

***TRANSPORTATION TECHNICAL
COMMITTEE/
POLICY ADVISORY COMMITTEE
CONSENT ITEM II. A-J.***



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**TRANSPORTATION TECHNICAL COMMITTEE
Executive Minutes**

Date: Wednesday, June 6, 2007
Time: 8:30 a.m.
Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

Members Attending:

Renee Mathis, City of Clovis
Bruce Webber, City of Selma
Gary Joseph, Fresno County Economic
Opportunity Commission
Scott Mozier, City of Fresno
Stan Nakagawa, Fresno County
Nicholas Don Paladino, Fresno Cycling
Club
Chris Acree, Sierra Club Tehipite Chapter
Bob Madwell, Firebaugh

Ray Huerta, Fresno County Sheriff
John Donaldson, League of Women
Voters
Darrell Unruh, City of Fresno, Planning
Bret Giannetta, Building Industry
Association
Steve Curti, Caltrans
Janet Daily, Fresno County
Jeff Webster, Fresno County Rural Transit
Agency

Others Attending:

Joe Prado, Fresno County
Mary Gonzalez, Fresno County
Rick Ballantyne, Fresno LAFCO
Rob Weyant, Fresno County Economic
Opportunities Commission
Bertha Hansen
Barbara Goodwin, Fresno COG

Barbara Steck, Fresno COG
Clark Thompson, Fresno COG
Jeff Long, FAX/COG
Dottie Wright, Fresno COG
John Downs, FAX/COG
Stephanie Maxwell, Fresno COG

The meeting was called to order by Chairperson Renee Mathis, City of Clovis.

I. PUBLIC PRESENTATIONS

This portion of the meeting is reserved for persons wishing to address the TTC on items within its jurisdiction but not on this agenda.

Todd Sobrado (COG) – Explained that he has sent out multiple e-mails for Agenda and was working on correcting the problem so it wouldn't happen again.

II. 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 Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

A. Executive Minutes of May 9, 2007

Approve

B. Transit Planning Documents

1. Urban & Rural Consolidated Transportation Services
Agency (CTSA) Operations Program & Budget, 2007-08,
FCRTA Resolution 2007-05, COG Resolution 2007-18,
PUBLIC HEARING: 6-28-07

Approve

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

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|----|---|-------------|
| 2. | Clovis Consolidated Transportation Services Agency (CTSA) 2007-08 Operations Program & Budget, Resolution 2007-19, PUBLIC HEARING: 6-28-07 | Approve |
| 3. | Short Range Transit Plan for the Fresno Urban Area 2007-12, Resolution 2007-20, PUBLIC HEARING: 6-28-07 | Approve |
| 4. | Short Range Transit Plan for the Rural Fresno County Area 2007-12, FCRTA Resolution 2007-02, COG Resolution 2007-21, PUBLIC HEARING: 6-28-07 | Approve |
| C. | Transportation Funding Claims | |
| 1. | Fresno County Rural Transit Agency, 2006-07, FCRTA Res. 2007-04, COG Resolution 2007-22 | Approve |
| 2. | Fresno County Rural Transit Agency and the Fresno County Economic Opportunities Commission as the Rural CTSA, 2006-07, FCRTA Resolution 2007-06, COG Resolution 2007-23 | Approve |
| 3. | Fresno County Economic Opportunities Commission as the Urban CTSA, 2006-07, COG Resolution 2007-24 | Approve |
| D. | FCRTA Items | |
| 1. | 2006-07 Fresno County Rural Transit Agency Budget, FCRTA Resolution 2007-03 | Approve |
| 2. | 2007-08 Federal Transit Administration Section 5311 Grant Application, FCRTA Resolution 2007-07 | Approve |
| 3. | Termination of Transit Demonstration Services: Biola Transit and Juvenile Justice Campus Transit on June 30, 2007 | Information |
| E. | FCRTA/COG Administrative Agreement, FCRTA Resolution 2007-08, COG Resolution 2007-26 | Approve |
| F. | Monthly Legislative Update | Information |
| G. | TTC Committee Membership | Information |
| H. | Presentation at COG Policy Board meeting on June 28, 2007 by Dr. Ed Moreno regarding "Emerging Infectious Diseases" | Information |
| I. | 2006-07 Third Quarter Progress Report | Accept |
| J. | Obligational Authority Delivery | Information |

For a complete summary of these items please see the June 6, 2007 Annotated Agenda.

A motion was made by Bruce Webber (Selma) and seconded by Jeffrey Webster (FCRTA) to approve the consent items as presented. A vote was called for and the motion carried.

III. ACTION / DISCUSSION ITEMS

A. Unmet Transit Needs, Staff Report & Recommendations, Resolution 2007-25, PUBLIC HEARING: 2006

John Downs (FAX) gave a report on this Item. The Fresno COG Policy Board must determine that public transportation needs within Fresno County will be reasonably met in Fiscal Year 2007-08 prior to approving claims of Local Transportation Funds for streets and roads. The Fresno COG's Social Service Transportation Advisory Council (SSTAC) is responsible for evaluating unmet transit needs. Each year the SSTAC begins the process of soliciting comments from the public by sending nearly 500 letters to agencies and individuals interested in providing feedback on their public transportation needs within Fresno County. The request for comments letters were prepared in English and Spanish, and were mailed in February 2007. In addition to the request for written comments, SSTAC held three information-gathering meetings in February 2007.

The first meeting was held in the City of Firebaugh at the Firebaugh Community Center on February 20, 2007. The only persons in attendance were members of SSTAC, and no comments were received.

The second meeting was held in City of Fowler at the Fowler City Council Chambers on February 21, 2007. There were seven individuals in attendance including SSTAC members. The only comment received came from Ms. Sandie Monis, Fowler Senior Citizen Coordinator, who expressed a need for an additional vehicle to service the City of Fowler. Ms. Monis explained that the Fowler transit lacked sufficient capacity to provide needed service to many Fowler residents. FCRTA staff indicated that the funding provided through Measure C will allow Fowler Transit to add an additional vehicle and driver during FY2007-2008.

The third meeting was held in City of Clovis at the Clovis Senior Center February 22, 2007. The only persons in attendance were members of SSTAC. No comments were received during the meeting.

In addition to the comment received at the information gathering meetings, SSTAC received two written comments. The first written comment came from Fresno City Council Member Brian Calhoun. In his email Council Member Calhoun requested transit service to be added to Northwest Fresno to facilitate travel from that area to Bullard High School. He specifically identified service on West Bullard Avenue to as far west as Polk. Council Member Calhoun also identified the needs of low-income and disabled residents in the areas around Herndon Avenue and Weber Avenue, and Herndon Avenue and Spruce Avenue.

The second letter came from the Traffic Operations Lieutenant at Fresno State University (FSU). The letter asks for increased hours of service on weekdays and weekends, and for discounted monthly passes for FSU students. The letter also asked for expanded service in the northeast and northwest sections of Fresno, as well as better transit service to FSU from outlying communities. In addition, the letter requests a reroute of FAX Route 9 (Shaw Avenue) wrap around the campus, campus circulator routes, and support for an on-campus transit center.

At their April 17, 2007, meeting, and following a careful review of all of the Unmet Transit Needs comments received, SSTAC found that there were no unmet transit needs that are reasonable to meet in Fresno County.

John Donaldson (LWV) commented on the first meeting in Fowler stating that the responses did not appear to be responsive to the other 2 requests, however, based on the letters of explanation that were provided everything makes more sense. He also congratulated John Downs (FAX) on the letters to each of the people laying out the situation.

A motion was made by Bob Madwell (Firebaugh) and seconded by John Donaldson (LWV) for the approval of Resolution 2007-25 making the finding that there are no unmet transit needs that are reasonable to meet in Fresno County. A vote was called for and the motion carried.

B. Measure "C"

1. Staff Update

Barbara Goodwin provided an update on Measure "C" progress at the Committee meeting this month. The agencies and Committees are working on various parts of Measure "C". Staff has met with all of the agencies with regional projects and are working toward the development of the Strategic Implementation Plan.

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

2. Local Agency Handbook

The Draft Local Agency Handbook for Measure C was handed out at the meeting. A meeting of local officials is scheduled prior to the PAC meeting to finalize the handbook. The revised handout on the TDA table shows Sanger's current population. The next meeting is on Friday June 15th. TTC needs to initiate a 45 day review of the document for a July adoption by the COG Board; so that the monies can flow to local agencies as soon as the Authority is able to distribute those funds. Staff recommends TTC's approval subject to PAC's approval of the document next Friday in its final form & initiate a 45 day review.

Jeff Webster (FCRTA) wanted to complement staff & consultants for the excellent work and the strong working relationship by everyone in putting together the Handbook.

A motion was made by Jeff Webster (FCRTA) and seconded by Bruce Webber (Selma) to initiate the 45 day review subject to any further comments and revisions at the June 15th meeting subject to PAC's approval and concurrence with the document and the 45-day review process. A vote was called for and the motion carried.

C. Caltrans Monthly Report

Steve Curti (Caltrans) provided a status report on the SR 99 Kingsburg to Selma project. This project is on track and to be completed by the end of this summer. This project took 10 years to complete from the time they began the Project Study Report to completion at the end of summer. Mr. Curti stated this is a customary timeline for a project of this size.

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

D. Request by City of Reedley for Support from COG for Elevated Water Storage Tower Project

Barbara Goodwin, Executive Director reported on this item. The City of Reedley has requested that the Council of Fresno County Governments Policy Board provide a Letter of Support for Reedley's Elevated Water Storage Towers project. The purpose of the project is to provide a consistent, safe, reliable and protected domestic water supply storage system for the City of Reedley. The project is to be funded through both Revenue Bonds and by an Economic Development Administration Grant. The Letter of Support would be part of the EDA Grant Application and would demonstrate the region's support of Reedley's attempts to improve their domestic water supply. Included in your agenda packet is a detailed staff report from Reedley's Public Works Department on the project.

A motion was made by Jeff Webster (FCRTA) and seconded by Stan Nakagawa (Fresno County) to recommend approval for a Letter of Support on Reedley's Elevated Water Storage Towers project. A vote was called for and the motion carried.

E. Blueprint Update

Barbara Steck (COG) gave the report on the Blueprint Scenario Planning work which is under way. The Blueprint Roundtable, Planners' Workshop and COG staff are working together to identify the goals, objectives, policies and measurable outcomes that reflect the values and vision expressed by the public during Phase I of our outreach activities. Modeling staff is working to develop focused subject alternatives to begin the urban/rural form discussion. Staff will bring back proposals on both of these activities as we refine our products.

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

F. Presentation by LAFCO Staff on Sphere of Influence and Municipal Service Review Update

Rick Ballantyne, Local Agency Formation Commission (LAFCO) was present at the meeting to provide the Committee with information regarding Sphere of Influence and Municipal Service Reviews. LAFCO is an independent Agency and serves the thirteen cities and the county and 132 special districts.

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

IV. ELECTION OF CHAIR & VICE CHAIR

A nomination was made by Renee Mathis (Clovis) and seconded by Bob Madwell (Firebaugh) to elect Scott Mozier (Fresno) for Chairperson.

There being no more nominations, a motion was made by Jeff Webster (FCRTA) and seconded by Stan Nakagawa (Fresno County) to close nominations and proceed to elect by acclamation. A vote was called for and the motion passed.

A nomination was made by Darrell Unruh (Fresno) and seconded by Renee Mathis (Clovis) to nominate Bruce Webber (Reedley) for Vice Chair.

There being no more nominations a motion was made by Jeff Webster (FCRTA) and seconded by Stan Nakagawa (Fresno County) to close nominations and proceed to elect by acclamation. A vote was called for and the motion passed.

V. OTHER BUSINESS

A. Items from Staff

Barbara Goodwin, Executive Director reminded the committee that the TTC and PAC are going to meet jointly on July 13, 2007, and the Board will meet on July 19th, 2007.

B. Items from Members

None

There being no further business, the meeting was adjourned.

Respectfully submitted,



Barbara Goodwin, Executive Director
Council of Fresno County Governments

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POLICY ADVISORY COMMITTEE Executive Minutes

Date: Friday June 15, 2007
Time: 10:00 a.m.
Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

Members Attending:

Jose A. Ramirez, City of Firebaugh, Chair
David Elias, City of Fowler
Dan Spears, City of Sanger
Lynn Gorman, Fresno County
Kathy Millison, City of Clovis
Ron Manfredi, City of Kerman

Shun Patlan, City of Parlier
Moses Stites, Caltrans
Alan Bengyel, City of Huron
Bruce Rudd, City of Fresno
Don Pauley, City of Kingsburg
Cruz Ramos, City of San Joaquin

Others Attending:

Jeff Webster, FCRTA
Gary Joseph, Fresno County Economic
Opportunities Commission
Dennis Manning, Fresno Area
Residents for Rail Consolidation
Charlotte Tilkes, Fresno County
Patrick Sweeney, Central Transit &
Development Corporation

Tony Boren, Fresno COG
Barbara Steck, Fresno COG
Renée DeVere, Fresno COG
John Downs, FAX/COG
Stephanie Maxwell, Fresno COG
Dottie Wright, Fresno COG
Clark Thompson, Fresno COG
Les Beshears, Fresno COG

The meeting was called to order by Chairman Jose Ramirez, City of Firebaugh.

I. PUBLIC PRESENTATIONS

This portion of the meeting is reserved for persons wishing to address the TTC on items within its jurisdiction but not on this agenda.

There were no public presentations.

Urgency Item: Request for Support of CyberTran by Central Transit & Development Corporation (CTDC)

J. Patrick Sweeney, CEO of Central Transit & Development Corporation is requesting a letter of support for CyberTran a proposed Rapid Transit System that would provide service to a 12 mile segment of the metropolitan area and southwest Madera County. The urgency was to include COG support with the business plan as it goes to the bank.

A motion was made by Alan Bengyel (Huron) and seconded by Don Pauley (Kingsburg) to declare the item an urgency item and add it to the agenda as Item III. J., however, it would be moved up on the agenda to be considered at the beginning of the meeting.

