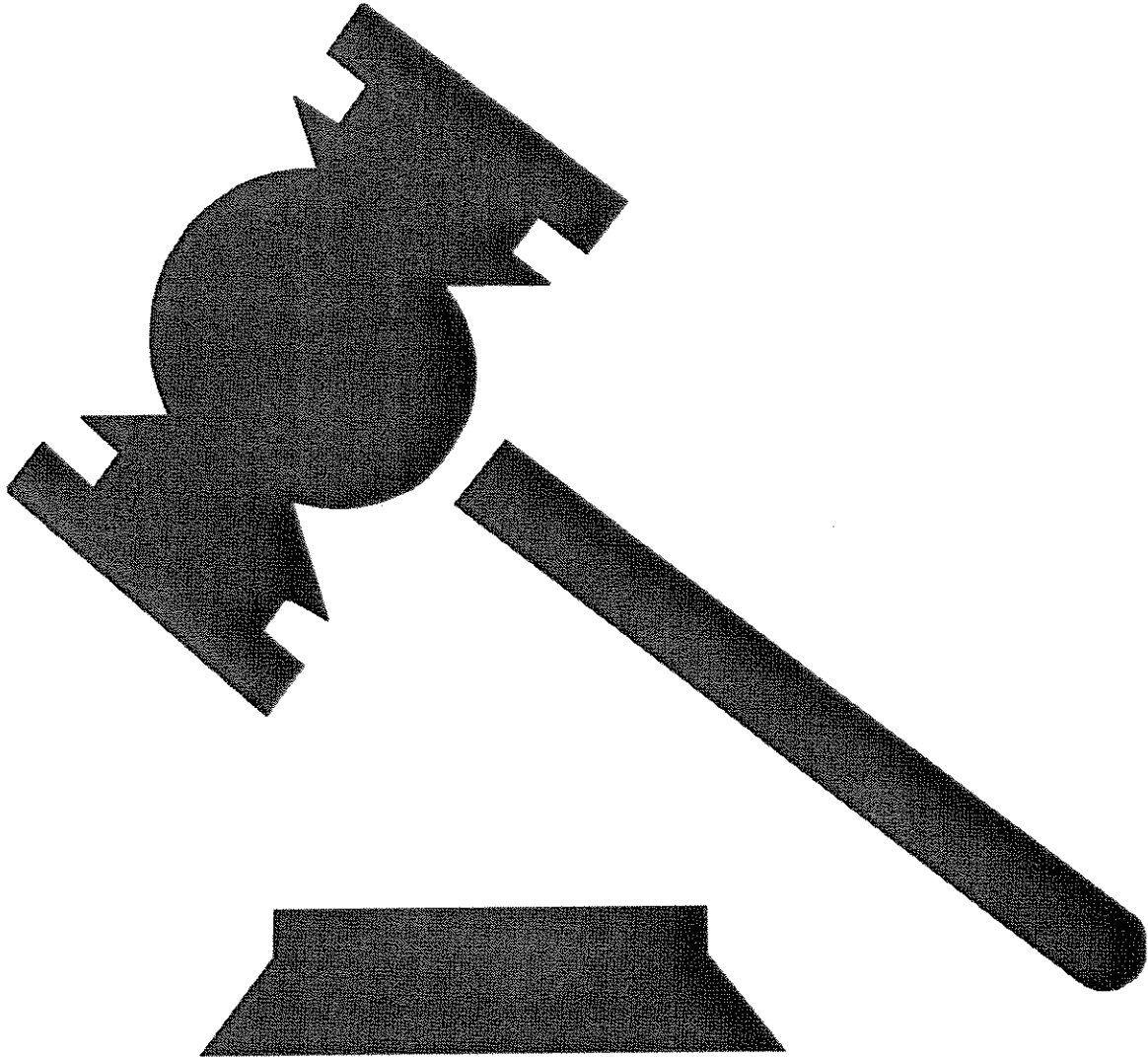




***ADMINISTRATIVE
CONSENT ITEMS
AGENDA ITEMS V. A-I.***



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COUNCIL OF FRESNO COUNTY GOVERNMENTS EXECUTIVE MINUTES

Date: Thursday, May 31, 2007

Time: 7:00 p.m.

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

Members Present: Dennis Lujan, City of Selma, Vice Chairman
Mayor Bob Whalen, City of Clovis
Mayor Trish Hill, City of Coalinga
Councilmember Rico Aguayo, City of Fowler
Mayor Henry Perea, City of Fresno
Mayor Ramon Dominguez, City of Huron
Mayor Leland Bergstrom, City of Kingsburg
Mayor Robert Silva, City of Mendota
Mayor Victor Lopez, City of Orange Cove
Councilmember Raul Villanueva, City of Parlier
Mayor Michael Montelongo, City of Sanger
Mayor Amarpreet Dhaliwal, City of San Joaquin
Supervisor Bob Waterston, County of Fresno

Malcolm Dougherty, Caltrans
Kevin Briggs, Legal Counsel
Tony Boren, Deputy Director

Quorum: At the start of the meeting there were 13 members present representing 95.84% of the population and there was a quorum. (Clovis, Coalinga, Fowler, Fresno, Huron, Kingsburg, Mendota, Orange Cove, Parlier, San Joaquin, Sanger, Selma and Fresno County)

In the absence of Mayor Rodriguez, Vice Chair, Mayor Pro Tem Lujan (Selma) chaired the meeting.

Fresno COG Sitting As the Transportation Policy Committee

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.**

A plaque was presented to Dottie Wright, COG Secretary in recognition of 30 years of service to the Council of Fresno County Governments.

There were no additional public presentations.

B. Presentation Regarding Aggregates by John Buada

At the request of the Policy Board, John Buada made a presentation to the Board 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. Additional information was included in the agenda packet.

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

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. Transit Planning Documents

- | | |
|--|-----------------|
| 1. Urban & Rural Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, 2007-08 | Concur w/Review |
| 2. Clovis Consolidated Transportation Services Agency (CTSA) 2007-08 Operations Program & Budget | Concur w/Review |
| 3. Short Range Transit Plan for the Fresno Urban Area 2007-12 | Concur w/Review |
| 4. Short Range Transit Plan for the Rural Fresno County Area 2007-12 | Concur w/Review |
| B. Appointments to the COG Social Services Transportation Advisory Council | Approve |
| C. Letter Supporting Full Funding of High-Speed Rail Authority | Info/Discussion |

For a summary of these items, please see the May 31, 2007 Annotated Agenda.

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

III. TRANSPORTATION ACTION / DISCUSSION ITEMS

A. Transportation Development Act Final Estimates, Resolution 2007-13, Resolution 2007-14

Preliminary estimates for the 2007/08 Transportation Development Act Local Transportation Fund (LTF) and State Transit Assistance (STA) were released in February based on the January 2006 population numbers. Final revised estimates are provided when the State Department of Finance releases the January 2007 population numbers on May 1.

The LTF apportionment table has been modified to reflect the staff recommendation that \$58,845 Article 4 & 8 funds be claimed to provide matching funds for the Blueprint Planning Process. A memorandum explaining the recommendation is included with the apportionment tables. The Air District has agreed to contribute \$250,000 of the \$487,500 matching funds required for the grant with the MPO contributing the balance. Two apportionment tables are provided comparing the LTF apportionment with the claim for Blueprint Matching funds (worst case) to the LTF apportionment without the claim.

After an expressed opportunity for public comment a motion was made by Mayor Montelongo (Sanger) and seconded by Mayor Lopez (Orange Cove) to adopt the final LTF estimate including a claim for Blueprint Matching funds by approving Resolution 2007-13, and the final STA estimate Resolution 2007-14. A vote was called for and the motion carried.

B. Environmental Impact Report (EIR) - 2007 RTP, 2007 FTIP Amendment #7, and Conformity Analysis, Resolution 2007-15

Jason Paukovits (COG) reported on this item. The Regional Transportation Plan (RTP) consists of a policy, action, financial and environmental element; the Environmental Impact Report (EIR) serves as the RTP's environmental element. Consistent with California Environmental Quality Act (CEQA) regulations, a new programmatic EIR for the RTP was developed to evaluate potentially significant environmental effects of the plan and to identify strategies to avoid or mitigate significant environmental effects. The Draft EIR was made available for a 45-day review and public comment period beginning on March 13, 2007. The Draft EIR was mailed to interested stakeholders, the State Clearinghouse, and made available on the Fresno COG website. A public hearing was held on April

26, 2007. Comments were received from the Native American Heritage Commission, the Attorney General's Office, CA Fish and Game, and Central Transit Development Corporation. The final EIR includes copies of the comments and appropriate responses. Mr. Paukovits specifically noted the Attorney General's letter that explained that our plan did not address green-house gases. He explained that the analysis was done with the best available methods available to us, however, there is presently no approved methodology for looking at Greenhouses gases.

Kevin Briggs, County Counsel, spoke to the issues related to making the findings in the resolution for the EIR. CEQA has two overarching purposes: 1) the first is to inform the public and decision-makers of the environmental consequences of the agency's action and 2) to mitigate to the extent feasible the significant environmental impacts identified.

When an EIR has been prepared, the decision maker must make at least two sets of findings before taking action on the project:

As to process – CEQA requires that the decision-maker find that it has been adequately informed of the environmental consequences of its action; the decision-maker does this by certifying the EIR; if the decision-maker certifies the EIR as adequate, it must find that the final EIR has been completed in compliance with CEQA; the final EIR has been considered and reviewed by the decision-maker, and the final EIR represents the decision-makers' independent judgment and sets forth an adequate range of alternatives. In evaluating the adequacy of an EIR, courts have looked not for perfection but for adequacy, completeness and a good faith effort at full disclosure.

An EIR should be prepared with a sufficient degree of analysis to provide the decision-maker with information enabling it to make a decision that intelligently takes account of environmental consequences. The certification of the EIR and associated findings are foundational to the later findings and the EIR must be certified first.

Having satisfied itself that it has been adequately informed of the environmental consequences of its action, the agency must then move to the more substantive purpose of CEQA—to mitigate significant environmental effects to the extent feasible. For each of the significant impacts identified in the EIR, the decision-maker must find that changes have been required in the project which avoid or substantially lessen significant environmental affects, or that such changes are the responsibility and jurisdiction of another public agency, or that specific economic, legal, social technological considerations make infeasible the mitigation measures. Impacts which remain significant after all feasible mitigation measures have been incorporated are considered significant and unavoidable impacts. The above findings mean that all feasible mitigation measures must be incorporated into the project and the decision-maker may not reject the mitigation measure recommended in the EIR unless it provides a comparable mitigation through another measure or it finds that it would be infeasible to implement due to specific economic, social or other considerations. If after incorporating all mitigation measures, all identified significant impacts are reduced to a level of insignificance, and no further findings are required, the decision-maker can move to consideration of the project, however if, as here, there are significant impacts that remain after all feasible mitigation measures, the decision-maker must consider if the project should be approved in spite of the significant adverse environmental impacts. In doing so the decision-maker must balance applicable economic, legal, social, technological and other benefits of the project against its unavoidable environmental risks by making a statement of overriding considerations.

Mr. Briggs explained that each of these steps is included in the resolution for the EIR. It certifies the EIR and incorporates by reference the Mitigation Monitoring and Reporting Plan and the Statement of Overriding Considerations. (Exhibits 1 and 2).

After an expressed opportunity for further public comment, a motion was made by Mayor Lopez (Orange Cove) and seconded by Mayor Bergstrom (Kingsburg) to certify the final EIR by approval of Resolution 2007-15. A vote was called for and the motion carried.

C. 2007 Regional Transportation Plan (RTP), FTIP Amendment #7, and Conformity Analysis, Resolution 2007-16

In March 2007, Fresno COG released the draft Regional Transportation Plan (RTP), Federal Transportation Improvement Program (FTIP), and Conformity Analysis for a 45-day review and public comment period. Public comments were received in March and April, and a public hearing was held on April 26, 2007.

Regional Transportation Plan (RTP): The 2007 RTP represents the long range planning vision for Fresno County's regional transportation system through the year 2030. Comments were received from Caltrans, the Air District, and members of the public regarding a number of issues. The final RTP will address these comments, which relate to planning requirements, Air District rules, safety and security of the transit system, public private partnerships, Personal Rapid Transit (PRT), and airports.

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. Technical comments were received from Caltrans and will be included in the FTIP amendment to be adopted on May 31, 2007.

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. Minor editorial comments were received from the Federal Highway Administration (FHWA) and the Air District.

Final documents include responses to comments and edits as appropriate. Due to the timing of the close of the comment period and committee schedule, final documents will be available mid-May 2007. Documents are available on the website at www.fresnocog.org. CDs and hard copies are available upon request. Caltrans and FHWA approval is expected to occur prior to July 1, 2007. [PAUKOVITS/DEVERE]

After an expressed opportunity for public comment, a motion was made by Mayor Montelongo (Sanger) and seconded by Mayor Silva (Mendota) to adopt the 2007 RTP, 2007 FTIP Amendment #7, and Conformity Analysis by approval of Resolution 2007-16. A vote was called for and the motion carried.

D. Cost Effectiveness Congestion Mitigation and Air Quality (CMAQ) Policy, Resolution 2007-17

Jason Paukovits (COG) reported on this item. As part of the development of local air quality measures for the 8-hour Ozone Plan, the San Joaquin Valley Metropolitan Planning Organizations (MPOs) proposed to develop a process across the Valley for distributing 20% of the Congestion Mitigation and Air Quality (CMAQ) funds to projects that meet a minimum cost-effectiveness beginning in FY 2011. The CMAQ program funds transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards. The CMAQ program was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and continued under subsequent transportation legislation, TEA-21 and SAFETEA-LU. The eight San Joaquin Valley Metropolitan Planning Organizations (MPOs) currently receive approximately \$40 million per year in CMAQ funding, subject to state and federal formulas; Fresno COG receives approximately \$9 to \$11 million per year.

While all CMAQ funding must go to transportation-related projects that demonstrate an air quality benefit, the eight San Joaquin Valley MPOs currently have different criteria and processes for allocating funding to eligible agencies and projects. There is currently no minimum cost-effectiveness established for the CMAQ program, and according to recent national studies, the numbers vary widely across the country. SAFETEA-LU, including new CMAQ guidance released by the Federal Highway Administration (FHWA) in 2006, directs States and MPOs to give priority to cost-effective congestion mitigation activities that provide air quality benefits. Though SAFETEA-LU establishes these investment priorities, it also retains local authority in project selection, meaning that changes to local procedures are not required by the SAFETEA-LU.

The San Joaquin Valley MPOs, including Fresno COG, propose to adopt the local cost-effectiveness CMAQ policy through the enclosed Policy Board Resolution. The percentage (20%) of funds will be converted to a dollar amount as part of periodic reviews and updates to the CMAQ policy. The policy is scheduled to be implemented in FY 2011 since the current federally approved 2007 Federal Transportation Improvement Programs (FTIPs) have committed CMAQ funds through FY2010.