III. J. Request for Support in Concept Letter for CyberTran

COG staff received a request from J. Patrick Sweeney, CEO of Central Transit & Development Corporation asking that the Council of Governments provide a Non-Binding Letter of Conceptual

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

Support for a proposed Personal Rapid Transit System (CyberTran) that would provide service to a 12 mile segment of metropolitan Fresno and southeast Madera County CyberTran using Cybertran Technology. The proposed project would be located in the existing State Route 41 median from downtown Fresno to Valley Children's Hospital (Avenue 9) in Madera County. The City of Fresno has already provided a similar letter of conceptual support.

Mr. Sweeney is currently in negotiations with a lending institution that has shown interest in loaning \$250,000,000 in private capital towards the project and believes that the conceptual letters of support will assist in those negotiations.

Discussion of the issue centered on the lack of details being provided by Mr. Sweeney including the lack of a Business Plan for the project, lack of a feasibility analysis of the project, lack of conceptual & technical drawings, lack of technical details for the CyberTran technology, and the issue of Caltrans willingness to utilize the median for this technology due to its potential impacts on the ability of Caltrans to add future travel lanes in the SR 41 median. After much discussion, a motion was made by Kathy Millison (Clovis) and seconded by Alan Bengyel (Huron) to recommend a non-binding letter of support for exploring the concept and feasibility of the CyberTran project, subject to receiving the Business Plan and additional information which would allow a comprehensive analysis to determine proposed CyberTran system impacts and determine whether the proposal advances, augments, or complements our regional transportation system goals (contained within the 2007 Regional Transportation Plan). A vote was called for and the motion carried.

II. 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 Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

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|---|-------------|
| A. Executive Minutes of May 18, 2007 | Approve |
| B. Transit Planning Documents | |
| 1. Urban & Rural Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, 2007-08, FCRTA Resolution 2007-05, COG Resolution 2007-18, PUBLIC HEARING: 6-28-07 | Approve |
| 2. Clovis Consolidated Transportation Services Agency (CTSA) 2007-08 Operations Program & Budget, Resolution 2007-19, PUBLIC HEARING: 6-28-07 | Approve |
| 3. Short Range Transit Plan for the Fresno Urban Area 2007-12, Resolution 2007-20, PUBLIC HEARING: 6-28-07 | Approve |
| 4. Short Range Transit Plan for the Rural Fresno County Area 2007-12, FCRTA Resolution 2007-02, COG Resolution 2007-21, PUBLIC HEARING: 6-28-07 | Approve |
| C. Transportation Funding Claims | |
| 1. Fresno County Rural Transit Agency, 2006-07, FCRTA Res. 2007-04, COG Resolution 2007-22 | Approve |
| 2. Fresno County Rural Transit Agency and the Fresno County Economic Opportunities Commission as the Rural CTSA, 2006-07, FCRTA Resolution 2007-06, COG Resolution 2007-23 | Approve |
| 3. Fresno County Economic Opportunities Commission as the Urban CTSA, 2006-07, COG Resolution 2007-24 | Approve |
| D. FCRTA Items | |
| 1. 2007-08 Fresno County Rural Transit Agency Budget, FCRTA Resolution 2007-03 | Approve |
| 2. 2007-08 Federal Transit Administration Section 5311 Grant Application, FCRTA Resolution 2007-07 | Approve |
| 3. Termination of Transit Demonstration Services: Biola Transit and Juvenile Justice Campus Transit on June 30, 2007 | Information |
| E. FCRTA/COG Administrative Agreement, FCRTA Resolution 2007-08, COG Resolution 2007-26 | Approve |

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|---|-------------|
| F. Contract Extensions | Approve |
| G. Monthly Legislative Update | Information |
| Presentation at COG Policy Board meeting on June 28, 2007 by Dr. Ed Moreno regarding "Emerging Infectious Diseases" | Information |
| I. 2006-07 Third Quarter Progress Report | Accept |
| J. Obligational Authority Delivery | Information |
| K. Letter of Support for Application to High Speed Rail Authority Board by Supervisor Bob Waterston | Approve |
| L. Land Buffer Task Force Communities Survey | Information |
| M. Regional Clearinghouse | Information |

Project	Applicant
1. Administration of Families and Children / DHHS: Head Start – Preschool and Early Head Start 2007 Cost-of-Living Adjustment (COLA)	Fresno County Economic Opportunities Commission

For a complete summary of these items please see the June 15, 2007 Annotated Agenda.

A motion was made by Don Pauley (Kingsburg) and seconded by Bruce Rudd (Fresno) to approve the consent items as presented. A vote was called for and the motion carried.

III. ACTION / DISCUSSION ITEMS

A. Unmet Transit Needs, Staff Report & Recommendations, Resolution 2007-25, PUBLIC HEARING: 6-28-07

John Downs (FAX) gave a report on this item. The Fresno COG Policy Board must determine that public transportation needs within Fresno County will be reasonably met in Fiscal Year 2007-08 prior to approving claims of Local Transportation Funds for streets and roads. The Fresno COG's Social Service Transportation Advisory Council (SSTAC) is responsible for evaluating unmet transit needs. Each year the SSTAC begins the process of soliciting comments from the public by sending nearly 500 letters to agencies and individuals interested in providing feedback on their public transportation needs within Fresno County. The request for comments letters were prepared in English and Spanish, and were mailed in February 2007. In addition to the request for written comments, SSTAC held three information-gathering meetings in February 2007.

The first meeting was held in the City of Firebaugh at the Firebaugh Community Center on February 20, 2007. The only persons in attendance were members of SSTAC, and no comments were received.

The second meeting was held in City of Fowler at the Fowler City Council Chambers on February 21, 2007. There were seven individuals in attendance including SSTAC members. The only comment received came from Ms. Sandie Monis, Fowler Senior Citizen Coordinator, who expressed a need for an additional vehicle to service the City of Fowler. Ms. Monis explained that the Fowler transit lacked sufficient capacity to provide needed service to many Fowler residents. FCRTA staff indicated that the funding provided through Measure C will allow Fowler Transit to add an additional vehicle and driver during FY2007-2008.

The third meeting was held in City of Clovis at the Clovis Senior Center February 22, 2007. The only persons in attendance were members of SSTAC. No comments were received during the meeting.

In addition to the comment received at the information gathering meetings, SSTAC received two written comments. The first written comment came from Fresno City Council Member Brian Calhoun. In his email Council Member Calhoun requested transit service to be added to Northwest Fresno to facilitate travel from that area to Bullard High School. He specifically identified service on West Bullard Avenue to as far west as Polk.

Council Member Calhoun also identified the needs of low-income and disabled residents in the areas around Herndon Avenue and Weber Avenue, and Herndon Avenue and Spruce Avenue.

The second letter came from the Traffic Operations Lieutenant at Fresno State University (FSU). The letter asks for increased hours of service on weekdays and weekends, and for discounted monthly passes for FSU students. The letter also asked for expanded service in the northeast and northwest sections of Fresno, as well as better transit service to FSU from outlying communities. In addition, the letter requests a reroute of FAX Route 9 (Shaw Avenue) wrap around the campus, campus circulator routes, and support for an on-campus transit center.

At their April 17, 2007, meeting, and following a careful review of all of the Unmet Transit Needs comments received, SSTAC found that there were no unmet transit needs that are reasonable to meet in Fresno County.

A motion was made by Kathy Millison (Clovis) and seconded by Don Pauley (Kingsburg) to recommend approval of Resolution 2007-25 making the finding that there are no unmet transit needs that are reasonable to meet in Fresno County. A vote was called for and the motion carried.

B. Measure "C" Update

1. Staff Update

Barbara Goodwin, Executive Director and Tony Boren, Deputy Director provided an update on Measure "C" progress at the Committee meetings this month. Early in July, before the 15th, we will be convening the Citizen Oversight Committee. One of their charges is to review any new updates to the expenditure plan. The agencies and Committees are working on various parts of Measure "C". Staff has met with all of the agencies with regional projects and are working toward the development of the Strategic Implementation Plan and the Local Agency Handbook.

Bruce Rudd asked if it would be possible for the Transit Group to take on the issue of future funding for the Vanpools. Barbara explained that there was a different set of parties interested in the Vanpool but that other transit agencies can participate (combine ?) with the interested parties in the future discussions.

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

2. 2007-2027 Measure C Expenditure Implementation Plan Part 1 – Local Agency Pass-Through Fund Handbook

The Draft Local Agency Handbook for Measure C was included in your agenda packet. A meeting of local stakeholders was held prior to the PAC meeting to finalize the few remaining issues in the handbook.

TTC agreed to initiate the 45-day review at their June 6, 2007 meeting subject to any further comments and revisions at the June 15th meeting and subject to PAC's approval and concurrence with the document and the 45-day review process.

A motion was made by Kathy Millison (Clovis) and seconded by Bruce Rudd (Fresno) to recommend concurrence with the 45-day review process. A vote was called for and the motion carried.

C. 2007-08 Overall Work Program Amendment #1

Les Beshears (COG) provided an update on this item. 2007/08 OWP Amendment #1 increases the budget \$610,760, of which \$553,410 is federal grant money and \$57,350 is local matching funds.

Work Element 115 Regional Transportation Mitigation Fee – The recently enacted Measure “C” Extension requires the Council of Governments to develop a Regional Transportation Mitigation Fee (RTMF) that shall apply to Regional Transportation Program, Tier 1 and Tier 2 and other such regional projects as may be identified in the RTMF study.

The RTMF shall be enacted by all cities in Fresno County and the County Board of Supervisors no later than January 1, 2009, so work must begin on this project as soon as possible to allow time for agency review and adoption. It is expected to cost \$500,000 to hire a consultant to develop the fee of which \$442,650 will be FHWA Planning funds and \$57,350 local transportation planning funds.

Work Element 961 Non Point Source Water Quality Management – Last year we had an EPA grant passing through funding to the Farm Bureau to do a Water Quality study that was scheduled for completion prior to June. The Farm Bureau has requested that we carry over \$110,760 to complete this project. There is no cost to Fresno COG for this project. Adopt 2007/08 OWP Amendment #1, increasing the budget \$610,760.

A motion was made by Kathy Millison (Clovis) and seconded by Alan Bengyel (Huron) to recommend approval of the Transportation Funding Claim by adoption of Resolution 2007-24. A vote was called for and the motion carried.

D. Professional Services Contracts

1. Strategy Research Institute

Tony Boren, Deputy Director reported on this item. Included in our 2007-08 budget (Work Element 310, Intergovernmental Coordination) were funds, if still deemed necessary, to extend the contract for Strategy Research Institute for the purpose of continued coordination with stakeholders as we develop the 2007-2027 Measure C Expenditure Implementation Plan. We are still in the process of developing the implementation plan, and staff recommends we extend our contract with Strategy Research Institute for this purpose. Staff is, however, negotiating the price of the extension – a report on the negotiations will be brought forward at the PAC meeting.

Staff presented the current status of negotiations at PAC. Discussion at PAC centered around whether there is still a need for Dr. Manross' services. It was suggested it would be helpful to have him available initially when the Citizen Oversight Committee meets for the first time, and if additional controversy develops during finalization of the implementation plan. There was consensus that staff continue to negotiate with Dr. Manross.

2. VRPA Technologies

With successful passage of the Measure C extension this past November, the next step in implementing the extension has been development of an Implementation Plan providing for each funding category and subcategory a clarification and higher level of detail for the voter-approved Measure C Plan. This Implementation Plan will identify individual projects, establish project schedules and further define funding program requirements for eligibility. Fresno COG is the agency responsible for drafting this Implementation Plan with assistance from Fresno County Transportation Authority (FCTA). Work on the plan has begun. The Implementation Plan will be written through a committee process coordinated by Fresno COG. Separate committees have been formed for each funding category. Committee membership is made up from member agency staff, interested community stakeholders and volunteers from the original Measure C Steering Committee. Staff support to each committee will be needed throughout the process.

The Extension is a much more complex program than the current Measure, containing many funding categories with differing requirements for project eligibility. It became apparent during the early stages of Implementation Plan discussions that additional guidance for both FCTA staff in administering the new Measure and member agencies participating in Measure C Extension programs is needed to ensure the tax is used in the manner envisioned by the Steering Committee and approved by the voters.

These activities were begun in the 2006-07 fiscal year, under an agreement reached with the FCTA and the Fresno COG, to fund these planning activities until fiscal year end, and at such time as new Measure C planning funds would be available to the Fresno COG. To aid in these tasks an FCTA contract was authorized with VRPA Technologies (VRPA).

VRPA is a local transportation planning consulting firm with extensive experience performing transportation and environmental studies throughout California. VRPA has also had a longtime association with both Fresno COG and FCTA. More importantly, over the past 2 years VRPA has been heavily involved in Steering Committee efforts to create the Measure C Extension Expenditure Plan, which formed the basis for the successful Measure C Extension ballot measure. VRPA also wrote the EIR for the Extension. This involvement with preliminary Expenditure Plan work has resulted in their detailed understanding of the intentions of the Steering Committee that created the initial Expenditure Plan. Providing staff support to the committees defining the details of the Strategic Implementation Plan, and compiling the committee discussions into a Procedures/Guidelines handbook, would simply be an extension of their efforts of the last 2 years. Their understanding of the history of the successful Measure puts them in a position to be able to provide the staff support and compile a relevant handbook at a much lower cost, with far less FCTA or COG staff orientation and oversight, than someone new to the process.

As this fiscal year ends, there is a need for this ongoing planning work to now transition to the Fresno COG. Fresno COG's normal process is to issue Requests for Proposals for this type of work, but we are jointly far enough along in the planning process that to do so at this point would be seriously disruptive to the process and potentially delay the timely distribution of funds. Therefore, staff is recommending the transition with a sole source contract (using local dollars) in order to continue the work already underway with VRPA Technologies, and deliver a timely Implementation Plan.

Fresno COG staff requested a scope of work and price from VRPA Technologies to accomplish two primary goals: 1) Complete an Implementation Plan, and 2) assist Fresno COG with appropriate research, advice and participation during development of the Measure C required Regional Transportation Mitigation Fee Program. The actual Mitigation Fee Program will be put out to bid for a consulting firm—VRPA will not compete for this work.

The cost to Fresno COG for these activities are not to exceed \$75,131, to be paid from Measure C planning funds.

A motion was made by Bruce Rudd (Fresno) and seconded by Kathy Millison (Clovis) to recommend the Board approve a contract not to exceed \$75,131 between the Fresno COG and VRPA Technologies for the purposes outlined above. A vote was called for and the motion carried.

E. Caltrans Monthly Report

Moses Stites (Caltrans) provided an update on Caltrans activities. Mr. Stites reported that \$357,000.00 was awarded for traffic signals in the Fresno Unified School District. Tehipite Middle School was awarded 388,000 for a traffic signal at Belmont and Fresno Street and \$23,500 was awarded for Comprehensive Safe Routes to School program to take a look at pedestrian crossings. A total of \$760,000 was awarded.

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

F. Request by City of Reedley for Support from COG for Elevated Water Storage Tower Project

Tony Boren, Deputy Director reported on this item. The City of Reedley has requested that the Council of Fresno County Governments Policy Board provide a Letter of Support for Reedley's Elevated Water Storage Towers project. The purpose of the project is to provide a consistent, safe, reliable and protected domestic water supply storage system for the City of Reedley. The project is to be funded through both Revenue Bonds and by an Economic Development Administration Grant. The Letter of Support would be part of the EDA Grant Application and would demonstrate the region's support of Reedley's attempts to improve their domestic water supply. Included in your agenda packet is a detailed staff report from Reedley's Public Works Department on the project.

A motion was called by Don Pauley (Kingsburg) and seconded by Lynn Gorman (Fresno County) to recommend providing the letter of support for the Elevated Water Storage Tower Project. A vote was called for and the motion carried.

G. Legislative Positions

Renee DeVere (COG) gave an update on this item. In an effort to be responsive to pending legislation 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 our 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.

Currently staff is in the process of analyzing the following bills to determine the benefits and impacts these pieces of legislation will have on Fresno COG and its member agencies:

- AB 1209

A motion was made by Kathy Millison (Clovis) and seconded by Cruz Ramos (San Joaquin) to approve AB 1209. A vote was called for and the motion carried.

- Galgiani- AB 633 Grade separation projects

A motion was made by Bruce Webber (Fresno) and seconded by Ron Manfredi (Fresno) to support AB 633 which 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. A vote was called for and the motion carried.

- Lowenthal- SB 286 Transportation bonds: implementation.

A motion was made by Don Pauley (Kingsburg) and seconded by Alan Bengyel (Huron) to support SB 286 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. A vote was called for and the motion carried.

- Ducheny- SB 303 Local government: land use planning

A motion was made by Don Pauley (Kingsburg) and seconded by Kathy Millison (Clovis) to oppose SB 303 local government: land use planning. 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, housing and an open-space element. A vote was called for and the motion carried.

- Steinberg-SB 375 Transportation planning: travel demand models: preferred growth scenarios: environmental review.

A motion was made by Kathy Millison (Clovis) and seconded by Lynn Gorman (Fresno County) to oppose SB 375 transportation planning. 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. A vote was called for and the motion carried.

H. Blueprint Update

Barbara Steck (COG) reported on the Scenario Planning. The Blueprint Roundtable, Planners' Workshop and COG staff are working together to identify the goals, objectives, policies and measurable outcomes that reflect the values and vision expressed by the public during Phase I of our outreach activities. Modeling staff is working to develop focused subject alternatives to begin the urban/rural form discussion. Staff will report back with proposals on both of these activities as we refine our products. The Planner Workshops first run for Scenarios will be in July.

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

I. Regional Housing Needs Allocation Plan

Barbara Steck (COG) reported on this item. In order to provide our member agencies adequate time to review the Revised Draft Fresno County 2007 Regional Housing Needs Allocation Plan, the Local Revision Period has been extended to 5:00 p.m., Friday, June 22, 2007. Staff has consulted with the State Department of Housing and Community Development and they concur with the extension.

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

IV. ELECTION OF CHAIR & VICE CHAIR

A nomination was made by Kathy Millison (Clovis) and seconded by Cruz Ramos (San Joaquin) to nominate Jose Ramirez (Firebaugh) for Chairperson.

There being no more nominations, a motion was made by Don Pauley (Kingsburg) and seconded by Kathy Millison (Clovis) to close nominations and proceed to re-elect by acclamation. A vote was called for and the motion passed.

A motion was made by Don Pauley (Kingsburg) and seconded by Kathy Millison (Clovis) to nominate Ron Manfredi (Kerman) for Vice Chair.

There being no more nominations a motion was made by Kathy Millison (Clovis) and seconded by Dan Spears (Sanger) to close nominations and proceed to re-elect by acclamation. A vote was called for and the motion passed.

V. OTHER BUSINESS

A. Items from Staff

There were no items for staff.

B. Items from Members

John Downs reminded everyone of the Bus Rapid Transit Community Forum that will be held on Wednesday, June 27th, at Sunnyside High School from 5:00 pm to 7:00 pm.

There being no further business, the meeting was adjourned.

Respectfully submitted,

A handwritten signature in cursive script that reads "Barbara Goodwin".

Barbara Goodwin, Deputy Director
Council of Fresno County Governments

\sm

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-28

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE CITY OF
KINGSBURG, 2007-08

WHEREAS, the Council of Fresno County Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Kingsburg has submitted a Transportation Funding Claim for its 2007-08 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Kingsburg has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of Kingsburg has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.
3. On June 28, 2007 the COG Board approved Resolution 2007-25 which found that public transportation needs within the City of Kingsburg and its sphere of influence will be reasonably met in 2007-08.

BE IT FURTHER RESOLVED, that the COG hereby approves the Transportation Funding Claim submitted by the City of Kingsburg and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Council of Fresno County Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 19th day of July, 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 19th day of July, 2007.

Signed: _____
Barbara Goodwin, Executive Director

RESOLUTION NO. 2007-42

**A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF KINGSBURG SUBMITTING CLAIMS FOR
LOCAL TRANSPORTATION FUNDS FOR
THE 2007-2008 FISCAL YEAR**

WHEREAS, the City of Kingsburg hereby submits a Local Transportation Funding Claim for 2007-2008; and

WHEREAS, the Council of Fresno County Governments has the authority to review claims and allocate such funds in accordance with Title 21, Chapter 3, California Code of Regulations; and

WHEREAS, the Council of Fresno County Governments encourages inter-jurisdictional coordination of transportation needs and increased coordination of transportation implementation plans.

NOW, THEREFORE, BE IT RESOLVED, that the City of Kingsburg hereby requests the Council of Fresno County Governments to allocate a total amount of \$481,658 in accordance with Title 21, Chapter 3, Subchapter 2, and 2.5 of the California Code of Regulations for the purposes and respective amounts specified in the attached claims made a part hereof by reference.

BE IT FURTHER RESOLVED that the named applicant further agrees to provide the Council of Fresno County Governments with such information as may be necessary to support its Annual Transportation Claim.

I, Barbara Carpenter, Deputy City Clerk of the City of Kingsburg, do hereby certify that the foregoing Resolution was duly passed and adopted at a regular meeting of the Kingsburg City Council held on the 20th day of June, 2007, by the following vote:

Ayes: Councilmember(s): Blayney, Kruper, Karstetter, Smith, and Mayor Bergstrom
Noes: Councilmember(s): None
Absent: Councilmember(s): None
Abstain: Councilmember(s): None


Barbara Carpenter, Deputy City Clerk
City of Kingsburg

RECEIVED

JUN 22 2007

BY: _____
FRESNO COG

Date: 06/20/07

Claimant: City of Kingsburg

**TRANSPORTATION FUNDING CLAIM
FOR FISCAL YEAR: 2007/08**

TO: Council of Fresno County Governments
2100 Tulare Street, Suite 619
Fresno, California 93721

FROM: Applicant: City of Kingsburg
Address: 1401 Draper St.
City: Kingsburg CA Zip Code: 93631
Contact: Don Jensen Phone: (559) 897-5821

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment	\$ 365,131
Surplus (Prior Years)	\$
Unexpended, Held by Claimant	\$
Other Agency	\$

State Transit Assistance Fund

Estimate	\$ 116,019
Prior Year Carryover	\$ 508
Unexpended, Held by Claimant	\$

Other

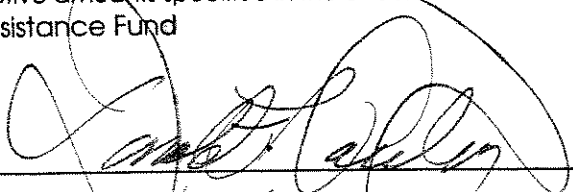
Audit Exception/Impairment (required General Fund Payback)	\$
Other	\$

TOTAL \$ 481,658

In accordance with Title 21, Chapter 3, Subchapter 2 and 2.5 of the California Code of Regulations, it is requested that an allocation be made in the total amount of

(spell out amount)

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund

Authorized Signature: 
Title: City Manager
Date: 6/24/2007

Claimant: City of Kingsburg

[illegible]

1.	Bicycle & Pedestrian Facilities (Art. 3)	\$ 7,303	
	(Art. 8a)	\$	
	Audit Exceptions (General Fund Payback).....	\$	
	Unexpended Funds Held By Claimant	\$	
		SUB-TOTAL	\$ 7,303
2.	Regional Transportation Planning		
		SUB-TOTAL	\$ 10,198
3.	Public Transportation (Art. 4)	\$	
	(Art. 8c)	\$	
	Other Agency ()	\$	
	Other Agency ()	\$	
	State Transit Assistance Funds	\$	
	Audit Exceptions (General Fund Payback).....	\$	
	Unexpended Funds Held By Claimant	\$	
	Other, specify ()	\$	
		SUB-TOTAL	\$
4.	Community Transit Service (CTSA, Art. 4.5)		
		SUB-TOTAL	\$
5.	Streets & Roads (Art. 8a)	\$ 260,714	
	Audit Exceptions (General Fund Payback).....	\$	
	Unexpended Funds Held By Claimant	\$	
		SUB-TOTAL	\$ 260,714
6.	To Be Claimed By: (Fresno County Rural Transit Agency)	\$ 184,833	
	(Consolidated Transp. Serv. Agency)	\$ 17,891	
	Other ()	\$	
	Other (GOG BLUE PRINT)	\$ 719	
		SUB-TOTAL	\$ 203,443
7.	Reserved in Fund Pending Further Claiming		
		SUB-TOTAL	\$

GRAND TOTAL

481,658

(Claim Total Must Agree With Total On First Page)

Minus All Unexpended Funds Held By

GRAND TOTAL PAYABLE TO CLAIMANT

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Page 2

Date: 6/20/07

Claimant: City of Kingsburg

BICYCLE AND PEDESTRIAN FACILITIES

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

Project Title and Brief Description		Project Cost
1. (Generic)	Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction;	\$ <u>7,303</u>
AND/OR		
1. (Specific)		\$ _____
2. (Specific)		\$ _____
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ _____

Revenue Source & Amount

LTF (Article 3) \$ _____
LTF (Article 8a) \$ _____
Other: \$ _____
Other: \$ _____
Audit Exception - G.F. Payback .. \$ _____

STREETS AND ROADS CLAIM

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

Project Title and Brief Description		Project Cost
1. (Generic)	Development, Construction and Maintenance of Facilities	\$ <u>260,714</u>
AND/OR		
1. (Specific)		\$ _____
2. (Specific)		\$ _____
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ _____

Revenue Source & Amount

LTF (Article 8a) \$ _____
Other: \$ _____
Other: \$ _____
Audit Exception - G.F. Payback .. \$ _____

Date: 6/20/07

Claimant: City of Kingsburg

CONTINGENCY PROJECT LISTING

Should additional Local Transportation Fund or State Transit Assistance Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:

() **ARTICLE 3, BICYCLE & PEDESTRIAN FACILITIES**

Project Title & Brief Descriptions

Project Cost

1. Various Bicycle and Pedestrian facilities throughout..... *\$ Amount of Add'l funds made available in current FY.*
the claimant's jurisdiction

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

() **ARTICLE 4, PUBLIC TRANSPORTATION**
OR
() **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions

Project Cost

1. \$

2. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

(X) **ARTICLE 8, STREETS AND ROADS**

Project Title & Brief Descriptions

Project Cost

1. Development, Construction and Maintenance of Facilities..... *\$ Amount of Add'l funds made available in current FY.*
throughout the claimant's jurisdiction

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-29

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE CITY OF
SAN JOAQUIN, 2007-08

WHEREAS, the Council of Fresno County Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of San Joaquin has submitted a Transportation Funding Claim for its 2007-08 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of San Joaquin has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of San Joaquin has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.
3. On June 28, 2007 the COG Board approved Resolution 2007-25 which found that public transportation needs within the City of San Joaquin and its sphere of influence will be reasonably met in 2007-08.

BE IT FURTHER RESOLVED, that the COG hereby approves the Transportation Funding Claim submitted by the City of San Joaquin and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Council of Fresno County Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 19th day of July, 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 19th day of July, 2007.

Signed: _____
Barbara Goodwin, Executive Director

RESOLUTION NO. 07-21

**A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOAQUIN
REQUESTING LOCAL TRANSPORTATION FUNDS FROM SB 325 AND
STATE TRANSPORTATION ASSISTANCE FROM THE COUNCIL OF
FRESNO COUNTY GOVERNMENTS**

WHEREAS, the City of San Joaquin hereby submits a Local Transportation Fund Claim from the Local Transportation Fund of Fresno County for Fiscal Year 2007/2008 and

WHEREAS, the Council of Fresno County Governments has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 Title 21 of the California Administration Code; and

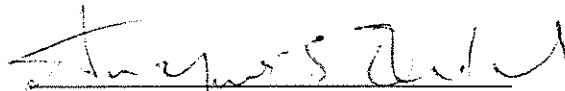
WHEREAS, the Council of Fresno County Governments encourages interjurisdictional coordination of transportation needs and increased coordination of transportation implementation plans.

NOW, THEREFORE, BE IT RESOLVED THAT, the City of San Joaquin hereby requests the Council of Fresno County Governments to:

Allocate \$165,919 from the Local Transportation Fund to the City of San Joaquin for Fiscal Year 2006/2007 for the purposes allowed under articles 3, 4, 4.5, and 8a in the Transportation Development Act of 1971, as identified in the attached claim and which is in accordance with the adopted Regional Transportation Plan.

BE IT FURTHER RESOLVED THAT, the named applicant further agrees to provide the Council of Fresno County Governments with such information as may be necessary to support its annual Transportation Claim.