Due to changes in technology and costs over time, Fresno COG and other MPOs will revisit the minimum cost-effectiveness standard, as well as policy feasibility, at least once every four years. A periodic review of the policy is also necessary due to potential changes in federal transportation legislation, apportionments, and project eligibility. [PAUKOVITS]

After an expressed opportunity for public comment, a motion was made by Mayor Lopez (Orange Cove) and seconded by Mayor Bergstrom (Kingsburg) to approve the policy by adoption of Resolution 2007-17. A vote was called for and the motion carried.

E. Measure "C" Update

Tony Boren Deputy Director (COG) provided an update on Measure "C" progress. In the agenda packet there was a list of the Board approved Measure C Citizens Oversight Committee. Also, the 2007-2027 Measure C Expenditure Implementation Plan Part 1 - Local Agency Pass-Through Fund Handbook is being revised through various meetings and is scheduled for adoption at next month's Board meeting. In addition, two of the sub-committees (Transit and School Bus) for Measure C were scheduled to meet shortly.

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

F. Caltrans Monthly Report

Malcolm Dougherty, District Director reported on the following Caltrans activities:

- Sitting in for Sharri Ehler, the new Deputy District Director whose mother had passed away
- The CTC has approved funding to accelerate 180 east from Clovis to Temperance from the 2009-10 year to the 2007-08 year and it should be ready to advertise for construction in July
- SR 99 – Kingsburg to Selma from 4 to 6 lanes – project is moving along – public information video on the website
- 180 West is under construction

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

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

A motion was made by Councilmember Perea (Fresno) and seconded by Councilmember Aguayo (Fowler) 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 April 26, 2007 | Approve |
| B. On-Call Modeling Assistance Contract Extension | Approve |
| C. San Joaquin Valley COG's Video Teleconferencing Project | Information |
| D. San Joaquin Valley 511 System Update | Information |
| E. Status Report on the Regional Housing Needs Allocation Plan | Info/Discussion |
| F. Monthly Legislative Update | Information |
| G. Federal Grant Opportunity | Information |
| H. Regional Clearinghouse | Information |

Project	Applicant
1. USDA Rural Development Community Facilities Grant – Police Protection Equipment and Emergency Generators	City of Mendota
2. USDA Rural Development Community Facilities Grant –Fire Protection Equipment	City of Mendota
3. US Department of Housing and Urban Development – Supportive Housing for the Elderly	Southern California Presbyterian Homes
4. US Department of Housing and Urban Development – Community Development Block Grants	County of Fresno

For a summary of these items, please see the May 31, 2007 Annotated Agenda.

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

VI. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. Public Hearing: Adoption of Annual Availability Advisory Percentages for Disadvantaged Business Enterprise (DBE) Participation, Resolution 2007-12

Les Beshears, Finance Director (COG) reported on this item. Fresno COG has completed the annual update to our DBE bidders list. Everyone on the list was contacted and requested to update vendor information that we are required to compile per 49CFR Part 26. The results were compiled in the database. Fresno COG presently has 266 vendors in its program of which 36 claim DBE status. This equates to a 13% "Annual Anticipated DBE Participation Level" (AADPL).

A public notice was put in the Fresno Bee noticing this public hearing identifying the ADDPL, and \$600,000 in state and federal contracting opportunities programmed in the 2007/08 Overall Work Program and Budget.

During the 2006/07 fiscal year we did eight procurements totaling \$1,068,000. DBE participation was \$382,959 or 36% exceeding our adopted goal of 13%. This goal was met using 100% race neutral methodology.

Chairman Lujan (Selma) opened the hearing for public testimony. There being none, he closed the hearing. A motion was made by Mayor Bergstrom (Kingsburg) and seconded by Mayor Montelongo (Sanger) to adopt Resolution 2007-12 setting our 2007/08 voluntary Annual Anticipated DBE Participation Level at 13%, to be obtained by Race Neutral Methods. A vote was called for and the motion carried.

B. FY2007-08 Overall Work Program and Budget, Resolution 2007-06

Tony Boren, Deputy Director (COG) reported on this item. The draft FY 2007-08 Overall Work Program and Budget (OWP) containing an annualized budget of \$5,746,810 and a total budget of \$6,996,810 (including carryover projects) was presented to the COG committees and released for its required 45 day public review and comment period in February 2007. The Final FY 2007-08 OWP presented for adoption this month reflects several administrative and fiscal changes to the draft presented in February. The final FY 2007-08 OWP presented for adoption this month reflected an increase of \$377,475 from the draft OWP and now totals \$7,374,285 (including carryover). The revisions were made to the following work elements:

- WE 110-Regional Streets and Highways: \$11,220

The American Association of State Highway and Transportation Officials (AASHTO) is conducting a nationwide Census Transportation Planning Products (CTPP) effort which provides census data on demographic characteristics, home and work locations and journey to work travel flows. Historically AASHTO has partnered with all states (including California) and shared the cost for developing the information. California's share of the match for the national effort is \$720,140. Caltrans will be providing \$120,140 of the match and are looking for the state's Metropolitan Planning Organizations to provide the remaining \$600,000. Fresno COG's pro-rata share of the match is \$11,220.

- WE 121-Job Access and Reverse Commute Program (JARC) & WE 122-New Freedom: \$166,469

Last year a new single Work Element (314-Public Transit-Human Services Transportation) was added to the OWP. This work element provides funding for new federal transit programs established in SAFETEA-LU. These new programs, *Section 5316-Jobs Access Reverse Commute* and *Section 5317-New Freedom Program* are focused on providing transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that agencies coordinate transportation resources provided through multiple federal programs. At the request of Federal Highways Administration, this work element is now being broken into two work elements WE 121-JARC and WE 122-New Freedom. The New Freedom program requires a match ranging from 50% to 80%, therefore COG must show a source of those funds for OWP purposes, however, the match will be funded by the agencies who are awarded the grants. We are adding \$166,469 to the budget to reflect this.

- WE 410-San Joaquin Valley Blueprint: -\$214

The Blueprint planning process has entered its second year of activity with a \$1.95 million grant from Caltrans. The first year's planning process was funded at the \$2 million level. We were fortunate to have the entire 20% first year match of \$500,000 contributed by the Valley Air District. We have asked them to provide the second year's match as well. The Air District Board has agreed to provide up to \$250,000 in matching funds on a one-to-one basis with other Blueprint participants and stakeholders.

As is typical of many of our Valleywide endeavors, we share costs and revenues with our fellow Valley COGs on a population based formula (Fresno = 23.54%). Based on the Air District's offer, Fresno COG's share of the match is \$58,845. Merced COG, the fiscal agent for the Valleywide project is distributing \$1,525,000 off the top for grant administration, Great Valley Center regional planning activities and to guarantee a \$150,000 base amount for the smaller COG's – leaving a net pro rata distribution of \$925,000. Our share of that, plus our \$150,000 base amount is \$367,728.

Fresno COG proposed to use Local Transportation Fund (LTF) Article 4 and 8 monies for its share of the match, which would also use population to determine the share for each of its member agencies. Attention was called to the LTF Apportionment to Member Agencies Table included in the agenda packet. It is also proposed to use LTF to match the grant as it is the only local funding source we have available to us at this time.

A point of comparison: As you may recall, our 2005/06 surplus LTF amounted to over \$3.6 million. The \$58,845 match needed for the second year of the Blueprint would have taken only 1.6% of that surplus. Fresno COG staff believes that using LTF Article 4 and 8 funds is the most prudent approach to pursue in accounting for the Blueprint match.

- WE 411-Farmland Model Conservation Program: \$200,000

Fresno COG was successful in obtaining a San Joaquin Valley Partnership Seed Grant in the amount of \$200,000 to develop a Farmland Model Conservation Program. This required development of a new work element (411) and the addition of the \$200,000 grant into the FY 2007-08 OWP.

Appendix I of the final OWP summarizes all comments received during the review period together with responses to those comments. The Intermodal Planning Group, consisting of representatives from the Federal Highways Administration, Federal Transit Administration and Caltrans met on March 21, 2007 to review the document. The responses to comments and the OWP itself were found to be adequate. The document has completed the 45-day review and is ready for adoption.

After an expressed opportunity for public comment, a motion was made by Councilmember Aguayo (Fowler) and seconded by Mayor Whalen (Clovis) to approve the FY 2007-08 OWP by adoption of Resolution 2007-06. A vote was called for and the motion carried.

C. Legislative Positions

Renée DeVere (COG) reported on this item. In an effort to be responsive to pending legislation it was reported that Fresno COG will be actively reviewing and making recommendations on priority legislation to the PAC and Policy Board. As pieces of legislation are brought to Fresno COG staff's attention by action request or by research, staff will make available the necessary background information to allow for formal position recommendation by both the PAC and Policy Board. In an effort to formalize this process, staff is developing a policy document to determine both goals and strategies on how to best track and respond to legislation.

Attention was called to background information on each bill (information included in the agenda packet) and each one was considered individually as Renée DeVere (COG) presented information to determine the benefits and impacts these pieces of legislation will have on Fresno COG and its member agencies.

- Torlakson SB 445-Road Users Taskforce (per request)

Ms. DeVere explained that the City Managers (PAC) wanted to recommend a position to continue to watch the process of the Bill.

After an expressed opportunity for public comment, a motion was made by Supervisor Waterston (Fresno County) and seconded by Mayor Bergstrom (Kingsburg) to support SB 445 which creates the 4-member Road User Task Force. A vote was called for and the motion passed with one No vote from Mayor Whalen (Clovis).

- Lowenthal SB 974-Ports: congestion relief: environmental mitigation: regulatory fee.

Ms. DeVere explained that Peter Webber with the San Joaquin Valley Partnership, Clean Air Working Group has proposed an amendment to the bill which specifies that a set percentage of container fees collected be provided to the Central Valley for air pollution mitigation. Staff and PAC recommend support of SB 974 with amendments.

After an expressed opportunity for public comment, a motion was made by Mayor Whalen (Clovis) and seconded by Mayor Silva (Mendota) to support SB 974 pending the inclusion of the proposed amendments of the Working Group. SB 974 levies a \$30 per container user fee through LALB and Oakland ports. A vote was called for and the motion carried.

- Ruskin AB 468-Abandoned Vehicle Abatement (per request)

This bill establishes a service authority for the abatement of abandoned vehicles and imposes a \$1 vehicle registration fee for the abatement of abandoned vehicles. The fees imposed and the moneys received by the service authority can only be used for the abatement, removal and disposal of abandoned, wrecked, dismantled or inoperative vehicles from private or public property. A letter of support was approved by PAC and has already been sent on this bill.

- Arambula AB 575-The Highway Safety Traffic Reduction, Air Quality, and Port Security Fund of 2006: emission reductions.

After an expressed opportunity for public comment, a motion was made by Mayor Whalen (Clovis) and seconded by Councilmember Aguayo (Fowler) to continue to watch AB 575 which directs 60% of Prop 1B air quality funds to the South Coast and San Joaquin Valley Air Districts. A vote was called for and the motion carried. Note: Updated information from Steve Samuelian (California Consulting) later in the meeting, recommended fully supporting the Bill as it is in its final form and creates a level playing field for distribution of money. With that update, another motion was made by Mayor Lopez (Orange Cove) and seconded by Mayor Montelongo (Sanger) to recommend support of AB 575. A vote was called for and the motion passed.

- Arambula AB 997-Infill capital outlay project and planning grants and loans (per request)

After an expressed opportunity for public comment, a motion was made by Mayor Bergstrom (Kingsburg) and seconded by Mayor Whalen (Clovis) to support "in concept" AB 997 which provides guidance to the Department of Housing and Community Development (HCD) on spending bond funds in ways that will support infill development and help to preserve prime farmland. A vote was called for and the motion carried.

- Arambula AB 1129-Rural regional affordable housing trust (per request)

After an expressed opportunity for public comment, a motion was made by Mayor Bergstrom (Kingsburg) and seconded by Mayor Whalen (Clovis) to support "in concept" AB 1129, a bill that helps California's rural areas meet their urgent housing needs by providing for the creation of Rural Regional Affordable Housing Trusts. A vote was called for and the motion carried.

D. Blueprint Update

Barbara Steck (COG) reported on this item. Fresno COG is now moving into Phase 2 of the Blueprint planning process where we will determine planning principles, goals and measurable

outcomes that reflect the values and vision that members of the community identified during Phase 1. We will also be discussing a range of alternative growth scenarios that we will be modeling as we move forward. A map of the base case scenario – the "Status Quo Alternative" was included in the agenda packet. A copy of a power point presentation outlining modeling issues was also included in the packet. More detailed versions of the Status Quo maps are on our website at www.fresnocog.org under Blueprint.

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

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

Steve Samuelian, California Consulting gave an update on his lobbying activities. A copy of his report is attached to these minutes.

After this report, the Board agreed to put a Ground Water Storage discussion on a future agenda.

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

F. Contract Renewal with California Consulting

Tony Boren, Deputy Director (COG) reported on this item. Fresno COG's contract with California Consulting is in effect until June 30, 2007, having been extended by the COG Policy Board in October 2006 so the annual contracting process for state lobbying services would better align with both the COG's and its member agency budget cycles. Direction by the Policy Board at that time was to enter into negotiations with California Consulting prior to the contract's end. If a successful negotiation (approvable by the Board) was not achieved, then the Board would have the option of instructing staff to initiate a Request for Proposal from eligible firms.

The COG Policy Board has received regular reports from California Consulting on its efforts, and has at previous meetings indicated its satisfaction including complimentary remarks with the services thus far rendered. Staff is also satisfied with the efforts, finds our working relationship to be very good, and is pleased with the firm's responsiveness to our requests.

In March, California Consulting submitted a request to renew the contract with a monthly retainer of \$3000 per month, plus expenses. This was based on the scope of services within the contract and per direction provided by the COG Policy Board for its Sacramento One Voice agenda. The current contract is \$2084 inclusive of "normal" business expenses (i.e. Sacramento One Voice expenses were additional). California Consulting noted that they have business expenses reimbursed in addition to the monthly retainer from their other clients.

Fresno COG staff opened negotiations, noting that the proposed monthly retainer would be a 43% increase over the existing contract, not including the added expense reimbursements. Staff pointed out that the funds available for COG's lobbying services come from the same fund source that each of its members would themselves use to pay for their individual lobbying efforts. Staff and California Consulting have subsequently negotiated the following agreement, subject to the Policy Board's approval:

- \$2,500 monthly retainer (\$30,000 annually, a 20% increase)
- 600 annual filing fees (October 2006 Policy Board agreement reflected in current contract)
- 1,200 annual expense reserve (requires itemizing for reimbursement, and travel is subject to pre-approval. California Consulting states normal expenses are generally around \$30/month. The reserve allows room for unusual expenses, including the Sacramento One Voice trip.)