The foregoing resolution was introduced at a Special Meeting of the City Council of the City of San Joaquin held on the 27th day June, 2007, and approved at said meeting by the following votes:


Amarpreet Dhaliwal, Mayor

ATTEST:

I, Diana Brooks, City Clerk of the City of San Joaquin, do hereby certify that the foregoing resolution was duly adopted and passed by the City Council at a Special Meeting of said Council, held at the San Joaquin Council Chambers on June 27th, 2007, by the following vote:

AYES: 4 Dhaliwal, Hernandez, Lua, Reynaga
NOES: 0
ABSENT: 1 Vallejo
ABSTAIN: 0


Diana Brooks, City Clerk



21900 Colorado Avenue • P.O. Box 758 • San Joaquin, CA 93660
[559] 693.4311 • [559] 693.2193 (fax) • www.cityofsanjoaquin.org

CITY CLERK'S CERTIFICATE

DIANA BROOKS does hereby certify as follows:

That she is the City Clerk of the City of San Joaquin, and the foregoing
Resolution being Resolution No. 07-21, was passed at a special
meeting of the City of San Joaquin held on the 27 day of
June, 2007, that she further certifies that the foregoing is a true
and correct copy of the said Resolution No. 07-21 so
adopted.

Diana Brooks
City Clerk

June 28, 2007
Date

Date: June 26, 2007

Claimant: City of San Joaquin

TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2007/08

TO: Council of Fresno County Governments
2100 Tulare Street, Suite 619
Fresno, California 93721

FROM: Applicant: City of San Joaquin
Address: P.O. Box 758
City: San Joaquin Zip Code: 93660
Contact: Cruz W Ramos Phone: 559-693-4311 ext 18

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment	\$ 125,784
Surplus (Prior Years)	\$
Unexpended, Held by Claimant	\$
Other Agency	\$

State Transit Assistance Fund

Estimate	\$ 39,968
Prior Year Carryover	\$ 167
Unexpended, Held by Claimant	\$

Other

Audit Exception/Impairment (required General Fund Payback)	\$
Other	\$

TOTAL	\$ 165,919
--------------------	-------------------

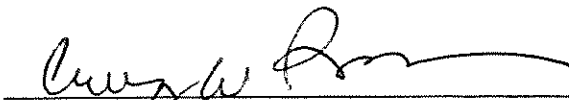
In accordance with Title 21, Chapter 3, Subchapter 2 and 2.5 of the California Code of Regulations, it is requested that an allocation be made in the total amount of

One Hundred sixty five thousand nine hundred and nineteen dollars

(spell out amount)

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund

Authorized Signature:



Title:

City Manager

Date:

June 28, 2007

Claimant: City of San Joaquin

[illegible]

GRAND TOTAL \$ 165,919

(Claim Total Must Agree With Total On First Page)

Minus All Unexpended Funds Held By \$ _____

GRAND TOTAL PAYABLE TO CLAIMANT \$ _____

Page 2

Date: June 26, 2007

Claimant: City of San Joaquin

BICYCLE AND PEDESTRIAN FACILITIES

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

Project Title and Brief Description		Project Cost
1. (Generic)	Various Bicycle and Pedestrian facilities throughout the..... claimant's jurisdiction;	\$ <u>2,516</u>
AND/OR		
1. (Specific)		 \$ _____
2. (Specific)		 \$ _____
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ _____

Revenue Source & Amount

LTF (Article 3)	\$ _____
LTF (Article 8a)	\$ _____
Other:	\$ _____
Other:	\$ _____
Audit Exception - G.F. Payback ..	\$ _____

STREETS AND ROADS CLAIM

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

Project Title and Brief Description		Project Cost
1. (Generic)	Development, Construction and Maintenance of Facilities	\$ <u>78,721</u>
AND/OR		
1. (Specific)		 \$ _____
2. (Specific)		 \$ _____
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ _____

Revenue Source & Amount

LTF (Article 8a)	\$ _____
Other:	\$ _____
Other:	\$ _____
Audit Exception - G.F. Payback ..	\$ _____

Date: June 26, 2007

Claimant: City of San Joaquin

CONTINGENCY PROJECT LISTING

Should additional Local Transportation Fund or State Transit Assistance Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:

() **ARTICLE 3, BICYCLE & PEDESTRIAN FACILITIES**

Project Title & Brief Descriptions

Project Cost

1. Various Bicycle and Pedestrian facilities throughout..... \$ Amount of Add'tl
the claimant's jurisdiction funds made available
in current FY.

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

() **ARTICLE 4, PUBLIC TRANSPORTATION**
OR
() **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions

Project Cost

1.

2.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

~~XXX~~

ARTICLE 8, STREETS AND ROADS

Project Title & Brief Descriptions

Project Cost

1. Development, Construction and Maintenance of Facilities..... \$ Amount of Add'tl
throughout the claimant's jurisdiction funds made available
in current FY.

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

[illegible]

[illegible]

[illegible]

Bill# Author	Topic	Dead/2 YR	1st Desk	1st Policy	1st Fiscal	1st Floor	2nd Desk	2nd Policy	2nd Fiscal	2nd Floor	Conf./Conc.	Enrolled	Vetoed	Chapered	Page #
Dutton															
SB 372 Steinberg	High-speed rail; educational and vocational training programs.	2 Year													20
SB 375 Steinberg	Transportation planning: travel demand models; preferred growth scenarios; environmental review.	2nd Policy													20
SB 445 Torlakson	Road User Task Force.	2nd Policy													21
SB 716 Perata	Transit operators.	2nd Policy													21
SB 717 Perata	Transportation Investment Fund.	2nd Policy													22
SB 748 Corbett	Transportation: state-local partnerships.	2nd Policy													22
SB 803 Lowenthal	Transportation enhancement funds: community conservation corps.	2nd Fiscal													23
SB 872 Ackerman	State-Local Partnership Program.	2 Year													23
SB 974 Lowenthal	Ports: congestion relief: environmental mitigation: regulatory fee.	2nd Policy													24

Total Position Forms: 49



July 2007 Legislative Update

Bill # Author	Topic - Summary	Status/Hearing	Position	Subject
AB 57 Soto	Highways: federal funds: Safe Routes to School. Existing law authorizes certain state and local entities to secure and expend federal funds appropriated under the federal Highway Safety Act of 1973 for a number of programs relating to projects for the improvement of highway safety and the reduction of traffic congestion . This bill would instead authorize those state and local entities to secure and expend federal funds appropriated under the federal act known as SAFETEA-LU for programs relating to highway safety improvements that can reduce the number of fatal and serious injury accidents, as specified. The bill would declare the Legislature's intent that these federal funds be allocated in approximately equal amounts between state highways and local roads. This bill contains other related provisions and other existing laws.	06/27/2007-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H. 07/10/07 1:30 p.m. - Room 112 SEN TRANSPORTATION AND HOUSING	Watch	Transportation
AB 60 Nava	Vehicles: bicycles. Under existing law a driver of a vehicle overtaking another vehicle or a bicycle proceeding in the same direction is required to pass to the left at a safe distance without interfering with the safe operation of the overtaken vehicle or bicycle, subject to certain limitations and exceptions. A violation of this provision is an infraction punishable by a fine not exceeding \$100 for a first conviction, and up to a \$250 fine for a 3rd and subsequent conviction occurring within one year of 2 or more prior infractions. This bill would recast this provision as to overtaking a bicycle by requiring the driver of a motor vehicle overtaking a bicycle that is proceeding in the same direction to pass to the left at a safe distance, at a minimum clearance of 3 feet, without interfering with the safe operation of the overtaken bicycle. The bill would make a violation of this provision an infraction punishable by a \$250 fine. The bill would make it a misdemeanor or felony if a person 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.	05/02/2007-Failed Deadline pursuant to Rule 61(a)(2). Last location was TRANS.	Watch	Transportation
AB 109 Nunez	California Global Warming Solutions Act of 2006: annual report. Existing law imposes various limitations on emissions of air contaminants	06/28/2007-Author's amendments.	Watch	Air

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	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.	07/10/07 9:30 a.m. - Rose Ann Vuich Hearing Room (2040) SEN ENVIRONMENTAL QUALITY		
<u>AB 412</u> 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
<u>AB 468</u> 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. The service authority is authorized to adopt an ordinance establishing procedures for the abatement, removal, and disposal, as a public nuisance, of an abandoned, wrecked, dismantled, or inoperative vehicle and for the recovery of costs. This bill would authorize the service authority to use the	06/26/2007-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re- referred to Com. on T. & H. 07/03/07 1:30 p.m. - John L. Burton Hearing Room (4203) SEN	Support	Transportation

Bill # Author	Topic - Summary	Status/Hearing	Position	Subject
	fees imposed, as well as the moneys received from the Abandoned Vehicle Trust Fund for the costs associated with the enforcement of the ordinance adopted by the service authority. The service authority would be prohibited from offsetting the costs of vehicles towed under authorities other than the ordinance adopted by the service authority or when the costs are recovered by another provision of law. The service authority would be authorized to carry forward unexpended money in a fiscal year to the following fiscal year for the abandoned vehicle abatement program upon agreement with its member agencies. The service authority would be authorized to carry out an abandoned vehicle abatement from public property after providing a notice specified by a local ordinance of the jurisdiction in which the abandoned vehicle is located and that notice has expired. This bill contains other related provisions and other existing laws.	TRANSPORTATION AND HOUSING		
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 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	06/01/2007-Failed Deadline pursuant to Rule 61(a)(5). Last location was APPR. SUSPENSE FILE	Support	Transportation

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	state board in administering the program to be paid in an appropriation in the annual Budget Act and would limit those costs to \$15,000,000 for the duration of program funding.			
AB 633 Galgiani	Grade separation projects. Existing law requires the Public Utilities Commission to develop and maintain a priority list of railroad-highway grade crossings determined to be most urgently in need of separation or alteration. Existing law requires each annual proposed budget prepared by the Department of Transportation to include \$15,000,000 for grade separation projects. Existing law requires the California Transportation Commission to allocate available funding to projects pursuant to the priority list prepared by the Public Utilities Commission, and requires certain matching funds to be provided from nonstate funds and by the affected railroad. Under existing law, an allocation may only be made to a local agency if it furnishes evidence that sufficient local funds will be made available as the grade separation project progresses. This bill would require the Public Utilities Commission and the Department of Transportation to issue a joint public report to the appropriate policy and fiscal committees of the Legislature no later than September 1, 2008. The bill would require the report to include, among other things, an evaluation of the grade separation project funding program and recommendations for establishing a hardship application process allowing for the adjustment or deferral of local financial participation in severe circumstances.	06/27/2007-In committee: Set, first hearing. Hearing canceled at the request of author.	Support	Transportation
AB 669 Parra	State Highway Route 269. Existing law provides that the Department of Transportation shall have full possession and control of the state highway system. Existing law generally provides for the planning and programming of transportation capital improvement projects through the state transportation improvement program process. This bill would require the Department of Transportation to expedite the construction of a transportation facility designed to address flooding problems in the vicinity of Los Gatos Creek on State Highway Route 269 in Fresno County, and would make findings and declarations of the Legislature in that regard. The bill would require the Department of Water Resources to transfer real property in its possession necessary for the project to the Department of Transportation, and would require the department to use the environmental documentation and findings prepared by the Department of Water Resources that are related to the delivery of the project to the maximum extent possible.	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
<u>AB 784</u> Karnette	Transportation bonds. Proposition 1B, approved by the voters at the November 2006 general election, enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes. The act provides that a portion of the bond funds shall be available, upon appropriation, to the Office of Emergency Services to be allocated, as grants, for port, harbor, and ferry terminal security improvements. This bill, with respect to those bond funds to be allocated by the Office of Emergency Services, would, notwithstanding any other provision of law, provide that applicants need not comply with competitive bidding requirements. The bill would also make findings and declarations of the Legislature.	06/01/2007-Failed Deadline pursuant to Rule 61(a)(5). Last location was APPR. SUSPENSE FILE	Watch	Transportation
<u>AB 901</u> Nunez	Transportation: Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), authorizes \$19.925 billion of state general obligation bonds for specified purposes. The act requires that, among other things, \$3.6 billion of the proceeds from those bonds be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account for allocation to public transit operators and transportation planning agencies by formula. This bill would require the Department of Transportation to provide the Department of Finance and the Assembly and Senate budget committees by September 30 of each year with information describing the total amount of verified project funding needed in the budget year and the amount required by each agency seeking funding. The bill would also require the department, on a quarterly basis, to provide the Controller with instructions regarding funds to be allocated to each sponsoring entity and would require the Controller to allocate those funds accordingly. 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 the status of the implementation of Proposition 1B. The bill would also impose specified auditing requirements and enact other related provisions.	06/21/2007-Referred to Com. on T. & H. 07/10/07 1:30 p.m. - Room 112 SEN TRANSPORTATION AND HOUSING	Watch	Transportation
<u>AB 981</u>	High-Speed Rail Authority.	06/27/2007-In	Watch	Transportation

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
Ma	Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law authorizes the authority to prepare a plan for the construction and operation that system and to enter into contracts, acquire rights-of-way through purchase or eminent domain, and take other actions, subject to specified contingencies. Under existing law, a public entity may not commence an eminent domain proceeding until its governing body has adopted a resolution of necessity that meets certain requirements. Under existing law, the authority is composed of 9 members. Existing law requires the authority to elect a chairperson and a vice chairperson to preside in the chairperson's absence. Existing law generally prohibits a state agency from employing legal counsel other than the Attorney General unless there is a specific statute authorizing such employment. This bill would eliminate those contingencies to the exercise of the board's 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.	committee: Hearing postponed by committee. (Refers to 6/21/2007 hearing) 07/03/07 1:30 p.m. - John L. Burton Hearing Room (4203) SEN TRANSPORTATION AND HOUSING		
AB 995 Nava	California Ports Infrastructure, Security, and Air Quality Improvement Account. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. Specified moneys in the fund are required to be deposited in various accounts to be available upon appropriation by the Legislature, for certain purposes. This bill would require projects funded from proceeds of bonds issued under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to meet specified requirements. The bill would require projects that have the highest benefits compared to cost be given priority for funding from bond proceeds, except in certain circumstances. The bill would also require the California Transportation Commission to report to the Legislature on the administration of programs under the bond act.	06/27/2007-In committee: Hearing postponed by committee. (Refers to 6/25/2007 hearing) 07/10/07 1:30 p.m. - Room 112 SEN TRANSPORTATION AND HOUSING	Watch	Transportation
AB 997	Infill capital outlay project and planning grants and loans.	05/02/2007-Failed	Concept	Other