Member dues would be affected, with a 10.29% increase. Attention was called to a spread sheet which was included in the agenda packet which shows the net difference between the 2006-07 level and the proposed 2007-08 level.

PAC offered several comments related to Mr. Samuelian's contract and performance, these included the concept of going to a three-year contract in order to provide a level of certainty regarding member agency budget development (Kingsburg); general uneasiness with the concept of a contract increase in light of the budgeting challenges facing cities (Kingsburg/Clovis) and a desire to see improved policy analysis and follow-up as it relates to the meetings Mr. Samuelian arranges (Clovis). Huron (Alan Bengyel) provided kudos to Mr. Samuelian for the work he is doing on behalf of the cities and offered that oftentimes solving problems in Sacramento takes more than one meeting and much follow-up. Following completion of the discussion the PAC voted 12-2 to recommend approval of the California Consulting, LLC contract as negotiated. [GOODWIN]

After an expressed opportunity for public comment and many positive comments about his work, a motion was made by Supervisor Waterston (Fresno County) and seconded by Mayor Lopez (Orange Cove) to approve the negotiated contract as outlined above. A vote was called for and the motion carried.

VII. OTHER BUSINESS

A. Items from Staff

Introduction of Tom Webster, COG Planning Coordinator II.

Tony Boren, Deputy Director introduced Tom Webster, Fresno COG's newest employee.

B. Items from Members

- Mayor Lopez (Orange Cove) commended Supervisor Waterston (Fresno County) for his service to the Local Agency Formation Commission.
- Mayor Lopez (Orange Cove) is planning on going to Los Angeles to meet with a committee regarding Temperance Flat and other water issues in the State. He will send out an email to get others to go with him.
- Mayor Montelongo (Sanger) announced that a new Super Walmart is scheduled to open in Sanger on June 13th.
- Mayor Whalen (Clovis) mentioned this is his first official meeting as a new COG Board member and he appreciates being a member of the team.
- Dennis Lujan (Selma) requested and the Board concurred to send a letter of congratulations (signed by Chairman Rodriguez) to Judy Case (Supervisor) for her appointment to the California Air Resources Board (CARB) by the Governor.

Fresno COG Sitting As the Abandoned Vehicle Abatement Authority

VIII. PROPOSED LEGISLATION AFFECTING ABANDONED VEHICLE ABATEMENT PROGRAM

Clark Thompson (COG) reported on this item. Assembly Bill 468 (Ruskin) proposes changes to state code governing the Abandoned Vehicle Abatement (AVA) Program. The bill addresses several concerns that exist with our own program and many other programs up and down the state and that have been discussed previously with your Committee and the Board.

The purposes of the proposed bill are to:

1. Clarify terms. The definition of "abandoned vehicle" is clarified to mean a motor vehicle that meets any of several conditions including left on a street or highway for a period of 72 hours or more in violation of a local ordinance. The definition of "abandoned vehicle abatement" is clarified to mean the voluntary or involuntary removal of an abandoned vehicle from public or private property and that the vehicle does not need to be made inoperable or scrapped after it has been removed. Cost recovery is clarified to mean costs for both voluntary and involuntary removal and disposal.
2. Allow each Service Authority to define conditions for eligibility within the limits of the code for their geographic area. Differences in geographical area, population density, and social-economic makeup of the various jurisdictions require different approaches to the distribution of funds to member agencies within the service authority in order to recover a portion of the actual costs of abating vehicles.
3. Permit any funds unexpended in a fiscal year to be used by the service authority in the following fiscal year for certain motorist aid programs for the service authority's jurisdiction and capital purchases for the implementation of the abandoned vehicle abatement program by the service authority. Unexpended funds would not be returned to the State Transportation Fund as the current CHP guidelines require.

The City/County Association of Governments of San Mateo County serves as the AVA Service Authority for San Mateo County and is the sponsor of AB 468. They have requested a letter of support from all the AVA Service Authorities throughout the state. Our normal practice would be to present the matter to your Board to receive your authorization for a support letter. However, in this case, because of the time-sensitive nature of the request, the clear benefits to our program from the legislation, and the Board's familiarity with the issues that the legislation will address, staff recommended the PAC authorize the Executive Director to submit a letter of support for Assembly Bill 468. The PAC concurred with the staff recommendation and authorized staff to submit the enclosed letter.

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

Fresno COG Sitting As the Council of Fresno County Governments

VIII. BOARD PRESENTATIONS

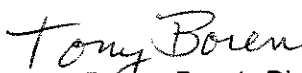
A. Request for Presentation at COG Policy Board on 6-28-07 from Dr. Ed Moreno regarding "Emerging Infectious Diseases"

Dr. Ed Moreno, has requested an opportunity to make a presentation before the Policy Board at their June 28, 2007 meeting regarding "Emerging Infectious Diseases".

The Board agreed by consensus to have Dr. Moreno make the presentation at the beginning of the June Board meeting.

There being no further business the meeting was adjourned.

Respectfully submitted,


TONY BOREN, Deputy Director
Council of Fresno County Governments
ldw

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

John Buada, Buada Assoc.
Russ Clemings, Fresno Bee
John Reid, VMC
May Pfaff, VMC
Peg Pfaff, VMC
Gary Joseph, FCEOC
Dennis Manning, FARRC
Roy Rodriguez, City of Orange Cove
Steve Samuelian, California Consulting, Inc.

Barbara Steck, COG
Jason Paukovits, COG
Les Beshears, COG
Brenda Lauchner, COG
Jeff Long, COG/FAX
Clark Thompson, COG
Tom Webster, COG
Renee DeVere, COG
Jeffrey D. Webster, Fresno County Rural Transit Agency
Dottie Wright, Fresno COG

Fresno COG May Report

FROM CALIFORNIA CONSULTING, LLC

- Our office scheduled a meeting with new BTH Secretary Dale Bonner for Fresno COG. The meeting was held on May 10 at the BTH headquarters in Sacramento. See attached report that was sent to COG members after the meeting.
- We have been working on the Trade Corridor issue. Several meetings have taken place with legislators, staff, Governor's Office, BTH, and key transportation consultants. See attached report dated May 22, 2007.
- We have worked closely with Senator Florez's Office on the High Speed Rail issue. Senator Florez has done an excellent job on this issue. See attached report dated May 24, 2007.
- We are working aggressively on the State and Local Partnership issue. See attached report dated May 24, 2007.
- Steve Samuelian has continued his personal meetings with Legislators and Staff from the Offices of Senator Cogdill, Senator Florez, and Assemblymembers Arambula, Galgiani, Parra, and Villines. During the month of May, Steve met with some Legislators and/or Staff more than one time per week. May was a busy month for legislative issues and with the bond guidelines beginning to become finalized, more visits and meetings with Valley legislators were necessary in May.
- Steve is also meeting weekly in Sacramento with the Governor's statewide director of Local Government Affairs. Various issues important to the San Joaquin Valley and Fresno COG are discussed each week.
- This month, Steve met two times with the Lobbyist from Transportation California in Sacramento. This effort was to ensure that our work is coordinated and that everyone in the transportation "universe" is sharing information and staying on the same page. These were productive discussions and will continue as the bonds get closer to finalization.
- We have continued to ask Valley legislators to contact Cal-EPA and request the valley receive its fair share of the \$1 billion available from Prop. 1B for air quality mitigation. To date, the following Valley legislators have responded to our request and sent letters to Cal-EPA: Congressman Radanovich, Senators Ashburn, Cogdill, and Assemblymembers Arambula, Galgiani, Parra, Maze, Villines, and Aghazarian. We are in the process of contacting other Members of the Valley delegation further outside of the Fresno area.
- Earlier this year, our office organized a conference call with the Air Resources Board to discuss the \$1 billion for air quality. We are now in the process of attempting to secure a meeting with Cal-EPA Secretary Linda Adams. We did set a date for the meeting but it was not an available date for Fresno COG members. We are working on a new date for the meeting. Assemblywoman Galgiani and Assemblymember Aghazarian were instrumental in arranging the meeting and are again working on securing a new date.
- Peter Weber has forwarded to our office, a proposed list of how the Valley would spend \$300 million from \$1 billion for air quality mitigation. We have sent this list to Barbara Goodwin and we await board direction. The Governor's Office

and BTH Secretary have both asked our office to provide them our list of how we would spend our share, should we receive it. Once the board approves the list (or modifies it) our company will ensure the list gets in the right hands and lobby for our fair share of the \$1 billion.

- We continue to work with Assemblymember Arambula's office on his AB 575 which levels the playing field for how the \$1 billion for Air Quality will be distributed. We have had several meetings with him and his staff regarding this issue. Mr. Arambula deserves commendation and our gratitude for a job well done on moving this legislation forward. A detailed legislative report was given in our May report about this bill.
- We have offered the support of Fresno COG and our offices to Senator Cogdill and his staff for his SB 59 for water storage. The Governor continues to make this a top priority of his Administration. The Governor and Senator Cogdill are doing outstanding work on this issue.
- Senate Transportation Committee Chairman Alan Lowenthal asked COG to support his container fee bill when we met with him during our "One Voice" visit to Sacramento. We have been in touch with his office consistently since that meeting. We have also received proposed amendments to the bill that have been developed by Peter Weber. We have forward those proposed amendments to Barbara Goodwin. We await the Board's direction on whether or not to lobby for inclusion of those amendments in Mr. Lowenthal's bill.
- Mr. Arambula's Office has asked our office to request support from Fresno COG for several bills he is authoring. We have forwarded those bills along with his request to Barbara Goodwin.
- We have been meeting with Valley legislators and staff regarding the allocation of the Local Road Funds monies. Each city will receive a minimum of \$400,000. The issue at hand is when that money will be released. There is legislation that proposes to release that money immediately. Another school of thought is to release the money over several years. The League of Cities has been very active on this issue supporting the immediate release of the money to cities and counties.
- We have kept in contact and communication regarding CTC and Cal-Trans issues. CTC staff recently recommended \$60 million for 180 East from Clovis to Temperance. The CTC will have to approve the STIP Augmentation as a program at their meeting on June 6 and 7. This money was already in the STIP, but this action will allow it to advance the funding to 07/08.
- We have had several meetings with Assemblywoman Parra and her staff regarding her bill to make the San Joaquin Valley Partnership permanent. We will continue to work on this issue.
- We organized a conference call for the City of Fresno with the Public Utilities Commission regarding grade separation issues. Participants in the call included City of Fresno staff, PUC Staff, Senator Florez's Capitol Director, and California Consulting. The call was productive and a report was sent to the City of Fresno summarizing the call. Positive feedback was received from the City of Fresno regarding the effectiveness of the call.
- Assemblywoman Galgiani has introduced AB 633 to assist with the grade separation issue. We are working with her office on this bill and the City of

Fresno has indicated satisfaction with the bill contents. We have forwarded this bill to Fresno COG staff for their review as well.

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION 2007-26

In the Matter of)
)
INTER-AGENCY)
SERVICE AGREEMENT)
_____)

RESOLUTION ADOPTING A
CONTINUATION AGREEMENT
BETWEEN THE FCRTA & THE
FRESNO COG FOR ADMINISTRATIVE
& FISCAL SERVICES

WHEREAS, the Fresno County Rural Transit Agency (FCRTA) was formed (on September 27, 1979 with the responsibility of providing transit services in rural portions of Fresno County; and

WHEREAS, the Council of Fresno County Governments (Fresno COG) continues to agree to provide Administrative and Fiscal Services to the FCRTA as a matter of mutual convenience; and

WHEREAS, annually the costs of said services are mutually negotiated to reflect actual costs, that are reflected in the FCRTA's annual Budget and the Fresno COG's annual Overall Work Program as a Work Element, and

WHEREAS, both parties desire to continue this on-going mutual relationship by executing the attached formal Agreement, until formally terminated.

NOW, THEREFORE BE IT RESOLVED, that the Fresno County Rural Transit Agency and the Council of Fresno County Governments does hereby approve the afore mentioned Agreement.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 28th day of June, 2007.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 28th day of June, 2007.

Signed: _____
Barbara Goodwin, Executive Director

AGREEMENT FOR ADMINISTRATIVE
AND FISCAL SERVICES
BETWEEN
THE FRESNO COUNTY RURAL TRANSIT AGENCY
THE COUNCIL OF FRESNO COUNTY GOVERNMENTS

This AGREEMENT, made and entered into this 28th day of June, 2007, by and between the Fresno County Rural Transit Agency, hereinafter referred to as "FCRTA", and the Council of Fresno County governments, hereinafter referred to as "COFCG".

WITNESSETH:

WHEREAS, FCRTA is a duly constituted Joint Powers Agency formed for the purposes of providing public transportation services to the rural portion of Fresno County; and

WHEREAS, FCRTA is empowered by a Joint Powers Agreement made effective on the 27th day of September, 1979 to employee agents and employees; and contract for professional services including, but not limited to, administrative and fiscal services; and

WHEREAS, COFCG is a duly constituted Joint Powers Agency formed for the purposes of intergovernmental cooperation and comprehensive planning and may offer technical assistance, including administrative and fiscal services..

WHEREAS, COFCG has provided administrative and fiscal services to FCRTA pursuant to a long standing informal arrangement, and the Directors of FCRTA and COFCG wish to formalize this arrangement.

NOW, THEREFORE, the parties hereto agree as follows:

1. COFCG will annually provide a scope of services to be provided to FCRTA and include it in Work Element 920 Fresno County Rural Transit Agency Administration, in the annual COFCG Overall Work Program and Budget.
2. COFCG shall provide for administrative services to the FCRTA for the General Manager and Administrative Assistant positions. The FCRTA and COFCG Board of Directors may agree to provided administrative services for additional positions in the future. FCRTA will reimburse the cost of all salaries and benefits provided pursuant to this agreement to COFCG. COFCG shall not apply overhead incurred pursuant to the COFCG indirect cost pool to these positions.
3. The parties agree that the FCRTA General Manager shall serve at the pleasure of the FCRTA Board of Directors, and administrate all affairs of FCRTA in accordance with the policies of the FCRTA Board of Directors.
4. The FCRTA General Manager shall hire, supervise, direct, and remove any FCRTA personnel which is put on COFCG payroll as an FCRTA employee

pursuant to this Agreement, as may be authorized by the FCRTA Board of Directors.

5. COFCG shall provide additional administrative services from COFCG employees on an "as needed" basis, such as payroll administration, secretarial services, publishing, sundry, and budgetary analysis. COFCG will charge and FCRTA will reimburse for the actual cost of such services which include an hourly rate the employee would normally charge to other COFCG state and federal programs. This rate includes overhead incurred pursuant to the COFCG indirect cost pool, if applicable.
6. The FCRTA General Manager shall provide Rural Transit Planning Services to the COFCG pursuant to the COFCG Overall Work Program. COFCG will pay for any planning services so provided, including publication, printing, public notice and sundry expenses, and charge them to an appropriate funding category per the adopted Overall Work Program. The General Manager's time will be billed at the actual hourly salary and benefit rate and FCRTA will not be billed for the cost of those services.
7. FCRTA and COFCG share a mutual office Suite. FCRTA shall reimburse COFCG for a proportionate share of the monthly rent, utility, and maintenance expense per COFCG's lease, as measured by the square feet occupied.
8. FCRTA and COFCG shall prepare and maintain separate budgets for operational purposes. FCRTA will pay and account for their own computers, copier, fax, office fixtures, supplies, insurance, service agreements, travel arrangements, contracts, capital procurements and any other expense.
9. The COFCG shall, on the basis of the financial records, submit quarterly to FCRTA a bill for the services rendered pursuant to this Agreement and the FCRTA shall authorize warrants to pay said demands except that the bills or the warrants shall not exceed the actual costs of the services rendered.
10. FCRTA and COFCG agree to indemnify, save, and hold harmless each other from all liability, claims, or damages incurred as the result of any errors or omissions of the officers, agents, or employees of either agency in performing services described in this Agreement.
11. Either party may terminate this Agreement at any time by giving written notice to that effect to the other party of such termination and specifying the effective date thereof, at least thirty (30) days before the effective date of such termination. In that event, COFCG shall be reimbursed its allowable cost through the termination date and any subsequent cost that may arise attributable to this Agreement.
12. This agreement goes into effect on the date of its execution, and remains in effect until terminated.
13. This agreement may be modified by formal amendment.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed as of the date and year first above written.

COUNCIL OF FRESNO COUNTY GOVERNMENTS

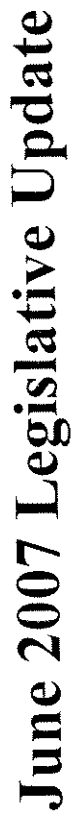
By _____
TRINIDAD RODRIGUEZ, Chairman

FRESNO COUNTY RURAL TRANSIT AGENCY,

By _____
TRINIDAD RODRIGUEZ, Chairman

APPROVED AS TO LEGAL FORM:
DENNIS A. MARSHALL, County Counsel

By 
KEVIN BRIGGS, Chief Deputy Counsel

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June 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.	05/02/2007- Failed Deadline pursuant to Rule 61(a)(2). Last location was J., E.D. & E.	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. 05/31/07 Upon call of the Chair - ROOM 4202 ASM APPROPRIAT IONS SUSPENSE	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	05/02/2007- Failed Deadline pursuant to	Watch	Transportation

Bill# Author	Topic - Summary	Status/ Hearing	Position	Subject
	and exceptions. A violation of this provision is an infraction punishable by a fine not exceeding \$100 for a first conviction, and up to a \$250 fine for a 3rd and subsequent conviction occurring within one year of 2 or more prior infractions. This bill would recast this provision as to overtaking a bicycle by requiring the driver of a motor vehicle overtaking a bicycle that is proceeding in the same direction to pass to the left at a safe distance, at a minimum clearance of 3 feet, without interfering with the safe operation of the overtaken bicycle. The bill would make a violation of this provision an infraction punishable by a \$250 fine. The bill would make it a misdemeanor or felony if a person operates a motor vehicle in violation of the above requirement and that conduct proximately causes a significant or substantial physical injury, or death to the bicycle operator. This bill contains other related provisions and other existing laws.	Rule 61(a)(2). Last location was TRANS.		
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.	05/10/2007- In committee: Set, first hearing. Referred to APPR. suspense file.	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.	05/02/2007- Failed Deadline pursuant to Rule 61(a)(2). Last location was TRANS.	Watch	Transportation

Bill# Author	Topic - Summary	Status/ Hearing	Position	Subject
AB 468 Ruskin	Vehicles: abatement of abandoned vehicles. Existing law authorizes a county satisfying specified conditions to establish a service authority for the abatement of abandoned vehicles and to impose a \$1 vehicle registration fee for the abatement of abandoned vehicles. The fees imposed and the moneys received by the service authority from the Abandoned Vehicle Trust Fund, a continuously appropriated fund, can only be used for the abatement, removal, and disposal of abandoned, wrecked, dismantled, or inoperative vehicles from private or public property. This bill would define the term "abandoned vehicle" and would authorize the service authority to use the fees imposed, as well as the moneys received from the Abandoned Vehicle Trust Fund for the abatement and removal, or the disposal of the above vehicles. The service authority would be prohibited from recovering the costs of administering and of the abatement and removal, or disposal of an abandoned vehicle if those costs are reimbursed by other programs related to vehicles. The service authority would be required to adopt an ordinance establishing procedures to ensure that costs of vehicles abated and removed, or disposed of are not reimbursed by other programs. The service authority would be required to submit annually to the Department of California Highway Patrol information showing that the average cost per abandoned vehicle is reasonable within the service authority's jurisdiction. The service authority would be prohibited from carrying out an abandoned vehicle abatement unless a 10-day notice has been issued for the abandoned vehicle and that period has expired. This 10-day notice requirement would not apply under specified circumstances. The service authority would be authorized to expend for specified purposes moneys received for the abatement of abandoned vehicles that are unexpended in a fiscal year in the following fiscal year.	04/18/2007- In committee: Set, first hearing. Referred to APPR. suspense file. 05/31/07 Upon call of the Chair - ROOM 4202 ASM APPROPRIAT IONS SUSPENSE	Support	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 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	05/16/2007- In committee: Set, first hearing. Referred to APPR. suspense file. 05/31/07 Upon call of the Chair - ROOM 4202 ASM	Support	Transportation

Bill# Author	Topic - Summary	Status/ Hearing	Position	Subject
	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.	APPROPRIATIONS SUSPENSE		
AB 633 Galjani	Grade separation projects. Existing law requires the Public Utilities Commission to develop and maintain a priority list of railroad-highway grade crossings determined to be most urgently in need of separation or alteration. Existing law requires each annual proposed budget prepared by the Department of Transportation to include \$15,000,000 for grade separation projects. Existing law requires the California Transportation Commission to allocate available funding to projects pursuant to the priority list prepared by the Public Utilities Commission, and requires certain matching funds to be provided from nonstate funds and by the affected railroad. Under existing law, an allocation may only be made to a local agency if it furnishes evidence that sufficient local funds will be made available as the grade separation project progresses. This bill would require the Public Utilities Commission and the Department of Transportation to issue a joint public report to the appropriate policy and fiscal committees of the Legislature no later than September 1, 2008. The bill would require the report to include, among other things, an evaluation of the grade separation project funding program and recommendations for establishing a hardship application process allowing for the adjustment or deferral of local financial participation in severe circumstances.	05/10/2007- In committee: Set, first hearing. Referred to APPR. suspense file.	Watch	Transportation
AB 669 Parra	State Highway Route 269. Existing law provides that the Department of Transportation shall have full possession and control of the state highway system. Existing law generally provides for the planning and programming of transportation capital improvement projects through the state transportation improvement program process. This bill would require the Department of Transportation to expedite the construction of a transportation facility designed to address flooding problems in the vicinity of Los Gatos Creek on State Highway Route 269 in Fresno County, and would make findings and declarations of the Legislature in that regard. The bill would require the Department of Water Resources to transfer real property in its possession necessary for the project to the Department of Transportation, and would require the department to use the environmental documentation and findings prepared by the Department of Water Resources that are related to the delivery of the project to the	05/02/2007- Failed Deadline pursuant to Rule 61(a)(2). Last location was TRANS.	Proposed Support	Transportation

Bill# Author	Topic - Summary	Status/ Hearing	Position	Subject
	maximum extent possible.			
AB 784 Karnette	Transportation bonds. Proposition 1B, approved by the voters at the November 2006 general election, enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes. The act provides that a portion of the bond funds shall be available, upon appropriation, to the Office of Emergency Services to be allocated, as grants, for port, harbor, and ferry terminal security improvements. This bill, with respect to those bond funds to be allocated by the Office of Emergency Services, would, notwithstanding any other provision of law, provide that applicants need not comply with competitive bidding requirements. The bill would also make findings and declarations of the Legislature.	05/02/2007 - In committee: Set, first hearing. Referred to APPR. suspense file. 05/31/07 Upon call of the Chair - ROOM 4202 ASM APPROPRIATIONS SUSPENSE	Watch	Transportation
AB 901 Nunez	Transportation: Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), authorizes \$19.925 billion of state general obligation bonds for specified purposes. The act requires that, among other things, \$3.6 billion of the proceeds from those bonds be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account for allocation to public transit operators and transportation planning agencies by formula. This bill would require the Department of Transportation to provide the Department of Finance and the Assembly and Senate Budget Committees by September 30 of each year with information describing the total amount of verified project funding needed in the budget year and the amount required by each agency seeking funding. The bill would define "sponsoring entity" and "eligible project" for purposes of allocating these funds. The bill would require the California Transportation Commission to include information in its annual report to the Legislature regarding its activities relative to these funds. The bill would require certain legislative committees to hold an annual joint legislative hearing on these funds. The bill would enact other related provisions.	05/02/2007 - In committee: Set, first hearing. Referred to APPR. suspense file. 05/31/07 Upon call of the Chair - ROOM 4202 ASM APPROPRIATIONS SUSPENSE	Watch	Transportation

Bill # Author	Topic - Summary	Status/ Hearing	Position	Subject
<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 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.	05/10/2007- In committee: Set, first hearing. Referred to APPR. suspense file.	Watch	Transportation
<u>AB 995</u> 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.	05/02/2007- In committee: Set, first hearing. Referred to APPR. suspense file.	Watch	Transportation
		05/31/07 Upon call of the Chair - ROOM 4202 ASM APPROPRIAT IONS SUSPENSE		

Bill# Author	Topic - Summary	Status/ Hearing	Position	Subject
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 capital outlay project meets any of certain, listed criteria. This bill contains other related provisions and other existing laws.	05/02/2007- Failed Deadline pursuant to Rule 61(a)(2). Last location was H. & C.D.	Concept Support	Other
AB 1129 Arambula	Rural regional affordable housing trust. The Housing and Emergency Shelter Trust Fund Act of 2006 authorizes the issuance of bonds in the amount of \$2,850,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds are required to be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would define a rural regional affordable housing trust as an entity of regional government that (1) is established as a joint powers authority; (2) has a voluntary membership consisting of not less than 2 rural counties, and the cities within those counties, and not less than 2 councils of governments serving the area of the 2 counties; (3) is established for the purpose of receiving and administering federal, state, local, and private financial resources made available to the trust to fund the development of affordable housing projects in jurisdictions that are members of the trust; and (4) has demonstrable, ongoing sources of dedicated revenue, including taxes, fees, loan repayments, and private contributions. This bill	05/02/2007- Failed Deadline pursuant to Rule 61(a)(2). Last location was H. & C.D.	Concept Support	Other

Bill# Author	Topic - Summary	Status/ Hearing	Position	Subject
	contains other related provisions.			
AB 1170 Krekorian	State mandates. Under the California Constitution, whenever the Legislature or a state agency mandates a new program or higher level of service on any local government, including school districts, the state is required to provide a subvention of funds to reimburse the local government, with specified exceptions. Existing law establishes a procedure for local governmental agencies to file claims for reimbursement of these costs with the Commission on State Mandates. Under this procedure, the commission is required to hear and decide upon each claim for reimbursement and then determine the amount to be subvented for reimbursement, which the Controller shall pay to eligible claimants. The procedure also provides that a reimbursement claim for actual costs filed by a local agency or school district is subject to an audit by the Controller no later than 3 years after the date that the actual reimbursement claim is filed or last amended, whichever is later, but that, if no funds are appropriated or no payment is made to a claimant for the fiscal year for which the claim is filed, the audit shall be commenced no later than 3 years from the date of the initial payment of the claim. This bill would require the commission to issue a decision upon a local agency or school district test claim no later than 36 months after the date the claim is filed . It also would delete the provision that authorizes the Controller to commence an audit no later than 3 years from the date of the initial payment of the claim if certain conditions exist.	05/10/2007- In committee: Set, first hearing. Referred to APPR. suspense file. 05/31/07 Upon call of the Chair - ROOM 4202 ASM APPROPRIAT IONS SUSPENSE	Watch	Transportation
AB 1209 Karnette	State Air Resources Board: emission reduction projects and measures. Existing law creates the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 requires \$3,100,000,000 of these funds to be deposited in the California Ports 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	05/16/2007- In committee: Set, first hearing. Referred to APPR. suspense file. 05/31/07 Upon call of the Chair - ROOM 4202 ASM APPROPRIAT IONS SUSPENSE	Watch	Transportation

Bill# Author	Topic - Summary	Status/ Hearing	Position	Subject
	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.	05/10/2007 - In committee: Set, first hearing. Referred to APPR. suspense file. 05/31/07 Upon call of the Chair - ROOM 4202 ASM APPROPRIAT IONS SUSPENSE	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, 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 .	05/02/2007 - In committee: Set, first hearing. Referred to APPR. suspense file. 05/31/07 Upon call of the Chair - ROOM 4202	Watch	Transportation

Bill # Author	Topic - Summary	Status/ Hearing	Position	Subject
		ASM APPROPRIAT IONS SUSPENSE		
AB 1351 Levine	Transportation: state-local partnerships. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. The act authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$1 billion for the State-Local Partnership Program, to be allocated by the California Transportation Commission to eligible transportation agencies, subject to appropriation by the Legislature. Existing law requires a dollar-for-dollar match of local funds for projects funded with these bond funds. This bill would make various findings regarding transportation infrastructure and funding in California and would state the purpose of the State-Local Partnership Program. The bill would state the intent of the Legislature to appropriate \$200,000,000 for the program from bond funds in each of 5 fiscal years beginning in the 2010-11 fiscal year. The bill would define local funds under the program for purposes of the required dollar-for-dollar match as revenues from any locally imposed sales tax for transportation. The bill would require the commission to allocate the program funds to certain local public entities who apply to the program for funding of eligible projects, as defined, according to certain procedures and unspecified deadlines, but subject to reallocation to other projects if the applicant fails to meet various requirements for timely use of funds. The bill would require the commission to include in its annual report to the Legislature a summary of its activities related to the program, as specified. The bill would require the commission, the Department of Transportation, and State Air Resources Board to report annually to specified legislative committees on the status of implementing the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.	05/23/2007- Set, first hearing. Referred to Appropriatio ns suspense file.	Watch	Transportation
AB 1358 Leno	Planning: circulation element: transportation. Existing law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city 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	05/10/2007- In committee: Set, first hearing. Referred to APPR. suspense file.	Watch	Transportation