Bill # Author	Topic - Summary	Status/Hearing	Position	Subject
Arambula	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.	Deadline pursuant to Rule 61(a)(2). Last location was H. & C.D.	support	
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	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
	within those counties, and not less than 2 councils of governments serving the area of the 2 counties; (3) is established for the purpose of receiving and administering federal, state, local, and private financial resources made available to the trust to fund the development of affordable housing projects in jurisdictions that are members of the trust; and (4) has demonstrable, ongoing sources of dedicated revenue, including taxes, fees, loan repayments, and private contributions. This bill contains other related provisions.			
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 if the claim was filed on or after January 1, 2009, and no later than December 31, 2013 . It also would , with respect to a reimbursement claim that is filed or last amended on or after January 1, 2009, and no later than December 31, 2013, 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.	06/21/2007-Referred to Com. on L.GOV. 07/11/07 9:30 a.m. - Room 112 SEN LOCAL GOVERNMENT	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	06/14/2007-Referred to Coms. on T. & H. and E.Q.	Support	Transportation

Bill # Author	Topic - Summary	Status/Hearing	Position	Subject
	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 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.	07/03/07 1:30 p.m. - John L. Burton Hearing Room (4203) SEN TRANSPORTATION AND HOUSING		
<u>AB 1228</u> Solorio	Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Existing law provides for submission of the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the voters for approval at the November 4, 2008, statewide general election. Subject to voter approval, the act would provide 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	06/01/2007-Failed Deadline pursuant to Rule 61(a)(5). Last location was APPR. SUSPENSE FILE	Watch	Transportation

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	lines. Existing law specifies that the initial segment of the high-speed train system to be constructed is San Francisco to Los Angeles, and also specifies certain maximum express service travel times to be achieved for this and future corridors. This bill would instead provide that Anaheim is to be the southern terminus of the initial segment of the high-speed train system. For the Anaheim-Irvine segment, the bill would provide that no general obligation bond funds shall be available for construction, but that those funds shall be available only for eligible planning, environmental, and engineering costs. The bill would make other related changes.			
<u>AB 1350</u> Nunez	Transportation bond funds. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. Specified moneys in the fund are required to be deposited in the Transit System Safety, Security, and Disaster Response Account to be made available, upon appropriation by the Legislature, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems. This bill would require these funds to be allocated to transit operators for eligible projects, as defined, based on various formulas, and would require funds to be allocated by the Office of Emergency Services in consultation with the Office of Homeland Security. An eligible applicant would be required to annually advise the Office of Emergency Services of the applicant's need for funding in the following fiscal year, and the office would submit a request to the Department of Finance and to the legislative budget committees in that regard. The bill would enact other related provisions .	06/21/2007-Referred to Com. on T. & H. 07/10/07 1:30 p.m. - Room 112 SEN TRANSPORTATION AND HOUSING	Watch	Transportation
<u>AB 1351</u> Levine	Transportation: state-local partnerships. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. The act authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$1 billion for the State-Local Partnership Program, to be allocated by the California Transportation Commission to eligible transportation agencies, subject to appropriation by the Legislature. Existing law requires a dollar-for-dollar	06/21/2007-Referred to Com. on T. & H. 07/10/07 1:30 p.m. - Room 112 SEN TRANSPORTATION AND HOUSING	Watch	Transportation

Bill # Author	Topic - Summary	Status/Hearing	Position	Subject
	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, the State Air Resources Board, the Office of Emergency Services, and other implementing entities 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.			
<u>AB 1358</u> Leno	Planning: circulation element: transportation. Existing law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city with specified elements, including a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan. This bill would require, commencing January 1, 2009, that the legislative body of a city or county, upon any revision of the circulation element of the general plan, modify the circulation element to specify how this element will provide for the routine accommodation of all users of the highway and public transportation, defined to include motorists, pedestrians, bicyclists, children, individuals with disabilities, seniors, and users of public transportation. For this purpose, routine accommodation is defined to mean that, in the planning, design, construction, reconstruction, or operation of highways and other transportation infrastructure, local agencies fully consider and accommodate all users of the highway and public transportation as needed	06/14/2007-Referred to Com. on L.GOV. 07/11/07 9:30 a.m. - Room 112 SEN LOCAL GOVERNMENT	Watch	Transportation

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	to provide for reasonably safe and convenient travel. By requiring new duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.			
<u>AB 1672</u> Nunez	California Transportation Commission. (1) 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 designated accounts and funds to be available , upon appropriation by the Legislature, for allocation by the California Transportation Commission for certain transportation-related purposes. 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 Act of 2006. This bill contains other related provisions and other existing laws.	06/21/2007-Referred to Coms. on T. & H. and RLS. 07/10/07 1:30 p.m. - Room 112 SEN TRANSPORTATION AND HOUSING	Watch	Transportation
<u>ACA 4</u> Villines	Reapportionment. The California Constitution requires the Legislature, in the year following the year in which the national census is taken at the beginning of each decade, to adjust the boundary lines of the senatorial, Assembly, congressional, and Board of Equalization districts in conformance with specified standards. This measure would repeal these provisions and instead provide for the establishment of the Independent Citizens' Commission on Redistricting, to be comprised of 11 voters, registered as specified, who would be required, on or before January 31 of each year ending in the number one, to adjust the boundary lines of the Senate, Assembly, congressional, and State Board of Equalization districts pursuant to a mapping process in accordance with certain standards, prioritized in a certain order and applied in a manner consistent with specified federal law. This bill contains other related provisions.	06/21/2007-Re-referred to Com. on APPR.	Watch	Other
<u>ACR 12</u> Parra	Agriculture: frost damage. This measure would request the Public Utilities Commission to cooperate with the state's public utilities in immediately approving advice filings to establish appropriate payment deferral programs for citrus and other affected growers whose crops were destroyed as a result of the cold storms and consequent frost damage that occurred in January 2007. The measure	02/21/2007-Re-referred to Com. on U. & C.	Watch	Other

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	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.			
SB 9 Lowenthal	Trade corridor improvement: transportation project selection. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19.925 billion 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. This bill contains other existing laws.	06/19/2007-To Com. on TRANS. 07/02/07 1:30 p.m. - Room 4202 ASM TRANSPORTATION	Watch	Economy
SB 16 Florez	Local agency finance: limited obligation bonds. Existing law authorizes cities and counties to issue various types of debt instruments, including limited obligation bonds, funded by certain revenue sources, and subject to specified criteria. The initiating resolution adopted by a local agency pursuant to these provisions is required to include, among other things, a pledge by the local agency that any bonds issued pursuant to the resolution shall be secured by all or part of the revenues received by the local agency. This bill would additionally authorize a local agency to restrict the pledge to the revenues received by the local agency from a specified geographical area that is within the local agency's exterior boundaries.	06/25/2007-Enrolled. To Governor at 3 p.m.	Watch	Transportation
SB 19 Lowenthal	Trade corridors: projects to reduce emissions: funding. Existing law requires that of the proceeds of bonds issued pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, a specified amount of those deposited in the California Ports	06/07/2007-To Com. on TRANS. 07/02/07 1:30 p.m. -	Watch	Transportation

Bill # Author	Topic - Summary	Status/Hearing	Position	Subject
	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 .	Room 4202 ASM 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 the portion of these bond funds to be made available for allocations for capital projects that provide increased protection against a security and safety threat , 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.	06/19/2007-To Com. on TRANS. 07/02/07 1:30 p.m. - Room 4202 ASM TRANSPORTATION	Watch	Economy
SB 47 Perata	Transportation bonds. Proposition 1B, approved by the voters at the November, 2006, general election enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$1 billion for the State-Local Partnership Program, to be allocated by the California Transportation Commission to eligible transportation projects nominated by transportation agencies, subject to appropriation by the	05/14/2007-Failed Deadline pursuant to Rule 61(a)(3). Last location was RLS.	Watch	Transportation

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	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.			
<u>SB 59</u> Cogdill	Reliable Water Supply Bond Act of 2008. Under existing law, various bond acts have been approved by the voters to provide funds for water projects, facilities, and programs. This bill would enact the Reliable Water Supply Bond Act of 2008 which, if approved by the voters, would authorize, for purposes of financing a water supply program, the issuance, pursuant to the State General Obligation Bond Law, of bonds in the amount of \$3,950,000,000. The bill would require the Secretary of State to submit the bond act to the voters at the November 4, 2008, statewide general election.	05/02/2007-Failed Deadline pursuant to Rule 61(a)(2). Last location was N.R. & W.	Watch	Water
<u>SB 71</u> Florez	Alternative fuels: biodiesel. Existing law requires the State Energy Resources Conservation and Development Commission, in partnership with the State Air Resources Board, to develop and adopt a state plan to increase the use of alternative fuels, as defined. This bill would require all vehicles owned or leased by the State of California, by a city, county, or city and county, or by a mass transit district, that use diesel fuel to instead use B20 biodiesel fuel or a higher blend of biodiesel, if biodiesel blend fuel is cost-competitive and readily available. The bill would require the State Air Resources Board to establish a program to implement and monitor these requirements. This bill contains other related provisions and other existing laws.	05/02/2007-Failed Deadline pursuant to Rule 61(a)(2). Last location was T. & H.	Watch	Air
<u>SB 114</u> Florez	Disaster relief. Existing law authorizes a county board of supervisors to provide by ordinance for the reassessment of property that is damaged or destroyed, without fault on the part of the assessee, by a major misfortune or calamity, upon the application of the assessee or upon the action of the county assessor with the board's approval. With respect to certain counties that have adopted reassessment ordinances and have been declared by the Governor to be in a state of emergency as a result of certain events, existing law provides for state allocations of the estimated amounts of the reductions in property tax revenues resulting in certain fiscal years from reassessments under those ordinances. Existing law also continuously appropriates, without regard to fiscal years, moneys in the Special Fund for Economic Uncertainties for purposes of funding these state allocations. This	06/28/2007-From committee: Do pass, but first be re-referred to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) Re-referred to Com. on APPR.	Watch	Other

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	bill would provide for similar state allocations with respect to property tax revenue reductions resulting from a reassessment for damages incurred within the Counties of El Dorado, Fresno, Imperial, Kern, Kings, Madera, Merced, Monterey, Riverside, San Bernardino, San Diego, San Luis Obispo, Santa Barbara, Santa Clara, Stanislaus, Tulare, Ventura, and Yuba that were declared by the Governor to be in a state of emergency due to severe freezing conditions that commenced January 11, 2007. This bill contains other related provisions and other existing laws.			
<u>SB 116</u> 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.	06/27/2007-From committee: Do pass, but first be re-referred to Com. on APPR. (Ayes 9. Noes 0.) Re-referred to Com. on APPR.	Watch	Other
<u>SB 167</u> Negrete McLeod	General plans: planning grants and incentives. The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 allocates \$580,000,000 for revitalizing communities and making them more sustainable and livable by investing in sound land use planning, local parks, and urban greening, and specifically authorizes \$90,000,000 for planning grants and incentives, as specified, to encourage, among other things, the development of specified	06/08/2007-Failed Deadline pursuant to Rule 61(a)(8). Last location was APPR.	Watch	Water

Bill # Author	Topic - Summary	Status/Hearing	Position	Subject
	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 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.	06/25/2007-Set, first hearing. Hearing canceled at the request of author. 07/02/07 1:30 p.m. - Room 4202 ASM TRANSPORTATION	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.	05/02/2007-Failed Deadline pursuant to Rule 61(a)(2). Last location was T. & H.	Watch	Transportation

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	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.			
<u>SB 240</u> Flores	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 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.	06/25/2007-Re-referred to Com. on TRANS. and then be re-referred to Com. on NAT. RES. 07/02/07 1:30 p.m. - Room 4202 ASM TRANSPORTATION	Watch	Air
<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

Bill # Author	Topic - Summary	Status/Hearing	Position	Subject
SB 286 Lowenthal	Transportation bonds: implementation. Proposition 1B, approved by the voters at the November 2006, general election, enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$2 billion to be allocated by the Controller to cities and counties, by formula, for local street and road purposes, subject to appropriation by the Legislature. This bill would require the first payments of bond funds for local street and road purposes to be allocated by the Controller no later than January 1, 2008. The bill would 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 require unexpended funds to be returned to the Controller for reallocation. The bill would make other related changes. This bill contains other related provisions.	06/21/2007-To Com. on TRANS. 07/02/07 1:30 p.m. - Room 4202 ASM TRANSPORTATION	Support	Economy
SB 303 Ducherry	Local government: land use planning. 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 element, and would require each element, except for the housing, conservation, and open-space elements, to be updated at least every 10 years. The 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.	06/25/2007-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on L. GOV. 07/03/07 9 a.m. - Room 444 ASM LOCAL GOVERNMENT	Oppose	Other
SB 307 Dutton	Goods movement. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19.925 billion of general obligation	05/14/2007-Failed Deadline pursuant to Rule 61(a)(3). Last	Watch	Transportation

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	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.	location was RLS.		
<u>SB 372</u> Steinberg	High-speed rail: educational and vocational training programs. Existing law creates the High-Speed Rail Authority with various duties and responsibilities relative to the planning and construction of a high-speed train system between Northern and Southern California. Existing law, pursuant to Chapter 44 of the Statutes of 2006, places a \$9.95 billion general obligation bond measure on the November 4, 2008, general election ballot for the purposes of funding construction of a high-speed train system and for other related purposes. This bill would require the Superintendent, in cooperation with the High-Speed Rail Authority, to develop an inventory of future educational and vocational training programs that are necessary for the high-speed train project. The 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.	06/08/2007-Failed Deadline pursuant to Rule 61(a)(8). Last location was APPR. SUSPENSE FILE	Watch	Transportation
<u>SB 375</u> Steinberg	Transportation planning: travel demand models: preferred growth scenarios: environmental review.	06/27/2007-From committee with author's	Oppose unless	MPO