Bill# Author	Topic - Summary	Status/ Hearing	Position	Subject
	, 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.	05/31/07 Upon call of the Chair - ROOM 4202 ASM APPROPRIAT IONS SUSPENSE		
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.	05/02/2007- In committee: Set, first hearing. Referred to APPR. suspense file.	Watch	Transportation
ACA 4 Villines	Reapportionment. The California Constitution requires the Legislature, in the year following the year in which the national census is taken at the beginning of each decade, to adjust the boundary lines of the senatorial, Assembly, congressional, and Board of Equalization districts in conformance with specified standards. This measure would repeal these provisions and instead require the Independent Citizens' Commission on Redistricting, to be comprised of an unspecified membership, on or before February 1 of the year following the year in which the national census is taken, to adjust the boundary lines of the Senate, Assembly, congressional, and State Board of Equalization districts in conformance with certain standards, prioritized in a certain order consistent with specified federal law.	05/02/2007- Failed Deadline pursuant to Rule 61(a)(2). Last location was PRINT	Watch	Other

Bill# Author	Topic - Summary	Status/ Hearing	Position	Subject
<u>ACR 12</u> Parra	Agriculture: frost damage. This measure would request the Public Utilities Commission to cooperate with the state's public utilities in immediately approving advice filings to establish appropriate payment deferral programs for citrus and other affected growers whose crops were destroyed as a result of the cold storms and consequent frost damage that occurred in January 2007. The measure would also request the commission to authorize recovery for the actual administrative costs, with the exception of interest foregone on deferred amounts, and recovery of uncollected deferred amounts incurred by the state's public utilities as a result of this program.	02/21/2007- Re-referred to Com. on U. & C.	Watch	Other
<u>SB 9</u> Lowenthal	Trade corridor improvement: transportation project selection. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19,925,000,000 of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements. This bill would 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.	05/25/2007- Set for hearing May 31. 05/31/07 1:30 p.m. or upon call of the Chair – Room 4203 SEN APPROPRIAT IONS SUSPENSE	Watch	Economy
<u>SB 16</u> Flores	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 .	05/17/2007- To Com. on L. GOV. 06/13/07 1:30 p.m. - Room 447 ASM LOCAL GOVERNMENT	Watch	Transportation

Bill# Author	Topic - Summary	Status/ Hearing	Position	Subject
SB 19 Lowenthal	Trade corridors: projects to reduce emissions: funding. Existing law requires that of the proceeds of bonds issued pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, a specified amount of those deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account in the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006, be made available, upon appropriation by the Legislature and subject to the conditions and criteria contained in a statute enacted by the Legislature, to the State Air Resources Board for certain emission reductions from activities related to the movement of freight along California's trade corridors. This bill would 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 .	05/25/2007- Set for hearing May 31. 05/31/07 1:30 p.m. or upon call of the Chair - Room 4203 SEN APPROPRIAT IONS SUSPENSE	Watch	Transportation
SB 45 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 .	05/25/2007- Set for hearing May 31. 05/31/07 1:30 p.m. or upon call of the Chair - Room 4203 SEN APPROPRIAT IONS SUSPENSE	Watch	Economy
SB 47 Perata	Transportation bonds. Proposition 1B, approved by the voters at the November, 2006, general election enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$1 billion for the State-Local Partnership Program, to be allocated by the California Transportation Commission to eligible transportation projects	05/14/2007- Failed Deadline pursuant to Rule 61(a)(3).	Watch	Transportation

Bill # Author	Topic - Summary	Status/ Hearing	Position	Subject
	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.	Last location was RLS.		
SB 59 Cogdill	Reliable Water Supply Bond Act of 2008. Under existing law, various bond acts have been approved by the voters to provide funds for water projects, facilities, and programs. This bill would enact the Reliable Water Supply Bond Act of 2008 which, if approved by the voters, would authorize, for purposes of financing a water supply program, the issuance, pursuant to the State General Obligation Bond Law, of bonds in the amount of \$3,950,000,000. The bill would require the Secretary of State to submit the bond act to the voters at the November 4, 2008, statewide general election.	05/02/2007- Failed Deadline pursuant to Rule 61(a)(2). Last location was N.R. & W.	Support	Water
SB 71 Florez	Alternative fuels: biodiesel. Existing law requires the State Energy Resources Conservation and Development Commission, in partnership with the State Air Resources Board, to develop and adopt a state plan to increase the use of alternative fuels, as defined. This bill would require all vehicles owned or leased by the State of California, by a city, county, or city and county, or by a mass transit district, that use diesel fuel to instead use B20 biodiesel fuel or a higher blend of biodiesel, 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.	05/02/2007- Failed Deadline pursuant to Rule 61(a)(2). Last location was T. & H.	Watch	Air
SB 114 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	05/17/2007- To Coms. on REV. & TAX. and L. GOV.	Watch	Other

Bill# Author	Topic - Summary	Status/ Hearing	Position	Subject
	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.			
SB 116 Maldonado	Unemployment compensation benefits: freezing weather. Existing law provides that an individual is considered "unemployed" for the purpose of 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.	05/17/2007- To Com. on INS.	Watch	Other
SB 167 Negrete McLeod	General plans: planning grants and incentives. (1) 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 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 counties and the cities, if any, in those counties to prepare collaborative strategic growth plans, subject to specified criteria, and (4) grants and loans to local agency formation commissions to	05/25/2007- Set for hearing May 31. 05/31/07 1:30 p.m. or upon call of the Chair - Room 4203 SEN APPROPRIAT IONS SUSPENSE	Watch	Water

Bill # Author	Topic - Summary	Status/ Hearing	Position	Subject
	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 . The bill would require the office to prepare and adopt regulations for this purpose that meet specified criteria and would require the office 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.			
SB 184 Alquist	Transportation projects. Existing law authorizes a regional or local entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program 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.	05/25/2007- Set for hearing May 31. 05/31/07 1:30 p.m. or upon call of the Chair – Room 4203 SEN APPROPRIAT IONS SUSPENSE	Watch	Transportation
SB 204 Dutton	Transportation funds. Article XIX of the California Constitution requires the revenues from taxes imposed by the state on motor vehicle fuels to be used for public streets and highways and exclusive public mass transit guideway purposes. Existing law requires the purchase price from the sale of excess real property originally acquired by the state for highway purposes to be paid into the State Treasury to the credit of any fund, available to the Department of Transportation for highway purposes, designated by the California Transportation Commission. This bill would instead require these moneys to be paid into the State Treasury to the credit of the State Highway Account and to be available to the department for highway purposes. This bill contains other related provisions and other existing laws.	05/02/2007- Failed Deadline pursuant to Rule 61(a)(2). Last location was T. & H.	Watch	Transportation
SB 240 Florez	San Joaquin Valley Unified Air Pollution Control District. Existing law authorizes air pollution control districts and air quality management districts, except as provided, to levy a fee up to \$2 on motor vehicles, and authorizes the districts to increase this fee up to \$6 if certain conditions are met. This bill would require the San Joaquin Valley Unified Air Pollution Control District to increase this fee by up to but not exceeding \$30. The district would also be required to impose a surcharge of up to \$300 per year on all stationary, indirect, and areawide sources of air pollution. The district would be	05/29/2007- Placed on APPR. suspense file. Set for hearing May 31.	Watch	Air

Bill# Author	Topic - Summary	Status/ Hearing	Position	Subject
	required to submit annual audits to the state board and to the Bureau of State Audits documenting the expenditure of funds pursuant to these provisions and progress in achieving and maintaining state and federal ambient air standards. This bill contains other related provisions and other existing laws.	05/31/07 1:30 p.m. or upon call of the Chair - Room 4203 SEN APPROPRIATIONS SUSPENSE		
<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.	05/02/2007- Failed Deadline pursuant to Rule 61(a)(2). Last location was T. & H.	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 at least 2 cycles that cover 4 years, with at least 1/2 of each eligible local agency's total allocation amount to be made during the first cycle of payments not later than January 1, 2008, 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 require funds to be expended within 3 fiscal years from the date of allocation , and would	05/25/2007- Set for hearing May 31. 05/31/07 1:30 p.m. or upon call of the Chair - Room 4203 SEN APPROPRIATIONS SUSPENSE	Watch	Economy

Bill # Author	Topic - Summary	Status/ Hearing	Position	Subject
	require unexpended funds to be returned to the Controller for reallocation . The bill would make other related changes. This bill contains other related provisions.			
SB 303 Ducheny	Local government: land use planning. (1) The Planning and Zoning Law requires a city, county, or city and county to adopt a comprehensive, long-term general plan for the physical development of the city, county, or city and county that addresses a number of elements, including, among other things, a housing and an open-space element . Existing law provides that the general plan may be adopted as a single document or as a group of documents relating to subjects or geographic segments of the planning area. This bill would require the general plan, and each of its elements to encompass a planning and projection period of at least 20 years, except for the housing and open-space elements , and would require each element, except for the housing and open-space elements , to be updated at least every five years. This bill would require the housing element to be updated, as specified , and would require the conservation element and the open-space element to be updated concurrently with the housing element . This bill contains other related provisions and other existing laws.	05/29/2007- Placed on APPR. suspense file. Set for hearing May 31.	Watch	Other
SB 302 Dutton	Goods movement. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$2 billion to be deposited in the Trade Corridors Infrastructure Fund in the California Ports Infrastructure, Security, and Air Quality Improvement Account to be available, upon appropriation by the Legislature, for allocation by the California Transportation Commission to highway system and freight rail system improvements along federally designated trade corridors of national significance. In determining projects eligible for funding, the commission is required to consult the Goods Movement Action Plan prepared by the Business, Transportation and Housing Agency and the California Environmental Protection Agency. This bill would state the intent of the Legislature to incorporate the Southern California National Freight Gateway Strategy into the Goods Movement Action Plan.	05/14/2007- Failed Deadline pursuant to Rule 61(a)(3). Last location was RLS.	Watch	Transportation
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	05/25/2007- Set for hearing May 31.	Watch	Transportation

Bill # Author	Topic - Summary	Status/ Hearing	Position	Subject
	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 Superintendent would be required, in cooperation with the High-Speed Rail Authority 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 Superintendent also would be required to report to the Legislature, no later than one year after the date of the election in which the Safe, Reliable High-Speed Passenger Train Bond Act is approved by the voters, on the inventory of vocational and technical training programs required for the high-speed train and any related recommendations. These requirements would become operative on the date of the election in which the Safe, Reliable High-Speed Passenger Train Bond Act is approved by the voters. This bill contains other existing laws.	1:30 p.m. or upon call of the Chair – Room 4203 SEN APPROPRIATE IONS SUSPENSE		
SB 375 Steinberg	Transportation planning: travel demand models: preferred growth scenarios: environmental review. Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with the regional agencies, to prescribe study areas for analysis and evaluation. This bill would require the commission, by April 1, 2008, to adopt guidelines for the use of travel demand models used in the development of regional transportation plans by regional transportation planning agencies. The bill would require a regional transportation planning agency for a region with a population of 800,000 or more to use those guidelines. The bill would require the Department of Transportation to assist the commission, on request, in this regard, and would impose other related requirements. This bill contains other related provisions and other existing laws.	05/29/2007- Placed on APPR. suspense file. Set for hearing May 31. 05/31/07 1:30 p.m. or upon call of the Chair – Room 4203 SEN APPROPRIATE IONS SUSPENSE	Watch	MPO
SB 445 Torlakson	Road User Task Force. Existing law provides various sources of revenue to fund state highway and local road maintenance, operation, and improvement, including a state-imposed per-gallon fuel tax of 18 cents. This bill would create, until January 1, 2009, 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	05/25/2007- Set for hearing May 31. 05/31/07 1:30 p.m. or	Support	Transportation

Bill# Author	Topic - Summary	Status/ Hearing	Position	Subject
	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.	upon call of the Chair – Room 4203 SEN APPROPRIATE IONS SUSPENSE		
SB 716 Perata	Transit operators. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. \$3.6 billion of the moneys in the fund are required to be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account to be made available, upon appropriation by the Legislature, to transportation agencies for transit capital projects pursuant to a specified formula. This bill would specify the requirements for an eligible project sponsor, as defined, to receive an allocation of funds appropriated from the account. The bill would require the California Transportation Commission and the Controller to administer these provisions.	05/25/2007- Set for hearing May 31. 05/31/07 1:30 p.m. or upon call of the Chair – Room 4203 SEN APPROPRIATE IONS SUSPENSE	Watch	Transportation
SB 717 Perata	Transportation Investment Fund. Existing law specifies the allocation of funds in the Transportation Investment Fund, derived from a portion of the sales tax on gasoline, to various transportation projects and programs. Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund for allocation for those transportation purposes until the end of the 2007-08 fiscal year. Thereafter, Article XIX B requires these revenues to be allocated to broad categories of transportation purposes, including 20% for programs funded by the Public Transportation Account, 40% for transportation capital improvement projects in the State Transportation Improvement Program, and 40% for apportionment to cities and counties pursuant to certain formulas for road maintenance and construction purposes. This bill would continue the Transportation Investment Fund in existence and would specify the use of revenues deposited in that fund from gasoline sales tax revenues subject to Article XIX B beginning in the 2008-09 fiscal year.	05/24/2007- To Com. on TRANS.	Watch	Transportation

Bill# Author	Topic - Summary	Status/ Hearing	Position	Subject
SB 748 Corbett	Transportation: state-local partnerships. Proposition 1B, approved by the voters at the November 2006, general election enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$1 billion for the State-Local Partnership Program, to be allocated by the California Transportation Commission to eligible transportation projects nominated by transportation agencies, subject to appropriation by the Legislature. Existing law requires a dollar-for-dollar match of local funds for projects funded with these bond funds. This bill would state the purposes of the State-Local Partnership Program and would require the California Transportation Commission to adopt guidelines for the program. The bill would state the intent of the Legislature to appropriate \$200,000,000 for the program 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.	05/25/2007- Set for hearing May 31. 05/31/07 1:30 p.m. or upon call of the Chair - Room 4203 SEN APPROPRIAT IONS SUSPENSE	Watch	Transportation
SB 803 Lowenthal	Transportation enhancement funds: community conservation corps. Existing federal law, as part of the comprehensive surface transportation program, allocates transportation funds to each state for transportation enhancement projects. This bill, with respect to federal funds made available to the state for transportation enhancement projects, would require transportation planning agencies, county transportation commissions or authorities, and congestion management agencies to adopt criteria that give priority in the selection of these projects to the sponsors of eligible projects that partner with, or commit to employ the services of, a community conservation corps, as defined, or the California Conservation Corps, areas not served by a community or conservation corps, to construct or undertake the project. The bill would provide that a community conservation corps, or the California Conservation Corps in areas not served by a community conservation corps, is eligible to apply for project funds. The bill would authorize these agencies and the Department of Transportation to enter into cooperative agreements, grant agreements, or procurement contracts with community conservation corps pursuant to certain simplified contract requirements. The bill would require the California Transportation Commission, when developing guidelines for the state transportation improvement program and the state highway operations and protection	05/29/2007- In Assembly. Read first time. Held at Desk.	Watch	Transportation

Bill # Author	Topic - Summary	Status/ Hearing	Position	Subject
	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.			
SB 872 Ackerman	State-Local Partnership Program. Existing law provides various sources of funding for transportation capital projects. Proposition 1B, approved by the voters at the November 7, 2006, statewide general election, enacts the Highway Safety, Traffic Reduction, Air Quality , and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$1 billion for the State-Local Partnership Program Account, to be allocated by the California Transportation Commission over a 5-year period to eligible transportation projects nominated by transportation agencies, subject to appropriation by the Legislature. This bill would create the State-Local Partnership Program and state the intent of the Legislature to appropriate \$200,000,000 per year for 5 years beginning in the 2010-11 fiscal year. The bill would provide for 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.	05/25/2007- Set for hearing May 31. 05/31/07 1:30 p.m. or upon call of the Chair – Room 4203 SEN APPROPRIATE IONS SUSPENSE	Watch	Economy
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.	05/25/2007- Set for hearing May 31. 05/31/07 1:30 p.m. or upon call of the Chair – Room 4203 SEN APPROPRIATE IONS SUSPENSE	Support pending on Amendment recommend- ation	Transportation

Council of Fresno County Governments
Second Quarter Progress Report for FY 2006-07
Ending March 31, 2007

WE 110 - Regional Streets and Highways

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

Accomplishments:

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

WE 111 - Regional Transportation Modeling

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

Accomplishments:

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

WE 112 - Regional Traffic Monitoring

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

Accomplishments:

- Coordinated the *Traffic Counts Program* and provided technical assistance to member agencies.
- Provided traffic counts in response to public requests.
- Selected Omni-Means for the Traffic Monitoring Program Review and Update Project. Work should start in April. [BITNER]

WE 113 – COG Measure “C” Expenditure Plan

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

Accomplishments:

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

WE 114 – Measure C Reauthorization

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

Accomplishments:

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

WE 117 – San Joaquin Valley Goods Movement Study

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

Corridor in Stanislaus County, truck diversion potential (in several communities) in Merced County, CIRIS truck related studies in San Joaquin County, and studies in other SJV counties. The completed model product will be used by each of the county Metropolitan Planning Organizations (MPOs) and HQ Modeling and Travel Analysis Branch. The San Joaquin Valley region is one of the four major international trade regions in California, designated in the 2002 Global Gateways Development Program.

Accomplishments:

- Released the Request for Proposal for the San Joaquin Valley Goods Movement Study Phase II – Truck Model Improvement Project. Interviewed consultants and awarded contract to Cambridge Systematics. Held initial kick-off meeting to get the project underway.
- Significant progress has been accomplished in development of the valleywide truck model network. [BOREN/BITNER]

WE 118 – Fresno Regional Housing Needs Plan

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

Accomplishments:

- Formed a Steering Committee to assist staff with the development of the RHNA Plan.
- Reviewed the Final 2001 RHNA Plan for applicability of methodology for the current Plan.
- Consulted with State Department of Housing and Community Development on the determination of the Housing Need figure, by income group, for Fresno County.
- Surveyed local jurisdictions in conformance with statute to gather information regarding local government infrastructure, housing market and other local conditions that could influence the distribution of the regional housing need.
- The COG Policy Board at its meeting on December 14, 2006 approved the Housing Construction Need number of 52,142 units for Fresno County and initiated the 60-day public comment period of the proposed allocation methodology.
- The Fresno COG Policy Board adopted Resolution No. 2007-07 on February 22, 2007 approving the methodology for use in the development of the Regional Housing Needs Allocation Plan. [THOMPSON]

WE 119 – San Joaquin Valley Regional Blueprint Planning Process

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

Accomplishments:

- Entered into a Memorandum of Understanding with the eight Valley COG's outlining our relationship as we move forward with the Blueprint.
- Utilizing the System Development of Informed Consent, Potentially Affected Interests were identified by category and level of priority for the successful implementation of the San Joaquin Valley Regional Blueprint Project.
- A Citizen Participation Plan has been developed and adopted by the eight San Joaquin Valley Councils of Governments (COGs).

- The institutional structure of a San Joaquin Valley Blueprint Regional Advisory Committee (BRAC) has been developed. BRAC membership applications are being accepted at this time. The BRAC will advise and interface both the San Joaquin Valley Blueprint products and the San Joaquin Valley Partnership products.
- Local Blueprint Roundtable is being established according to guidelines in the Citizen's Participation plan.
- San Joaquin Valley COGs are in the process of assessing San Joaquin Regional Modeling capability and possible Modeling enhancements.
- Circulated an RFP to solicit proposals for a Community Participation Facilitator to assist Fresno COG with outreach and modeling tasks associated with the Blueprint
- Participated in Valleywide Blueprint Summit with approximately 700 community members in attendance.
- Entered into contract with VRPA Technologies to engage in community outreach activities with stakeholder groups and general public.
- Attended two Blueprint Learning Network sessions (one in Sacramento and one in Oakland) with 3 COG staff, an elected official and 2 community stakeholders.
- Conducted 2 Blueprint Roundtable meetings with excellent turnout and member participation.
- Forwarded BRAC recommendations for Fresno County to Valley COG Directors for final selection and approval.
- Continued presentations and interviews with community members to elicit information on values and vision.
- Met with Fresno Bee editorial board to inform them of SJV Blueprint planning process.
- Filmed two promotional spots at Comcast Cable Television.
- Conducted approximately 20 meetings with stakeholder groups, held "Road Show" at the Big Fresno Fair, held outreach efforts at shopping centers, community colleges, and with community groups resulting in the collection of over 1500 survey responses.
- Made presentations to all COG member agencies (15 cities and County of Fresno) providing update on Blueprint progress and encouraging participation in community workshop.
- Formed Steering Committee for Blueprint Roundtable to address pressing tasks
- Attended Blueprint Learning Network in Anaheim with 6 member team.
- Attended Lincoln Institute workshop at Cal Poly regarding Blueprint outreach activities.
- Worked with planning director to establish a Valleywide Blueprint Professional Review Panel that will interface with the BRAC and Valleywide Blueprint Coordinating Committee
- Attended the first meeting of the BRAC in Modesto.
- Coordinated with the SJV Partnership staff to define the interface of the Partnership, the Blueprint and the BRAC.
- Coordinated Community Workshop to develop Fresno County's Values and Vision for the Blueprint. Nearly 200 participants attended.
- Modeling staff worked with 16 member agencies as well as Valley COGs to develop the base case "status quo" growth scenario.
- Conducted 3 monthly meetings of the Fresno COG Blueprint Roundtable (32 member advisory committee.)
- Conducted Blueprint Steering Committee and Outreach Committee meetings
- Presented Blueprint up date to a joint meeting of the planning commissions of the City of Clovis, the City of Fresno, the County of Fresno, the City of Madera and the County of Madera.
- Met twice monthly with the Blueprint project managers from each of the eight Valley COGs.
- Provided ongoing project management for Fresno Blueprint activities. [STECK]

WE 120 - Regional Public Transportation Planning - Urban

Objective: To carry on the continuing urban area public transportation planning process to satisfy the requirements of the Federal Transit Administration under TEA-21 (1997), the Alquist-Ingalls Act (AB-402,

1977) and AB-120 (Statutes of 1979); the Social Service Improvement Act (SB-826, 1988); the Federal Clean Air Act Amendments; the 1988 California Clean Air Act and the Americans with Disabilities Act of 1990 (Public Law 101-336).

Accomplishments:

- *Demand-Responsive Service Evaluation:* Following and independent audit of the Handy Ride system, staff prepared a new Paratransit Request for Proposals which was issued in March 2007. The new RFP more clearly defines the Cities expectations of the paratransit contractor, and includes incentives and penalties for non-compliance with contract requirements. Staff continues to monitor the system for productivity, cost effectiveness, contract compliance, as well as compliance with ADA regulations.
- *Management Information Systems:* Staff continues to develop and maintain various MIS programs and services. Major work included beginning the implementation of the new Trapeze fixed-route scheduling software.
- *National Transit Database Report:* National Transit Data Base (NTDB) annual operating statistics for FY2004-05 have been completed and submitted to Federal Transit Administration for their review. NTDB data collection is an ongoing process.
- *Coordinate with Air District:* Staff reviews Air District's plans and rule making and attends workshops on topics related to transit planning. Staff also works closely in developing funding request strategies from the SJVUAPCD for related TCM's such as alternative fuels funding and transit pass subsidy funding.
- *Review Development Proposals:* Staff continues to work closely with the development community in order to promote pedestrian and transit-friendly development through review and comment on development proposals.
- *Community Outreach and Public information:* FAX information continues to be maintained on the World Wide Web at <http://www.fresno.gov/index.html>. Staff continues to work with major employers to promote public transit, and to find creative ways to increase transit's market share. Staff has participated in several community outreach activities with various local agencies.
- *Social Service Transportation Advisory Council (SSTAC):* The SSTAC initiated the Annual Unmet Transit Needs process in January 2006. Three public information-gathering meetings were held during this quarter and the process is nearly complete.
- *Passenger Satisfaction Survey:* Staff issued an informal Request for Proposals through the City of Fresno to conduct a passenger satisfaction survey. The survey is expected to be completed in early June, 2007.
- *Clean Air Express Vanpool Program:* Staff continues to oversee the downtown Fresno commuter vanpool program that operates eighteen vanpools. The program is expected to reduce emissions by more than ½ ton annually.
- *Service Coordination:* The Clovis/FAX Metro pass continues to be a success, and FAX continues to include transit service schedules and information for Clovis Stageline in the FAX Schedule Guide.
- *Regional Agency Formation Study:* Work on this started in February 2006, and the study completion is anticipated for June 2007.
- *Long-Range Master Transit Plan:* The first Technical Advisory Committee meeting was held to kick off the planning process which is expected to evaluate high capacity transit corridors in Fresno, as well as the opportunity for a 'Urban Growth Management Transit District' for Fresno.
- *Fresno Downtown Transportation Infrastructure Study (DTIS):* The DTIS is a City of Fresno planning effort that is being managed by COG/FAX staff. The DTIS is expected to be completed by May, 2007.[DOWNS]

WE 121 – Southeast Asian Transit Ridership Awareness Project

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

Accomplishments:

- Staff is working with Caltrans and Lao Veterans of America Institute (LVAI) staff to facilitate contract agreement on this Environmental Justice Grant. Work on the project cannot commence until this is accomplished.
- Staff continues to work with Caltrans to pursue Fund Transfer Agreement. This project has been “in the pipeline” for 9 months and we have yet to receive the papers necessary from Caltrans to move this forward.
- Received Fund Transfer Agreement from Caltrans and entered into contract with Lao Veterans of America Institute (sub-recipient) so that they can proceed with their project.
- Consulted with sub-recipient regarding their progress and their billing procedures with COG.
- Continue to work with sub recipient in hopes that they will find capacity to commence work program.
- Recommended options to LVAI regarding sub consultants, one of whom they hired.
- The project commenced with the understanding that they must complete all activities on time as there would be no extensions.
- Project is moving forward as indicated in progress reports and invoices.
- Community-Based Organizations involved in the project during 3rd quarter.
 - Academy for New Americans
 - Fresno Interdenominational Refugee Ministry
 - Hmong International New Year Community Groups' 1,2,3, and 4
- Several public participation efforts were held to engage and inform target populations
- Southeast Asian Transit Awareness Project was completed on February 28, 2007
- Final documents/materials were forwarded to HQ this quarter (contacts, agreements, final reports, etc.)

[STECK]

WE 123 – Fresno-Madera County Freeway Interchange Deficiency Study

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

Accomplishments:

- Released the Request for Proposal for the Freeway Deficiency Study Phase II.
- Interviewed consultants for the phase II deficiency study. Fehr and Peers was selected for the study.
- Initial kick off meeting was held and consultant team is progressing in development of the deficiency study traffic model and delivering a fee study technical document. [BITNER]

WE 130 - Regional Public Transportation Planning - Rural

Objective: To carry on the continuing rural public transportation planning process to satisfy the requirements of the Alquist-Ingalls Act (AB-402, 1977); the Social Service Improvement Act (AB-120, 1979); the Mello Act

(SB-157, 1985); the Specialized Transportation Services Act (SB-826, 1988) the Federal Clean Air Act Amendments (1990); the 1988 California Clean Air Act and the Americans with Disabilities Act of 1990 (Public Law 101-336).

Accomplishments:

- The Fresno COG's Social Service Transportation Advisory Council conducted its annual "Unmet Transit Needs" process during the Third Quarter. Mass mailings were sent to nearly 600 interested individuals and parties of record. Three community outreach meetings were conducted in February for the Eastern, Central, and Western areas of Fresno County to further facilitate public comments. The Committee will review the staffs' analysis during the Fourth Quarter before reaching a finding regarding transit needs that may be reasonable to meet.
- Staff collected data and reports for the Triennial Performance Auditor. On site reviews will be conducted early in the Fourth Quarter to ensure timely Board acceptance in June 2007.
- Staff begin its preparation of the updated *Short Range Transit Plan* for the Fresno County Rural Area during the Third Quarter. The draft will be reviewed during the Fourth Quarter towards adoption on June 28, 2007 [WEBSTER]

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

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

Accomplishments/Aviation:

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

Accomplishments/Non-Motorized:

- Monitored bikeway issues and legislation important to Fresno County.
- Staff sits as a voting member representing the San Joaquin Valley on Caltrans Bicycle Advisory Committee.
- Participated in meetings on January 15, 2007, February 5, 2007 and March 19, 2007 with Tree Fresno/Coalition of Community Trails, Fresno Bicycling Club, and others to identify a countywide bikeway and trail network and strategize implementation of specific trail segments.

Accomplishments/Rail:

- Monitored rail issues and legislation important to Fresno County.
- Monitored activities of the California High-Speed Rail Authority and other activities related to high-speed rail in California.
- Presented an update and status report on activities of the California High-Speed Rail Authority to the COG Committees and Policy Board during the February cycle of meetings.
- Organized, scheduled, and conducted a meeting with the consultant team retained by the Authority to evaluate alternative high-speed rail corridors south of Fresno that would provide service to a potential station in the Visalia/Tulare/Hanford area. The next meeting with the consultant team is scheduled on April 18, 2007.
- Prepared letter and supporting materials in support of nomination of Santa Fe Depot Restoration Project for national recognition.
- Attended meetings of the San Joaquin Valley Rail Committee in Bakersfield on January 11, 2007 and in Fresno on March 8, 2007.. Primary agenda items at both meetings included ongoing discussion of the potential for passenger rail service on the UP corridor between Merced and Bakersfield, the potential for Mariposa County representation on the Committee (which was approved at the Fresno meeting), presentations and discussion regarding the San Joaquin Valley Corridor Strategic Business Plan. Regular

agenda items included an Amtrak/Caltrans marketing report, an Amtrak California Corridor report, and a Caltrans Division of Rail report, including State and Federal Amtrak budgeting issues. The next meeting of the San Joaquin Valley Rail Committee is scheduled for June 14, 2007 in Martinez.