Bill # Author	Topic - Summary	Status/Hearing	Position	Subject
	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 travel demand models used in the development of regional transportation plans by certain transportation planning entities. 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.	amendments. Read second time. Amended. Re-referred to Com. on L. GOV.	Amended	
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 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.	06/21/2007-To Com. on TRANS.	Support	Transportation
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.	06/19/2007-To Com. on TRANS. 07/02/07 1:30 p.m. - Room 4202 ASM TRANSPORTATION	Watch	Transportation

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
<u>SB 717</u> Perata	Transportation Investment Fund. Existing law specifies the allocation of funds in the Transportation Investment Fund, derived from a portion of the sales tax on gasoline, to various transportation projects and programs. Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund for allocation for those transportation purposes until the end of the 2007-08 fiscal year. Thereafter, Article XIX B requires these revenues to be allocated to broad categories of transportation purposes, including 20% for programs funded by the Public Transportation Account, 40% for transportation capital improvement projects in the State Transportation Improvement Program, and 40% for apportionment to cities and counties pursuant to certain formulas for road maintenance and construction purposes. This bill would continue the Transportation Investment Fund in existence and would specify the use of revenues deposited in that fund from gasoline sales tax revenues subject to Article XIX B beginning in the 2008-09 fiscal year.	05/24/2007-To Com. on TRANS. 07/02/07 1:30 p.m. - Room 4202 ASM TRANSPORTATION	Watch	Transportation
<u>SB 748</u> Corbett	Transportation: state-local partnerships. Proposition 1B, approved by the voters at the November 2006 general election, enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$1 billion for the State-Local Partnership Program, to be allocated by the California Transportation Commission to eligible transportation projects nominated by transportation agencies, subject to appropriation by the Legislature. Existing law requires a dollar-for-dollar match of local funds for projects funded with these bond funds. This bill would state the purposes of the State-Local Partnership Program and would require the California Transportation Commission to adopt guidelines for the program. The bill would 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	06/21/2007-To Com. on TRANS. 07/02/07 1:30 p.m. - Room 4202 ASM TRANSPORTATION	Watch	Transportation

Bill # Author	Topic - Summary	Status/Hearing	Position	Subject
SB 803 Lowenthal	related to the program, as specified. Transportation enhancement funds: community conservation corps. Existing federal law, as part of the comprehensive surface transportation program, allocates transportation funds to each state for transportation enhancement projects. This bill, with respect to federal funds made available to the state for transportation enhancement projects, would require transportation planning agencies, county transportation commissions or authorities, and congestion management agencies to adopt criteria that give priority in the selection of these projects to the sponsors of eligible projects that partner with, or commit to employ the services of, a community conservation corps, as defined, or the California Conservation Corps , areas not served by a community or conservation corps, to construct or undertake the project. The bill would provide that a community conservation corps , or the California Conservation Corps in areas not served by a community conservation corps, is eligible to apply for project funds. The bill would authorize these agencies and the Department of Transportation to enter into cooperative agreements, grant agreements, or procurement contracts with community conservation corps pursuant to certain simplified contract requirements. The bill would require the California Transportation Commission, when developing guidelines for the state transportation improvement program and the state highway operations and protection program, to include guidance to encourage the allocation of funds for transportation enhancement projects to community conservation corps and the California Conservation Corps, either as applicants or as partners with applicants that commit to employ the services of corps members in the construction of those projects . The bill would make related legislative findings and declarations.	06/26/2007-From committee: Do pass, but first be re-referred to Com. on APPR. (Ayes 12. Noes 2.) Re-referred to Com. on APPR.	Watch	Transportation
SB 872 Ackerman	State-Local Partnership Program. Existing law provides various sources of funding for transportation capital projects. Proposition 1B, approved by the voters at the November 7, 2006, statewide general election, enacts the Highway Safety, Traffic Reduction, Air Quality , and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$1 billion for the State-Local Partnership Program Account, to be allocated by the California Transportation Commission over a 5-year period to eligible transportation projects nominated by transportation agencies, subject to appropriation by the Legislature. This bill would create the State-Local Partnership Program and	06/08/2007-Failed Deadline pursuant to Rule 61(a)(8). Last location was APPR. SUSPENSE FILE	Watch	Economy

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	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.			
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.	06/26/2007-From committee: Do pass, but first be re-referred to Com. on TRANS. (Ayes 5. Noes 3.) Re-referred to Com. on TRANS. 07/02/07 1:30 p.m. - Room 4202 ASM TRANSPORTATION	Support pending amendment	Transportation
Total Position Forms: 49				

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

FINANCIAL OPERATIONS																		
	Clovis	Coalinga	Firebaugh	Fowler	Fresno City	Huron	Kerman	Kingsburg	Mendota	Orange Cove	Parlier	Reedley	Sanger	San Joaquin	Selma	Fresno County	Admini- stration	Total
YTD REVENUES																		
Registration Fees																		\$513,736.81
Interest																		\$12,812.12
Other																		
TOTAL REVENUES																		\$526,548.93
COSTS (3rd QUARTER)																		
Personnel	7,708.00	6,768.00	3,196.00	1,504.00	111,350.00		470.00					9,024.00	7,238.00		6,862.00	6,176.88	2,375.00	162,671.88
Services and Supplies			175.00				130.00					826.00	267.24		325.00			1,723.24
Major Purchases (\$2,500+)																		0.00
TOTAL COSTS	7,708.00	6,768.00	3,371.00	1,504.00	111,350.00	0.00	600.00	0.00	0.00	0.00	0.00	9,850.00	7,505.24	0.00	7,187.00	6,176.88	2,375.00	164,395.12
YTD COSTS	25,380.00	19,834.00	17,356.00	6,674.00	299,030.00	1,635.00	882.00	2,262.00	4,806.85			24,541.70	26,514.94		17,620.00	6,176.88	7,125.00	459,838.37
UNEXPENDED REVENUES																		\$66,710.56
VEHICLES ABATED																		
VOLUNTARY ABATEMENTS																		
PUBLIC	18	66		6														90
PRIVATE	50		24		647		1					74	77	63				936
TOWS (ABATEMENTS)																		
PUBLIC	3	3	1	5														12
PRIVATE	4		4		4		2					11		5		23		53
TOTAL ABATEMENTS																		
PUBLIC	21	69	1	11	0	0	0	0	0	0	0	0	0	0	0	0		102
PRIVATE	54	0	28	0	651	0	3	0	0	0	0	85	77	68	0	23		989
GRAND TOTAL ABATEMENTS	75	69	29	11	651	0	3	0	0	0	0	85	77	68	0	23		1,091

July 5, 2007

The Honorable Arnold Schwarzenegger
Governor of California
State Capitol Building
Sacramento, CA 95814

Dear Governor Schwarzenegger:

The Council of Fresno County Governments is concerned over recent discussions related to eight-hour ozone planning efforts in the San Joaquin Valley. **We request that the Governor and California Air Resources Board (CARB) support the approval of the San Joaquin Valley Eight-Hour Ozone Attainment Demonstration Plan and submit all necessary components for local and state strategies to the Environmental Protection Agency (EPA) as soon as possible.**

CARB recently approved the eight-hour ozone plan for the Valley requesting a reclassification to "Extreme" nonattainment status. We understand the challenges the Air District faces and agree the attainment date of 2013 is not reasonable. Attainment of the standard requires over a 75% reduction in nitrogen oxide (NOx) emissions, which is not achievable with current technology. While all residents of the San Joaquin Valley would like to see an early attainment date, the technology and supportive funding needed are simply not available at this time. Both the Air District and CARB have established "fast-track" task forces aimed at obtaining the funding and developing the technology to try to reach attainment earlier than the 2024 date. We support this decision and will work in collaboration with both agencies to achieve this early attainment objective, but there is simply no legally approvable path available today that avoids the need to delay the attainment date of 2013.

The San Joaquin Valley Metropolitan Planning Organizations (MPOs) worked closely with the Air District to ensure transportation data and commitments contained within the Plan were accurate. Included in the ozone plan are updated motor vehicle budgets. EPA needs to make an adequacy finding on these updated vehicle budgets; otherwise, Valley MPOs cannot add new transportation projects or make changes to existing projects (a transportation "lockdown"). EPA might require several months after submission of the ozone plan from ARB to take action on the motor vehicle budgets.

Revisiting this issue could result in additional delays and federal sanctions that could have a negative impact on air quality in the San Joaquin Valley. Should CARB withdraw the plan and not submit it to the EPA, the Valley would risk federal sanctions and be unable to demonstrate air quality conformity. Such actions would slow efforts to clean the air, affect job creation, and delay resources necessary to support healthy communities in the Valley. It could potentially affect our ability to compete for future Proposition 1B funds.

The planning process is only one piece of a complicated strategy to achieving good air quality in the San Joaquin Valley. Reclassification to Extreme nonattainment status would actually increase Congestion Mitigation and Air Quality (CMAQ) funds to local and regional agencies, providing resources for air quality projects. The flexibility to add or change transportation projects that would be lost during a transportation lockdown can also have real-world cost increases due to construction delays – these are

funds that could be used on other beneficial projects in the Valley. Meeting federal planning requirements is a necessary step, but not the only action being taken.

Air quality continues to be a priority of agencies and residents of the San Joaquin Valley. We support the plan submitted by the Air District, and request that the State continue to move forward with the planning process. Agencies are aggressively funding air quality projects and will exert every effort to achieve attainment, if possible, earlier than 2024. We urge you to support the California Air Resources Board and the San Joaquin Valley's eight-hour ozone planning efforts. Thank you.

Sincerely,

TRINIDAD M. RODRIGUEZ, Chairman
Council of Fresno County Governments
Mayor, City of Kerman

DRAFT



FRESNO COUNTY RURAL TRANSIT AGENCY
2100 Tulare Street, Suite 619 Fresno, CA 93721
Phone: 559 - 233 - 6789 Fax: 559 - 233 - 9645
Webpage: www.ruraltransit.org Email: jwebster@ruraltransit.org

June 28, 2007

MEMORANDUM

TO: FCRTA Board of Directors;
COFCG / FCRTA Policy Advisory Committee;
COFCG Transportation Technical Committee; and
The General Public.

FROM:  Jeffrey D. Webster, General Manager

SUBJECT: Award Procurement of Four (4) Buses for Mendota Prison Employee Transit Service

ACTION SUMMARY

A couple of years ago, the Fresno COG approved a Congestion Mitigation / Air Quality (CMAQ) Allocation towards the purchase of four (4) wheelchair accessible, thirty-five (35) passenger Buses powered by Compressed Natural Gas and pumps, so that we could provide employee transit service to the new Mendota Prison.

We submitted the "Program of Projects" with last year's Federal Transportation Improvement Program (FTIP), which was approved by the California Transportation Commission (CTC). The transfer of funds from the Federal Transit Administration (FTA) to Caltrans took place. Local Assistance in Sacramento, set the funds aside for our Grant. Our Grant was submitted and approved. Usually we would begin a local procurement process, that would take three (3) to four (4) months to award a contract. However, six (6) weeks ago we learned that the John Deere Corporation had decided to discontinue manufacturing their CNG engine after September 2007, because they are unable to meet the "latest" 2010 air quality requirements. After September, the only other available CNG engine is made by the Cummins Corporation. We have had experience with both engines (7-Cummins and 3-John Deere). We have found the John Deere engine to be far superior in every respect to that of Cummins engine. As such, we sought permission from Caltrans Headquarters to officially tag on to a procurement in process by the Eastern Sierra Transit Authority (Inyo-Mono Counties located in Bishop, California). We were expressly named as an agency that was interested in purchasing vehicles consistent with the stipulated specifications and options. The Bid Package was widely distributed this last month. Proposals were due, Friday, June 15, 2007 at 2:00pm. Two (2) bids were received. The staff of the Eastern Sierra Transit Authority and I have evaluated the proposals, for Caltrans sign-off, by June 25, 2007. To date we have not received permission to declare the selected vendor. We feel that the matter may be resolved very soon. With Caltrans approval, an award may be approved by our respective governing Boards towards the execution of a purchase order. I am hopeful that this may occur at our July 19, 2007 Meeting.

RECOMMENDATION

The General Manager recommends concurrence with the current process towards the awarding of a purchase order, to procure four (4) wheelchair accessible, thirty-five (35) passenger Buses powered by Compressed Natural Gas, by adopting Resolution 2007-09 (Attachment) at our July 19, 2007 Meeting.

BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION 2007-09

In the Matter of)
Federal Transit Administration's) RESOLUTION TO PURCHASE
Congestion Mitigation / Air Quality) FOUR, THIRTY-FIVE PASSENGER
Grant Contract Procurement Award) EXPANSION VEHICLES

WHEREAS, the Fresno County Rural Transit Agency (FCRTA) has an executed agreement from the Federal Transportation Administration (FTA) through the California Department of Transportation (Caltrans) to purchase four (4) thirty-five passenger, compressed natural gas powered, and Americans with Disabilities Act (ADA) accessible buses for use in transportation employees "to" and "from" the new Mendota Prison; and

WHEREAS, the FCRTA has participated in a detailed "Request for Proposals" (RFP) package with the Eastern Sierra Transit Authority in accordance with Local, State, and Federal requirements and regulations pertaining to this funding program, and executed Contract; and

WHEREAS, the "Request for Proposal" package was publically noticed in newspapers of general circulation and was mailed to known vehicle manufactures of such equipment in a diligent effort to seek competitive responsive proposals; and

WHEREAS, Bids were accepted until 2:00pm on June 15, 2007; and WHEREAS, staff has analyzed the two (2) submitted proposals and has found one (1) to be in compliance with stipulated requirements, and regulation pursuant to the "Request for Proposal" package and Contractual requirements; and

WHEREAS, one (1) responsible competitive, and responsive bid was received from _____; and

WHEREAS, the _____ has submitted a binding proposal to deliver, within the specified time period, four (4) _____ in accordance with stipulated specifications and purchase order for a total purchase price of \$_____, including applicable sales taxes, less possible stipulated penalty fee assessments for unwarranted delivery delays.

NOW THEREFORE, BE IT RESOLVED, that the FCRTA Board of Director, following an expressed opportunity for additional public comment, does hereby accept the submitted proposal from _____ for the agreed purchase price.

BE IT FURTHER RESOLVED, that the FCRTA Board of Directors does hereby direct its General Manager to execute binding agreements, subject to the Caltrans Pre- and Post Audit Review of the transaction in accordance with Contract Stipulations and Agreements.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 19th day of July 2007.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad Rodriguez, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a regular meeting thereof held on the 19th day of July, 2007.