- Continued efforts with Fresno Area Residents for Rail Consolidation (FARRC) and other interested citizens and organizations regarding the potential rail consolidation project in Fresno and other projects. [THOMPSON]

WE 170 - Regional Transportation Plan

Objective: To develop and publish on a four-year basis the Regional Transportation Plan (RTP) for Fresno County which addresses at a minimum a twenty year planning horizon. The plan shall include both long-range and short-range strategies and actions for implementing an integrated intermodal transportation system. The plan will address the federally required Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) planning factors. The final rule for SAFETEA-LU implementation was released in February 2007 with an effective date of March 16, 2007.

Accomplishments:

- Developed strategy to prepare the 2007 RTP according to guidelines set forth in SAFETEA-LU.
- Continued coordination with San Joaquin Valley TPAs and developed valley-wide chapter to be included in all San Joaquin Valley 2007 RTPs.
- Awarded consultant contract for development of Environmental Impact Report (EIR) for the 2007 RTP.
- Released Draft 2007 RTP and EIR for public review on March 13, 2007. [PAUKOVITS]

WE 172 - Congestion Management Planning

Objective: To respond to federal congestion management planning requirements.

Accomplishments:

- Participated in discussions with FHWA regarding SAFETEA-LU compliance for the congestion management process. [PAUKOVITS]

WE 180 - Air Quality Transportation Planning

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

Accomplishments:

- Worked on an on-going basis with local, State, and Federal agencies regarding air quality and transportation issues.
- Continued participation in the Statewide Air Quality/Conformity Working Group.
- Continued to participate with the other seven Valley TPAs in the San Joaquin Valley Modeling and Air Quality Committees to address pertinent transportation, modeling, air quality, and conformity analysis issues.
- Continued contract administration for the Valley-wide Air Quality Planning and Coordination consultant. Managed the efforts of the air quality consultant (including strategy and review of all materials) on behalf of the eight Valley TPAs.
- Managed the contract for the Valley-Wide Air Quality Policy Services consultant.

- Participated in conference calls with staff from ARB, EPA, FHWA, Caltrans, and various members of the other San Joaquin Valley TPAs.
- Attended and participated in San Joaquin Valley Clean Cities Coalition Board Meetings.
- Attended Air District Board meetings and workshops.
- Presented air quality updates to the San Joaquin Valley TPA Director's Association.
- Participated in the San Joaquin Valley Partnership Air Quality Work Group.
- Continued work on development of Reasonably Available Control Measures (RACM) process for the 8-hour ozone State Implementation Plan (SIP).
- Reviewed relevant information and provided comments on the development of the 8-hour ozone State Implementation Plan (SIP).
- Developed conformity analysis for the 2007 Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP).
- Participated in developing comments for the Congestion Management and Air Quality (CMAQ) guidance released by FHWA in Fall 2006. [PAUKOVITS]

WE-220 – Transportation Program Development

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

Accomplishments:

- COG staff continues to work with its member agencies in an effort to develop/maintain a financially constrained transportation improvement program.
- Correspondence with Agency staff and Caltrans regarding delivery/preparation of the Obligation Plan for FFY 2006/07.
- Development and posting of the Annual listing of projects.
- The 2007 FTIP was adopted by the COG Policy Board July 20, 2006 and approved by the Federal Highway Administration (FHWA) on October 2, 2006. COG staff continues intergovernmental coordination and public notification for all formal amendments to the FTIP.
 - Formal Amendment 1 to the FTIP was approved on November 30, 2006 by FHWA.
 - Formal Amendment 2 to the FTIP was approved on February 5, 2007 by FHWA.
 - Formal Amendment 5 to the FTIP was approved by the Fresno COG Policy Board on February 22, 2007.
 - Formal Amendment 7, SAFETEA-LU compliance, was placed out for public review March 12, 2007. [BOREN/DEVERE]

WE 310 - Intergovernmental Coordination

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

Accomplishments:

- Continued to provide staff support to the Association for the Beautification of State Route 99. Organized bimonthly meetings for the Association, assisted with correspondence, conducted research, and prepared staff reports.

- Continued efforts towards implementing the *2000 Highway 99 Beautification Plan* by recommending the adoption of a draft Highway Beautification Overlay Zoning District by the Cities of Kingsburg, Selma, Fowler, Fresno, and Fresno County.
- Continued monitoring other SR 99 beautification efforts such as the Great Valley Center's Highway 99 Project and Caltrans' *Highway 99 Plan*.
- Provided ongoing support to member agencies of the Abandoned Vehicle Abatement Service Authority in the establishment of this new program in Fresno County. Issues discussed over the course of the quarter include election of Chair and Vice-Chair of the Authority and a determination of time standards and personnel costs for use in calculating program costs.
- Staff continues to outreach to the Native American Tribal governments, both federally and non-federally recognized, in Fresno County to solicit their input and to seek their participation in COG activities. Staff continues to provide all of the tribes with ongoing meeting notifications and any other pertinent information that may be of interest to the tribes.
- Called for "One Voice" projects from member agencies and community organizations. Convened selection committee and selected top priorities with COG Board approval.
- Participated in the coordination of a monthly "Professional Development Roundtable" aimed at public and private agency education and networking.
- Provided follow up on March 2007 "Sacramento One Voice" trip in which a 16 person delegation traveled to the State's Capitol.
- Provided follow up on February 2007 Washington D.C. "One Voice" trip in which a 33 person delegation traveled to the Nation's Capitol.
- Met with COG Policy Board members at special meetings in their communities to solicit input on the SJV Regional Blueprint Planning Process.
- Continued outreach with staff and administrators of member agencies to gather input for the Blueprint.
- Provide ongoing updates to member agencies on progress with Blueprint activities.
- Planned for project selection committee to meet during next quarter.
- 2007 "One Voice" Washington D.C. trip took place on February 10-15, 2007.
- 2007 "One Voice" Sacramento trip took place on March 12-14, 2007.
- Continue to work with eight Valley COGs on project management of SJV Blueprint.
- Engage in second round of meetings with all member agencies at their policy board meetings.
- Staff continues involvement/collaboration on Intelligent Transportation Systems (ITS) projects of local, valley-wide, and State interest. [BOREN/DEVERE/STECK]

WE 311 - Public Information and Participation

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

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

Accomplishments:

- Prepared agenda packages, reports, and notices for COG's three monthly public meetings.
- Developed legislative reports for Fresno COG's monthly public meetings. Tracked legislative items and supplied additional legislative information as requested by COG and member agency staff.
- Filled requests for information about Fresno COG and/or their member agencies and updated various listings.
- Designed and printed graphic design materials for Fresno COG staff as requested.
- Measure C Citizen Oversight Committee (COC) Application Process Outreach:
 - Developed new pages for the 2007-2027 Measure C section of Fresno COG's website
 - Answered questions received from the media, member agencies and community members on the Measure C Expenditure Plan
 - Sent out news releases announcing the COC Application Process
- Prepared and sent news releases to the media regarding the San Joaquin Valley Regional Blueprint
- Continued updating Fresno COG's website with a variety of graphics and material
- Continued involvement in the Valley Blueprint process:
 - participated on the Valleywide Outreach committee
 - worked with consultants to implement an outreach plan
 - held the Blueprint 2050 Workshop and preceding news conference
 - developed an outreach strategy for Phase II of the Blueprint Process for acceptance by the Blueprint Roundtable
- Continued update of the Fresno COG Transportation Guide, consulting with transit and rideshare personnel, as well as users of the systems and the guide
- Mailed out the Winter 2006 COG Outlook newsletter and posted an electronic version to the Fresno COG website
- 2007 One Voice tasks:
 - Completed all graphic elements for the Washington D. C. and Sacramento One Voice trips
 - Sent out two news releases to COG's media list on the One Voice trips

WE 312 - COGView Internet Home Page

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

Accomplishments:

- The website has been completed and is in use.
- The Fresno COG website maintains minutes and agendas for the Fresno COG Technical Advisory Committee, the Policy Advisory Committee and Policy Board.
- Committee members have the choice of continuing to receive agenda by mail or they can sign up to receive links to the agendas online by email.
- Air quality and transportation modeling data is updated regularly on the website.
- Most reports and publications put out by the Fresno COG are readily and easily accessible online through the website.
- The discussion boards for the Fresno COG website have been completed and documentation and movies are in process.
- Fresno COG is in the process of partially automating the maintenance process associated with the Fresno County Regional Directory. Member agencies can send changes in by email and changes are made to the website very quickly. All pages in the website are formatted for printing so people can easily keep an offline regional directory up to date if they so desire.

- Online calendars and important dates are being constantly updated and kept current on the Fresno COG website.
- Search capabilities have been implemented on the website so people can search for documents by keyword.
- Requirements for a planned road closure website for Fresno County has been designed Construction of this new functionality will be starting any day now.
- Provided support and ongoing maintenance of the COGView website.
- Development of the planned road closure functionality for the Fresno COGView website has started. Estimated completion date, June 2007.[LAUCHNER/SOBRADO]

WE 313 – Environmental Justice, Title VI

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

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

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

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

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

Accomplishments:

- The Environmental Justice Report is slated to be released by the Consultant the first or second week of January. Once released, the EJ task force will be reconvened for their review and approval of the study.
- The final modeling results for the Environmental Justice Report were recently received. The EJ Task Force is being convened to review the findings and once approved, it will be forwarded to the Fresno COG Policy Board for adoption. [SOBRADO]

WE 314 – Public Transit-Human Services Transportation

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

Accomplishments:

- Reviewed all of the new requirements pertaining to the Job Access and Reverse Commute Program and the New Freedom Program.
- Identified a course of action that would implement the new requirements for several Public Transit-Human Services Transportation grants.
- Created methodology and project plan to develop the Coordinated Plan required by SAFETEA-LU. The Plan is in development and is expected to be completed by November 2007. [SOBRADO]

WE 320 - Technical Assistance to Members

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

Accomplishments:

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

WE 330 – Outside Technical Assistance

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

Accomplishments:

- No activity this quarter. [BITNER]

WE 340 – Traffic Demand Management Program

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

Accomplishments/Ridematching:

- Currently have nearly 1,000 registered users in the *Carpool/Vanpool Online Matchlist* program at www.Valleyrides.com. Maintained this current and active database of commuters, referring callers to the online system or inputting information for clients.

- Worked with other TDM agencies, employers and vanpool agencies to facilitate matches and refer clients. These agencies include: CSU Fresno, South Valley Rideshare, San Joaquin Commute Connection, Fresno Area Express and Enterprise Rideshare.
- Continued assisting the city of Fresno's Downtown Vanpool Program. Staff receives calls and emails requesting information on available seats on one or more of the 18 available vanpools, and either refers commuters to an appropriate vanpool or places them on the waiting list for upcoming vanpool opportunities.

Accomplishments/Information Services:

- Filled requests for transit referrals and information; park and ride lot information; vanpool subsidies and referrals; transportation guides; bikeway maps; and additional bikeway information.
- Continuing the update on portions of the Fresno County Transportation Guide
- Began an update of the Fresno Clovis Bikeways Map
- Began development of a new Bikeways Map for the city of Kingsburg

Accomplishments/Administration:

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

WE 350 - Fresno Regional Data Center

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

Accomplishments:

- Assisted 60 individuals from governmental agencies, businesses, and the public, in their information needs.
- Monitored, prepared and distributed Census 2000, State of California Department of Finance, and other data to member agencies and the public.
- Developed socio-economic data for alternative land use scenarios for consultants' traffic impact studies and special studies.
- Provided demographic information for COG-prepared documents and presentations including Measure C, Blueprint Planning Process, One Voice, Environmental Justice, and the Regional Housing Needs Study.
- Prepared for County's participation in Census 2010 and LUCA (Local Update of Census Activities).
- Worked on update of base socio-economic model data.
- Prepared Affiliate State Census Data Center activity report as required, and State of California Department of Finance population surveys. [CHUNG]

WE 910 – COG Administration

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

Accomplishments:

- Staff monitored funding levels, expenses and budgets. Development of the 2007/08 Overall Work Program began in January.
- Supervised planning staff activities and progress on work assignments.
- Coordinated preparation of agendas, related materials and committee schedules.

- Conducted ongoing management team meetings to coordinate staff assignments and outcomes.
- Conducted staff evaluations as needed. [BESHEARS/BOREN]

WE 911 - OWP and Budget

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

Accomplishments:

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

WE 912 - Local Transportation Funds Administration

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

Accomplishments:

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

WE 913 - Valley RTPA Coordination

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

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

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

WE 920 – Fresno County Rural Transit Agency Administration

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

Accomplishments:

- During the Third Quarter, Staff processed claim reimbursement for provided transit service.
- Staff responded to Caltrans Grant requests.
- Staff updated its Drug and Alcohol Policy following a Caltrans Audit review. The Policy will be presented for readoption by the Board of Directors early in the Fourth Quarter.
- Staff also performed a variety of administrative functions concerning: general administration; accounting; risk management; procurement; and statistical analysis.
- During the Second Quarter, Certified Public Accountants audited our financial records for 2005-06. During the Third Quarter the final Report was presented and accepted by the FCRTA Board of Directors. All was found to be in order.
- Staff continued monitoring the ridership on two new demonstration services, the Juvenile Justice Campus Transit and Biola Transit. Through the Third Quarter, actual riderships on both services were significantly lower than minimum standards. Staff reviewed the information with the FCRTA Board of Directors late in the Third Quarter. Biola Transit services were reduced to "life-line" status, one day a week. [WEBSTER]

WE 930 – Fresno County Transportation Authority Administration

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

Accomplishments:

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

WE 940 - Freeway Service Patrol

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

Accomplishments:

- Administered the FSP tow contracts. This primarily included reviewing and paying invoices for towing services and radio use, both on a monthly basis, and paying for radio repairs and miscellaneous supplies (i.e. brochures) on an as-needed basis.
- Ongoing coordination and communication with the Freeway Service Patrol Statewide Oversight Committee and with Caltrans Traffic Operations, including annual program benefit/cost evaluations.
- Attended a meeting of the Statewide FSP Oversight Committee in Sacramento on January 24, 2007, to discuss and demonstrate the benefit/cost ratios for the different FSP programs. [THOMPSON]

WE 945 – Abandoned Vehicle Abatement Program

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

Accomplishments:

- Ongoing communication with AVA Service Authority members regarding issues related to establishment of this new program in Fresno County, particularly regarding eligible expenses for reimbursement and reporting requirements.
- Calculated payment amounts to eligible local jurisdictions for AVA expenses.
- Coordinated with local agencies and with other AVA Service Authorities in the State regarding possible changes to State statutes governing abandoned vehicle abatements.
- Provided Status Reports to the Fresno COG Policy Advisory Committee and Policy Board at the January and March cycle of meetings. [THOMPSON]

WE 951 – Non-Point Source Water Quality Management

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

Accomplishments:

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

WE 952 - Fresno Yosemite Village Revitalization Implementation Plan

Objective: Through a Caltrans Environmental Justice: Context Sensitive Planning for Communities Grant, the Council of Fresno County Governments and the Housing Authority of the City of Fresno will undertake the following activities. This project will establish and promote guidelines that will make the Fresno Yosemite