Signed: _____
Jeffrey D. Webster, General Manager



FRESNO COUNTY RURAL TRANSIT AGENCY
2100 Tulare Street, Suite 619 Fresno, CA 93721
Phone: 559 - 233 - 6789 Fax: 559 - 233 - 9645
Webpage: www.ruraltransit.org Email: jwebster@ruraltransit.org

June 19, 2007

MEMORANDUM

TO: FCRTA Board of Directors;
COFCG / FCRTA Policy Advisory Committee;
COFCG Transportation Technical Committee; and
The General Public.

FROM:  Jeffrey D. Webster, General Manager

SUBJECT: FCRTA's Transit Services in Support of the Fresno County Heat Emergency
Contingency Plan

ACTION SUMMARY

Last Saturday, June 16, 2007, the Fresno Bee ran a front page article "Fresno Co, learned from '06 heat wave" (Attached). The media has been highlighting local Fresno, Clovis, and Fresno County efforts to address this year's predicted hot weather, which adversely affects many of us.

On Monday, June 18, 2007, I was contacted by Mr. Wayne Fox, Assistant Emergency Services Coordinator for the Fresno County Office of Emergency Services, regarding our support of their efforts to get rural County residents to "designated" Cooling Centers in a number of our rural incorporated Cities. He referenced the attached copy of the County's Plan for our awareness. It states that when the temperature is predicted to be 110 degrees or higher, their Plan is activated. I stated that we would be willing to cooperate to ensure that last year's tragic deaths (34 in Central San Joaquin Valley, 140 Statewide) that were attributed to a 12-day heat wave, would *not* be repeated this Summer. He asked if we would be interested in applying for a PG&E Grant to offset possible fares for individuals who may need transit service "to" and "from" the designated Cooling Centers. The result could be free fares to those individuals. I agreed to submit such an Application.

Later that day, I received a phone call from Ms. Rohini Gupta, of PG&E. She questions our abilities to provide transit services to designated Cooling Centers. I explained our Joint Powers Agency (JPA) arrangement and our existing services. She was impressed, and asked me to submit an email Application on-line to document our abilities. I did so. Later she asked me to submit my best guess as to what we may need to be reimbursed under a mutually satisfactory agreement. I submitted a response.

We are waiting for a response, which should be available by the time of our Board Meeting on June 28, 2007.

RECOMMENDATION

The General Manager recommends that we take appropriate steps to cooperated with the intent of Fresno County Heat Emergency Contingency Plan.

Fresno Co. learned from '06 heat wave

City, county emergency plans cover readiness, action phases.

By Barbara Anderson
The Fresno Bee

Dorothy Davies walked every day.

And last July 26 was no exception. She walked three times to a nearby store and back — in blistering heat that peaked at 112 degrees.

Early the next morning, Davies, 72, was found dead in her Fresno home. She was among 34 central San Joaquin Valley residents and 140 statewide

whose deaths were attributed to a 12-day heat wave.

Those deaths have prompted emergency and health officials to create a more aggressive plan for responding to killer heat waves that climatologists fear are becoming more common. Fresno County finalized the heat-emergency plan Friday.

The goal, community leaders say, is to build on lessons learned from the deaths of people who perished in the heat — particularly the elderly who either were too frail or poor to run their air conditioners or, like Davies, didn't recognize how overheated they were becoming.

"My mother thought she could leap tall buildings in a single bound," said Davies' daughter, Ann Shi-

ON THE WEB

Visit fresnobee.com/multimedia to hear people talk about how they beat the heat.

never, 45, of Fresno. "And she was in perfect health."

Davies had ignored her children's admonitions to stay out of the heat. She didn't realize it could kill her, Shilaver said.

Before the heat wave ended July 28, bodies were stacked on top of each other in the Fresno County morgue. Of the 34 people who died of heat or heat-related causes, 24 were in Fresno County, according to

See HEAT, Back Page

PAGE A18

THE FRESNO BEE • BACK PAGE • SATURDAY, JUNE 16, 2007

FRESNOBEE.COM

Heat: 34 deaths last year left a mark on the Valley

Continued from Page A1

the state. Five people died in Merced County, four in Madera County and one in Kings County.

"You can't go through what we went through last year without coming out stronger and wiser," Fresno Mayor Alan Autry said.

Staff from the Fresno County Office of Emergency Services gathered last month with city and county officials, church leaders, workers from nonprofit social services agencies and utility company representatives to craft a heat plan.

Until now, authorities had no written directions to guide them during a heat wave, said Rainer Streib, the city of Fresno's emergency services coordinator.

"It's not something we're adding any more," Streib said.

The county is basing its heat response plan on a "Contingency Plan for Excessive Heat Emergencies" developed this year by the Governor's Office of Emergency Services.

Both the state and county plans include a "readiness" phase that focuses on public education about heat dangers and an "action" phase that outlines measures to take once a heat wave begins.

One lesson learned last summer: Cities and counties waited too long to warn the public about the heat — and many people ignored the message once it got out.

"Either we didn't do well last year or people just didn't pay attention because we're all used to living in a hot area," said Ken Austin, emergency services coordinator for Fresno County.

This year, an awareness campaign about heat dangers and tips on how people can stay cool already is in gear.

Interviews with the county's health officer about heat dangers and recognizing heat illnesses have been taped and should air starting next week on "Comcast Local Edition," a five-minute program on cable Channel 14, a Health Department spokeswoman said. Radio public service announcements with tips on staying cool are being developed, along with a news release sent to 75 print, radio and television organizations.

And churches are being enlisted to help check on vulnerable seniors and the disabled when temperatures climb, Austin said.

Public officials will be able to gauge the heat danger more precisely this summer. The National Weather Service office in Hanford will issue "excess heat warnings" and "excessive heat watches" in addition to "heat advisories."

The weather service decided to issue such warnings after recognizing confusion existed with communicating the level of the heat last summer.

The warnings are used throughout the country to advise the public of extreme heat conditions.

Heat advisories are issued up to 36 hours in advance when a forecast calls for a heat index of at least 110 for at least two hours in the day or at least 90 all night.

The new "excessive heat warning" will be issued when those conditions exist and last for at least two consecutive days.

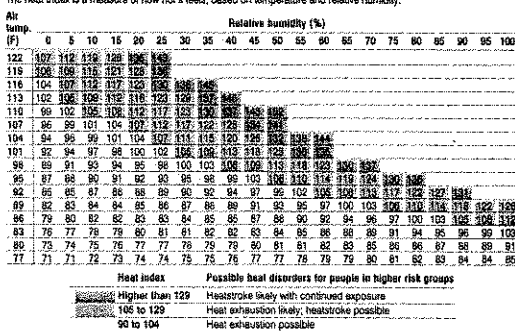
An "excessive heat watch" will be issued up to 48 hours in advance of the possibility of excessively hot conditions that match those of an excessive heat warning.

The heat index is a factor used to determine how hot it feels, based on temperature and relative humidity. A heat index that remains elevated for a couple of days results in more deaths, health officials say.

Last summer's heat wave was so deadly because of its duration. For five straight days in July, Fresno recorded a heat index of 110 or higher. Hanford

San Joaquin Valley heat index

The heat index is a measure of how hot it feels, based on temperature and relative humidity.



Source: National Weather Service

Extreme heat

The body normally cools itself by sweating. When heat and humidity are high, sweat will not evaporate as efficiently and the body may be unable to cool down.

Heat exhaustion

The body is dehydrated, resulting in an increase in electrolytes.



Symptoms: Headache, nausea, dizziness, cool and clammy skin, pale face, cramps, weakness, profuse perspiration.



First aid: Move to a cooler spot, drink water with a small amount of salt added (one teaspoon per quart).

Without intervention: Can lead to collapse and heatstroke.

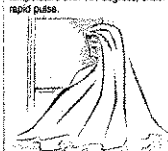
Source: California Office of Emergency Services

Heatstroke

Perspiration cannot occur, and the body overheats.



Symptoms: Headache, nausea, face flushed, hot and dry skin, no perspiration, body temperature over 101 degrees, chills, rapid pulse.



First aid: Cool person immediately, move to shade or indoors, wrap in a cool, wet sheet, get medical assistance.

Without intervention: Can lead to confusion, coma and death.

Source: California Office of Emergency Services

ern Climate Research Center in Reno, Nev.

"The kind of event we saw last July will kind of be a once-a-year kind of thing by the late 21st century," he said.

Heat advisories and warnings from the weather service are critical for alerting the public to heat risks. Fresno County will rely on them this summer to trigger the action part of the county's heat plan.

A heat warning will start the wheels in motion for opening cooling centers and providing transportation to them for people who cannot get there on their own. And systems for checking on the vulnerable elderly and disabled will be activated.

More than a dozen air-conditioned community centers were opened last summer in Fresno County for heat relief. The city of Fresno also sent air-conditioned buses into rural communities where no public centers were available.

At the end of the heat wave, the city reported that 1,891 people used cooling centers, 266 people used the cool transit buses and 120 people took free taxi rides to cooling centers.

Mayor Autry said the city can react even faster to a heat wave today, with workers from parks and recreation, the public works department and police officers working together to get cooling centers opened and staffed.

"The rapid response teams for getting our most vulnerable to cooling facilities are all in place," he said.

Fresno County Coroner David Hadden said his office also learned from last year. Two pathologists will be working this

summer to complete autopsies, he said. One pathologist was on vacation and out of the country in July, causing a backup of bodies in the morgue.

Arrangements have been made for refrigerated trailers should the morgue become overloaded with bodies, Hadden said.

"Tell the public not to worry, we will be there to handle the situation," Hadden said.

County social workers also are better prepared this year, identifying seniors who should be checked quickly before extreme temperatures create an emergency.

"We did learn a lot of lessons from last year," said Steve Sanchez, head of adult services for Fresno County. "We needed to react faster to it."

Sanchez said county workers called or visited 12,000 low-income frail elderly and disabled last summer. But the heat wave was in full blast and it took four days to reach everyone.

Luckily, Sanchez said, none of the elderly or disabled was in distress.

"We didn't find anyone who didn't know what to do in the heat," he said.

A state analysis of last summer's heat and heat-related deaths found more than 90% of the victims statewide were older than 50. More than half lived alone.

The body's cooling system works less effectively in older people. Many of the elderly also have chronic health conditions, such as heart or lung disease, and become easily weakened in the heat.

But before temperatures spike this summer, the county will be reminding people about heat illnesses and how to avoid becoming ill, as well as encouraging people to check on family members, friends and neighbors to make sure they are staying cool.

Sanchez said the county is in the process of printing fliers with tips for seniors on how they can stay cool this summer. A second flier will be mailed in the hottest months reminding the seniors there are air-conditioned places they can go to and to call the county if they need any assistance, he said.

Gordon Donohue, one of the senior directors at the Fresno faith-based organization One by One Leadership, is enlisting churches to contact the elderly and disabled during a heat wave.

"We should take care of those we know may be a candidate for a heatstroke or some kind of vulnerability," he said.

Frugality or poverty kept many of those who died in the heat wave from turning on their air conditioners.

Jeff Smith, a spokesman for Pacific Gas & Electric Co., said concern about electric bills should not keep any one from using air conditioning.

The company inserts information in customers' bills about energy assistance programs, he said. One program offers a 20% discount to low-income families and another provides short-term, month-to-month help, he said.

But despite the best efforts to encourage people to use air conditioning, some will choose to swelter in the heat.

Mary Turk chose not to run her air conditioner, even as the mercury climbed above 110 degrees.

Sheriff's deputies found the reclusive 75-year-old woman inside her mobile home south of Fresno on July 24 — the second 113-degree day in Fresno — after a neighbor became concerned when she saw no lights on inside Turk's home.

Spike Falsley, the mobile home manager, said Turk used an ice chest to keep foods cool instead of running a refrigerator. But she had enough money to live comfortably.

Preparations for this summer

Fresno County Office of Emergency Services: Coordination. The office is responsible for the newly developed heat-emergency plan.

County public information officer: Public education. A heat-awareness campaign will be launched by May 1 of every year.

Fresno County Department of Community Health: Public education and monitoring. Officials will be available for interviews on television and radio. Data will be collected on heat-related deaths and illnesses.

Fresno County Adult Protective Services: Public education. Fliers about heat dangers will be mailed to vulnerable seniors and the disabled.

Fresno County General Services and city of Fresno: Cooling centers. Staff will identify places for people to go and cool off, and organize transportation to them.

Sheriff's Department: Security. Deputies will keep an eye on cooling centers.

One by One Leadership: Public involvement. This faith-based group is enlisting churches to check on the elderly and disabled on extremely hot days.

National Weather Service: Notification. New heat warnings for the central San Joaquin Valley will give emergency and health officials more timely warning of heat waves.

For help with electric bills

Several local agencies will help low-income families with utility bills.

For more information about the Fresno County Economic Opportunities Commission's programs, call (559) 283-1135.

The Salvation Army administrators Pacific Gas & Electric Co.'s Relief for Energy Assistance through the Community Help program. To learn more, call (559) 233-0057.

For more information about other PG&E assistance, call (800) 743-5000.

For information about Southern California Edison assistance programs, call (800) 855-4555.

Helpful Web sites

Governor's Office of Emergency Services:

Jeff Webster

From: Fox, Wayne [wafox@co.fresno.ca.us]
Sent: Monday, June 18, 2007 1:09 PM
To: Jeff Webster
Cc: r1gm@pge.com
Subject: FW: Heat Plan Transportation
Attachments: Fresno County Heat Plan.doc; Attachment A NWS.doc; Attachment A Index.doc

Hi Jeff,

Enclosed is the county Heat Contingency Plan with the attached Heat Index. In the event of an emergency could OES give out your 800 number as a transportation resource for people to call to get a ride to a cooling center? What would that cost be? During an actual emergency OES would contact your agency to determine what services were available to meet the need.

I have also contacted Rohini Gupta with PG&E. PG&E might be able to offer a grant for transportation expenses during a heat emergency. I have asked Rohini to contact you to discuss whether or not PG&E and the Rural Transit Authority could work out the details of such a grant.