Village Revitalization Implementation Plan an area that is inviting to people who are walking or taking transit; fostering connectivity between a compatible mix of land uses and the creation of a traditional neighborhood community. The street types and intersection designs envisioned by the West Fresno Community Vision Plan are the basis of the traditional neighborhood design for this area. Pedestrian-friendly street designs can provide equity between pedestrian comfort and automobile traffic. This project seeks to accomplish the following:

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

Accomplishments:

- Staff is working with Caltrans and the Housing Authority of the City of Fresno staff to facilitate contract agreement on this Environmental Justice Grant. Work on the project cannot commence until this is accomplished.
- Staff continues to work with Caltrans to pursue Fund Transfer Agreement. This project has been "in the pipeline" for 9 months and we have yet to receive the papers necessary from Caltrans to move this forward.
- Received Fund Transfer Agreement from Caltrans and entered into contract with Housing Authority of the City of Fresno (sub-recipient) so that they can proceed with their project.
- Consulted with sub-recipient regarding their progress and their billing procedures with COG.
- Continue to work with sub-recipient to facilitate progress on their work program.
- Worked with sub-recipient to extend contract to February 28, 2008. [STECK]

COUNCIL OF FRESNO COUNTY GOVERNMENTS
 SCHEDULE OF FUNDS ALLOCATED & EXPENDED
 For the Quarter Ended March 31, 2007

	Percent	Budget	Year to	Local	FHWA	FTA MPO	Partner	EPA	Cal	FTA	Environ.	Justice	PPM01	FSP	SPR
		Authorized	Date	Resources	PL	5303	Planning	X-969407	Blueprint	5307			6086(019)	6086(020)	6086(021)
			Expense										6086(022)		06A0935
2006/07 CWP Allocated Funds:															
110 Regional Streets & Roads	68%	234,288	159,096	18,248	140,848										
111 Regional Transp. Modeling	47%	355,684	167,086	19,233	147,853										
112 Regional Traffic Monitoring	56%	329,730	184,081	21,113	162,968										
113 Measure "C" Exp. Plan	26%	25,000	6,559	6,559											
114 Measure "C" Extension	91%	19,750	17,874	17,874											
117 Valley Wide Goods Movement	2%	360,000	7,229	7,229											
118 Regional Housing Element	78%	35,000	27,286	27,286											
119 Blue Print	53%	357,117	190,904	54,603		32,200			190,904	168,498					
120 Public Trans. - Urban	28%	904,582	255,301	5,572							50,000				
121 S.E. Asian Transit Ridership	100%	55,556	55,572				32,624								
123 Traffic Deficiencies	14%	300,000	40,780	8,156											
130 Public Trans. - Rural	52%	28,500	14,750	1,692		13,058									
150 Other Modal Elements	73%	92,100	66,826	50,616	16,210										
170 Regional Transp. Plan	54%	283,000	153,670	17,626	112,762	23,282									
172 Congestion Management Plan	50%	5,000	2,521	289	527	1,705									
180 Air Quality	43%	135,100	58,147	6,658	44,050	7,429							109,806		
220 Transportation Prog. Dev.	73%	187,500	136,357	2,886	23,665										
310 Intergov. Coordination	92%	151,368	139,383	139,383											
311 Public Info. and Partic.	49%	194,500	94,958	16,007	65,078	13,873									
312 COG View Internet	100%	15,500	15,527	4,241		11,286									
313 Environmental Justice	21%	55,000	11,312	2,799	8,513										
314 Jarc/New Freedom	4%	651,083	24,428	24,428											
320 Technical Assist. Members	57%	9,000	5,168	5,168											
330 Outside Technical Serv.	45%	55,000	24,523	24,523											
340 Rideshare Program	67%	63,250	42,065	42,065											
350 Regional Data Center	73%	69,400	50,512	5,794	20,891	23,827									
910 COFG Admin.	50%	173,436	86,081	86,081											
911 CWP & Budget	61%	20,000	12,264	8,732	3,532										
912 Transportation Funds Adm.	61%	167,000	92,661	92,661											
913 Valley RTPA Coordination	55%	186,000	122,361	103,986		18,375									
914 HWY 99 Concensus	66%	22,500	22,500	4,500											
920 FCRPA Admin.	100%	227,241	163,304	163,304											
920 FCRPA Admin.	72%	2,500	1,675	1,675											
930 Trans. Auth. Admin.	67%	2,500	1,675	1,675											
940 Freeway Service Patrol	62%	297,000	184,310	38,942				79,046							
945 Abandon Vehicle Abatement	88%	9,500	8,400	8,400											
951 Non Pt. Source Water Quality	32%	248,000	80,433	1,387											
952 Yosemite Village Revitalize	0%	250,000	0	0											
Total Allocated Funds	41%	6,575,185	2,725,904	1,039,726	746,897	145,035	32,624	79,046	190,904	168,498	50,000		109,806	145,368	18,000

Memorandum

Date: June 15, 2007

From:  Les Beshears, Finance Director

To: Policy Advisory Committee and COG Policy Board

Subject: Declaration of Surplus Inventory

Recommendation: Authorize staff to dispose of surplus property per COG's surplus property policy

Summary:

The Council of Fresno County Governments has several pieces of used office furniture and computer equipment and would like to declare these surplus items for sale. As per COG policy, surplus items would be sold first to our members and if not purchased by member agencies, surplus property that is still useable would be made available to the general public with a public notice stating availability of the surplus property. The surplus inventory has a set minimum price and would be sold for the highest bid beyond the minimum price.

If approved by the COG Policy Board at the June 28, 2008 meeting, sealed bids will be accepted at the COG office on or before July 13, 2007 at 5:00pm. A complete list of the inventory will be available for review and anyone interested in seeing the inventory can call Mary Lopez at 233-4148 to set up an appointment after the June 28th meeting.

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

Surplus Inventory List

- #567 1 - U-Shaped Walnut Desk
- #501 1 - Grey Chair with Chrome Frame
- #495 1 - Grey Hi Back Chair
- #517 1 - Maroon Hi Back Chair
- #608 1 - Epson Power Lite 5000 Projector with Case
- #606 1 - Laptop Gateway 2000 computer
- #601 1 – Polaroid Projector PV110
- 1 - HP Laser Printer 1200 Series
- 1 - HP Laser Printer 1100 Series
- 2 - Dell Black Computer Monitors
- 1 - Microtek Scan Maker 5900



City of Kingsburg

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Leland E. Bergstrom
Mayor

Dr. Paul Kruper
Mayor Pro-Tem

COUNCIL MEMBERS
Bruce Blayney
David Karstetter
Dr. Milo Smith

Donald F. Pauley
City Manager

June 7, 2007

Council of Fresno County Governments
Attention: Clark Thompson, Planning Coordinator
2035 Tulare Street, Suite 201
Fresno CA 93721
Via FAX (559 233-9645) and Postal Service mail

SUBJECT: REGIONAL HOUSING NEEDS ALLOCATION PLAN (RHNA)

Dear Clark,

On behalf of the City of Kingsburg, I would like to request further consideration of the housing allocations under the Revised Draft 2007 RHNA Plan, released in April.

Kingsburg officials understand and support the basic methodology followed in the 2007 Plan, which follows the tried-and-true format used in 1990 and 2001. However, we believe that manual adjustments are warranted in the East Valley Market Area because of the unusual market conditions and circumstances that developed early in this decade and skewed the numbers for the 2007 RHNA Plan.

You may be aware that the City of Kingsburg has had a General Plan policy since 1988 that calls for managed growth, basically a 3 percent per year increase in housing units. Because of what proved to be inadequate enforcement mechanisms, the pressure of the building boom caused the number of housing units constructed in Kingsburg to exceed the policy starting around 2000. The City Council was sufficiently concerned about the rate of growth that, during 2003, it halted all annexations of property for residential development so that a comprehensive growth management strategy could be implemented. It took a year or two before the backlog of approved projects diminished to the point that the growth rate fell below the cap called for in the General Plan.

It happens that this same time frame of 2000 through 2005 is the one on which the 2007 RHNA growth projections are based. For Kingsburg the numbers indicate an unrealistically high and historically inaccurate rate of growth. The enclosed supporting documentation includes a table

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that reflects the 20+ year growth history of the City based on Building Division records. You will observe that the period 2000-2005 is an anomaly.

Compounding this situation is the fact that some of Kingsburg's neighboring communities in the East Valley Market Area grew more slowly during the 2000-2005 time frame than they have historically or aim to currently. The 2007 RHNA analysis indicates that they capture a smaller share of the market area growth, and Kingsburg a larger share, than is currently realistic.

For instance, Reedley put development on hold for 2-3 years while going through a comprehensive specific plan process. Other communities had to curb growth while overcoming infrastructure deficiencies. With the impending construction of the State Route 180 freeway to the Sanger area, residential development in that city is now booming, where it was not before. And while Selma's new housing construction was not so much greater than Kingsburg's from 2000 to 2005 (853 dwelling units compared to 640, according to Table 13 in the 2007 RHNA Plan), Selma's population is already more than double Kingsburg's, and Selma officials are vocal about their city's pro-growth attitude and their plans for extremely large housing projects. They are publicly pressing officials of the regional sewage treatment provider, the Selma-Kingsburg-Fowler County Sanitation District, to provide enough capacity to serve thousands of new housing units in their city in the next several years.

In contrast, housing construction in Kingsburg has been slow to rebound after implementation of the Growth Management System in mid-2005. Building permits for only two new homes were pulled during all of 2006, and only a handful of permits have been issued so far in 2007.

The Growth Management System consists of an addition to the City Charter, revised General Plan policies, an enforcement ordinance setting up a growth allocation system, and an Environmental Impact Report. Voters approved the amendment to the Charter calling for growth control with an 81.5 percent affirmative vote, demonstrating that sentiment for regulated growth in the City of Kingsburg is very strong.

The Growth Management System Ordinance calls for the awarding of housing construction allocations annually based on a cap sufficient to accommodate the City's 2001 RHNA Plan share of 832 housing units over the 7-1/2 year life of the Plan. The basic annual allocation is 115 housing units per year, with some exemptions and allowances, coinciding nicely with the long-standing 3 percent policy.

The 2007 Plan calls for Kingsburg to absorb 1,411 housing units, a 70 percent increase over the 2001 plan. Over the 7-1/2 year life of the plan Kingsburg would have to average 188 new housing units per year. However, since only two new units were constructed during the first year of the plan (2006), the average gets pushed up to 217 housing units a year for the 6-1/2 year period 2007 to mid-2013. That is over 100 dwelling units per year more than the Growth Management System ordinance currently accommodates. City officials were well aware that the growth allocation cap would have to be adjusted from time to time, but an 89 percent increase from 115 to 217 units per year would be considered unreasonable and unacceptable to the citizenry.

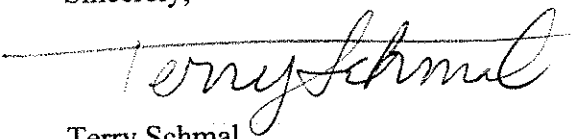
Kingsburg is fully prepared to accept its fair share of responsibility for new housing development in the region. Its managed growth policy is intended to accommodate a substantial sustainable rate of residential development while ensuring that the ability of the city and schools to provide facilities and services is not outstripped. A 3 percent growth rate means that a community doubles in size in 23 to 24 years.

At a 3 percent rate of growth, over 7-1/2 years Kingsburg would add about 1,000 housing units to its January 1, 2006, inventory of 4,023. Such a number Kingsburg officials regard as a more reasonable RHNA Plan allocation; it represents a 20 percent increase over Kingsburg's 2001 RHNA Plan allocation of 832.

We believe a manual adjustment reducing Kingsburg's allocation by several hundred housing units could be accomplished by dividing those housing units among neighboring jurisdictions that are anticipating, preparing for and in some cases actively pursuing development of housing units well in excess of the allocations those communities would receive in the Revised Draft 2007 RHNA Plan. Kingsburg officials have contacted representatives of some of those jurisdictions regarding such a shift in allocations. While discussions have been slow to materialize, the proposal has not been rejected.

Thank you for your consideration of our request. Please contact me (897-5328) or City Manager Don Pauley (897-5821) for additional information.

Sincerely,



Terry Schmal
Planning and Development Director

City of Kingsburg housing construction - 1985 through 2006

A 3 percent average growth rate was adopted by General Plan policy in 1988. At a 3 percent rate of growth the population will double in between 23 and 24 years.

	Senior complex		Growth control		Second half 1980s
	1985	1986	1987	1988	
Housing inventory	1,927	2,051	2,245	2,390	NEW
New units	124	194	145	33	598
Percentage increase	6.4%	9.5%	6.5%	1.4%	4.2%

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	1990s
Housing inventory	2,525	2,592	2,667	2,743	2,865	2,947	3,001	3,088	3,181	3,246	NEW
New units	67	75	76	122	82	54	87	93	65	80	801
Percentage new	2.7%	2.9%	2.8%	4.4%	2.9%	1.8%	2.9%	3.0%	2.0%	2.5%	

	2000	2001	2002	2003	2004	2005	2006	2007	2000s
Housing inventory	3,326	3,458	3,559	3,698	3,900	3,981	4,030	4,032 (3 percent=121 units)	NEW
New units	132	101	139	202	81	49	2	*	706
Percentage new	4.0%	2.9%	3.9%	5.5%	2.1%	1.2%	0.0%		
				Stopped annexing		New system			

1986 - The Park Kingsburg senior citizens complex, with over 100 housing units, was constructed.

* Through the end of May between 5 and 10 permits for new housing units were issued in 2007.

1988 - General Plan growth policies were initiated. While they have been modified occasionally, most recently in 2005, they have been effective since.

2003 - A Growth Limitation Ordinance was enacted for 2 years that halted annexations of land for residential development.

2005 - The new Growth Management System Ordinance was adopted in July.



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Fresno, California 93721

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Website Address: www.fresnocog.org

MEMORANDUM

DATE: June 15, 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
Administration of Children and Families / DHHS - Head Start: Preschool and Early Head Start 2007, Cost of Living Adjustment (COLA)	Fresno County Economic Opportunities Commission	\$420,447	\$105,112	\$525,559

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 # 05-2007-122*
Project Title: *Administration for Children and Families / DHHS – Head Start: Preschool and Early Head Start 2007 Cost of Living Adjustment (COLA)*
Applicant Agency: *Fresno County Economic Opportunities Commission*
Contact Person: *Naomi Quiring-Mizumoto*
Address: *1920 Mariposa Mall*
Phone: *559-263-1205*
Federal Catalog #: *93-600*
Status: *Continuation*
Area of Impact: *County of Fresno*
Federal Funding Agency: *DHHS*

FUNDING:

\$420,447 Federal
\$105,112 Applicant
\$0 State
\$0 Local
\$0 Other
\$525,559 TOTAL

Administration of Children and Families / DHHS – Head Start