Thank you for your help. Wayne

<<Fresno County Heat Plan.doc>> <<Attachment A NWS.doc>> <<Attachment A Index.doc>>

Wayne Fox
Assistant Emergency Services Coordinator
Fresno County Office of Emergency Services
(559) 445-3391

6/20/2007

County of Fresno

Heat Emergency Contingency Plan

This plan describes county operations during heat related emergencies and provides guidance for County departments and personnel. It recognizes the need to communicate and coordinate with local agencies, mobilize and initiate actions in advance of local requests, and supports local actions according to the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS).

Plan Goal

To reduce the incidence of morbidity and mortality associated with local extreme heat events.

Heat Plan Activation

Fresno County begins to experience hot weather in May or June of each year and this heat continues throughout the summer months. To ensure the safety of vulnerable segments of the population this plan provides a two phase approach to mitigate and reduce the effects of heat that exceed what is considered normal for the geographic locale.

Phase I - Seasonal Readiness

In anticipation of typical summer weather in the County where temperatures of 10 degrees above normal are not uncommon, Phase I will be activated on May 1 of each year. During this phase, a heat awareness campaign will be initiated utilizing County agencies, local government and local media resources to distribute printed and spoken reminders about the heat and how to mitigate its effects. Preparations will also be made to activate Phase II of the plan. In an average temperature year Phase II of the heat plan may never be activated. That does not mean the heat is not dangerous or that precautions should not be taken.

Phase II - Heat Emergency

This is an operational area response to a heat emergency. The County Health Officer may determine that a Heat Emergency exists based on the threat to public health and safety. This may include:

- National Weather Services issues an Excessive Heat Advisory or Warning.
- Heat related illnesses and deaths are above the average.
- Abnormal amounts of heat related deaths occur in local animal populations.
- Successive days when the daytime temperature exceeds normal ranges and night time temperatures do not drop low enough to allow for 3-4 hours of cooling (Temperatures dropping below 80 degrees).
- The California Independent System Operator (CALISO) issues a Stage 3 Electrical Emergency.
- High heat is accompanied by electrical blackouts or rotating power outages.
- Two or more jurisdictions within the County "declare" heat emergencies.

- The state “declares” a heat emergency.

Activation

Phases of this Heat Emergency Plan will be activated in coordination with local jurisdictions and the State Office of Emergency Services using the following guidelines to determine the most appropriate level(s) of response:

Phase I - Seasonal Readiness

Hot weather pre-season activities will begin on May 1st prior to the start of the summer season. The Seasonal Readiness Phase starts with the Community Health Department organizing other County Departments, cities and community organizations in preparation for the upcoming season.

Readiness preparations include:

- Creating educational materials about how to mitigate the effects of heat.
- Identifying and targeting vulnerable populations such as the elderly and special needs populations with educational materials.
- Identifying media and public resources to distribute the information.
- Initiating a heat related public awareness campaign.
- Identifying and preparing potential cooling centers for operation.
- Identifying transportation resources to get citizens to cooling centers.
- Coordinating community resources within the Operational Area for the heat related response.
- Requesting that local agencies who serve vulnerable populations contact their clients to ensure their safety and to provide them with heat related information.
- Encouraging the public to check on persons that might be affected by the heat.
- Initiating the collection of data on heat related deaths and illnesses by the Community Health Department Epidemiologist.

Phase I - Risk Communications

Internal Communications

The Department of Community Health’s Administrative Communication Unit (ACU) will distribute heat preparedness reminders and warnings to appropriate county departments. Weekly updates will be sent out by email to keep staff updated on the preparations.

External Communications

The Department of Community Health’s Administrative Communication Unit (ACU) in coordination with the County’s Public Information Officer will distribute heat related educational materials through local media resources, local community organizations and at local events. Organizations with vulnerable clients will be asked to distribute the educational material through their regular distribution system such as the mail, email, and by fliers handed out at public events.

Phase II - Heat Emergency

This phase is implemented when the County Health Officer determines that a heat emergency exists. Initiation of this phase may include any of the following responses:

- Opening of cooling centers (Listed in attachment "B").
- PIO/ACU releases heat response information to mass media, local organizations and community groups.
- Providing transportation resources for people unable to reach cooling centers.
- Coordinate local heat related resources, donations and volunteers.
- Monitoring the health of vulnerable populations by County agencies and community groups
- Monitoring medical reports of heat related illnesses and deaths.
- Providing information to the public regarding available utility bill assistance resources.

Phase II - Risk Communications

Internal Communications

This may include:

- Notifying county departments regarding the Heat Emergency.
- Providing general information to county staff regarding measures to reduce the effects of heat.
- Activating the County Emergency Operations Center (EOC) and/or a Departmental Emergency Operations Center (DOC).

External Communications

This may include:

- Notifying local jurisdictions regarding the Heat Emergency.
- Facilitating communications between the State and local jurisdictions within the Operational Area.
- Providing guidelines to local jurisdictions for establishing and operating cooling centers.
- Conducting conference calls among key agencies and potentially affected communities

National Weather Service Heat Index Program Alert

One of the factors used to determine if a Heat Emergency exists are the heat related forecasts from the National Weather Service in Hanford. The National Weather Service issues four types of heat related messages. These messages are based on four factors-temperatures, humidity, amount of cloudiness and the expected duration of these conditions. The combination of these factors will trigger one of the heat-related messages. These heat related messages are:

Comment [wf1]:

Excessive Heat Watch-Issued 36-48 hrs in advance of an event. Issued to give advance notice of the possibility of excessively hot conditions. Criteria match those of an Excessive Heat Warning.

Heat Advisory-Issued 0-36 hours in advance of an event. When the following is expected across a significant portion of the affected Zone:

Heat Index $\geq$ 110 degrees or greater for at least 2 hours **OR** Heat Index $\geq$ 80 degrees all night.

Excessive Heat Warning- Issued 0-36 hours in advance of an event. When the following is expected across a significant portion of the affected zone for at least 2 consecutive days:

Heat Index $\geq$ 110 degrees or greater for at least 2 hours **AND** Heat Index $\geq$ 80 degrees all night.

The average high and low temperatures for Fresno County in July is 98.6 degrees and 65.1 degrees. Temperatures that are 10 degrees above normal are considered excessive temperatures (*CDC Extreme Heat, A Prevention Guide to Promote Your Personal Health and Safety*). Based on data from the National Weather Service and the average temperatures for this area, a daytime Heat Index temperature of 110 degrees or above during the day and a night time Heat Index temperature of 80 degrees or above for two consecutive days is considered above normal and will trigger an Excessive Heat Warning. A copy of the updated National Weather Service Heat Watch, Advisory and Warning criteria and the San Joaquin Valley Heat Index is included as Attachment "A".

The County Health Officer will consider announcing a Heat Emergency when the National Weather Service issues a Heat Warning. The Heat Emergency will trigger activation of Phase II of the County Heat Plan. The services and activities provided as part of this activation will continue for 48 hrs after the expiration of the excessive Heat Warning.

Post Event Evaluation

The Department of Community Health will collect statistics of heat related deaths and illnesses. They will also collect data Cooling Center populations, distribution of educational materials, contacts with vulnerable persons, effectiveness of internal and external communications and County activation of the Plan. This information will be used to create a post event report.

Since more than one Heat Emergency may occur during a given summer, an evaluation shall be performed after each event so that improvements to the plan can be made as soon as feasible. A final evaluation of Phase I and Phase II responses will be completed at the end of the season. The evaluation will be used to improve the plan for the following year.

Heat Emergency Tasks and Responsibilities

Health Officer

1. Determine if a local Heat Emergency exists and implement the Heat Emergency Contingency Plan as necessary.
2. Approve media releases to the public.

Public Information Officer/ Administrative Communication Unit

1. By May 1 of each year, initiate an awareness campaign for the public, alerting them of the potential dangers of the upcoming summer heat season and the actions they should take to prepare for it. The awareness campaign should be coordinated with the awareness campaigns of local jurisdictions throughout the County. The educational materials are to be bi-lingual so that they reach out to both English and non-English speaking members of the community.
2. Upon the determination that a Heat Emergency exists, provide press releases giving the public guidance about how to deal with the heat wave emergency. These press releases will be coordinated with similar press releases with other jurisdictions and emphasize out reach to non-English speaking persons within the community. The press release should emphasize the following:
 - What portion of the population is the most at risk?
 - Indicate how to recognize heat related illnesses
 - Provide information on how to mitigate the effects of heat.
 - Communicate the importance of getting at least 2-4 hours of cooling per day.
 - Identify where cooling centers are located.
 - Emphasize the need to look out for family members and neighbors.
 - Identify where to call for more information.

Department of Community Health

1. Increase surveillance efforts pertaining to heat-related deaths, injuries and illnesses in cooperation with Corner's Office and area Hospitals.
2. Develop a heat related warning and response update for local physicians and medical professionals.
3. Advise area hospitals of the Heat Emergency and urge them to consider the extreme weather conditions when treating and releasing their patients.
4. ACU in coordination with the Department of Community will provide assistance to the PIO in the development of press releases as they relate to health.
5. Collect data and statistics about the citizen response to warnings and heat awareness information and viability of the Heat Plan
6. Prepare post event evaluation.

7. Set up and operate phone bank with heat related emergency information if needed.

Employment and Temporary Assistance

1. Post and distribute excessive heat warnings and guidance materials at all E&TA offices and affiliated locations.
2. Utilize available staff to assist with communication and welfare checks for at risk populations including the elderly, disabled and home bound individuals through home visits and phone calls.
3. Maintain a list of potential cooling centers and staff to operate them.
4. Distribute excessive heat related information to clients by mail or during home visits.
5. Open and operate cooling centers.

General Services

1. Coordinate transportation to cooling centers if it is determined necessary.
2. Provide cooling center locations if required.
3. Provide logistical support to cooling centers.

Sheriffs Department

1. Maintain security at cooling centers.

County Office of Emergency Services

1. Coordinate state and local emergency resources.
2. Request emergency assistance from State REOC if necessary.
3. Coordinate communications from the Operational Area to the state.
4. Activate the EOC if necessary.
5. Collect information from cities and other jurisdictions regarding their actions during the emergency. Ensure that the state, other jurisdictions and County departments are aware of those actions.

Attachment "A"
National Weather Service local Heat Criteria and Heat Index



U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Weather Service
900 Foggy Bottom Road
Hanford, CA 93230-5236

June 15, 2007

...Changes To Heat Related Hazard Products For The San Joaquin Valley, CA...

As of June 15, 2007, the National Weather Service Forecast Office in Hanford, CA, which serves the San Joaquin Valley, has changed its thresholds for issuing a Heat Advisory, Excessive Heat Watch, and Excessive Heat Warning.

The new criteria for the valley and foothills will be:

Excessive Heat Watch (Issued 36-48 hours in advance of an event.)	Issued to give advance notice of the possibility of excessively hot conditions. Criteria match those of an Excessive Heat Warning.
Heat Advisory (Issued 0-36 hrs in advance of an event)	When the following is expected across a significant portion of the affected Zone: Heat Index $\geq 110^{\circ}\text{F}$ or greater for at least 2 hours; OR , Heat Index $\geq 80^{\circ}\text{F}$ all night
Excessive Heat Warning (Issued 0-36 hrs in advance of an event)	When the following is expected across a significant portion of the affected Zone for at least 2 consecutive days: Heat Index $\geq 110^{\circ}\text{F}$ or greater for at least 2 hours; AND , Heat Index $\geq 80^{\circ}\text{F}$ all night

All three products (heat advisory, excessive heat watch/warning) will be issued using the **Non-Precipitation Weather Message**, under the following headers:

FOS/WMO Header: WWUS73 KHNX

AWIPS Header: SFONPWHNX

Please be aware of these new thresholds, and inform others in your field that may be interested. A heat index chart is attached for your reference.

For additional information on these changes to the services of the National Weather Service Forecast Office in Hanford, please contact one of the following individuals:

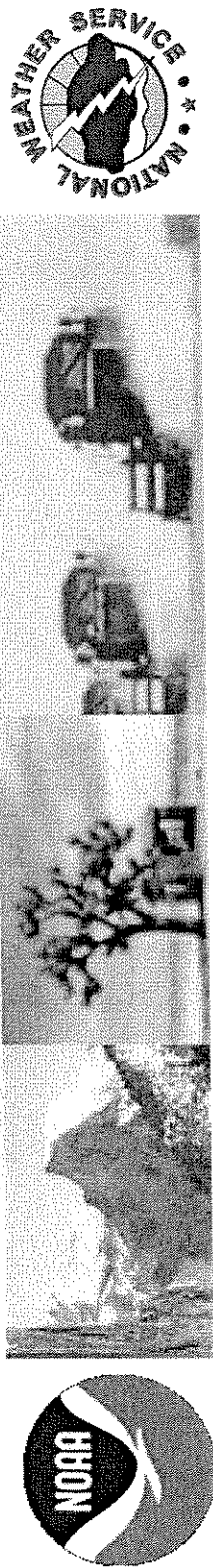
Steve Mendenhall, Meteorologist-In-Charge, (559)584-0583, ext 222

James Brotherton, Warning Coordination Meteorologist, (559)584-0583, ext 223

NWS San Joaquin Valley

Heat Index

(apparent temperature)



		Relative Humidity (%)																					
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	
122		107	112	119	126	135	143																
119		106	109	115	121	128	136																
116		104	107	112	117	123	130	138	146														
113		102	105	109	112	116	123	129	137	145													
110		99	102	105	108	112	117	123	130	137	143	152											
107		96	99	101	104	107	112	117	122	128	134	141											
104		94	96	99	101	104	107	111	115	120	126	132	138	144									
101		92	94	97	98	100	102	105	109	113	118	123	130	135									
98		89	91	93	94	95	98	100	103	106	109	113	118	123	130	137							
95		87	88	90	91	92	93	95	98	99	103	106	110	114	119	124	130	136					
92		85	85	87	88	88	89	90	92	94	97	99	102	105	108	113	117	122	127	131			
89		82	83	84	84	85	86	87	88	89	91	93	95	97	100	103	106	110	114	118	122	126	
86		79	80	82	82	83	83	84	85	85	87	88	90	92	94	96	97	100	103	105	108	112	
83		76	77	78	79	80	81	81	82	82	83	84	85	86	88	89	91	94	95	96	99	103	
80		73	74	75	76	77	77	78	79	79	80	81	81	82	83	85	86	86	87	88	89	91	
77		71	71	72	73	74	74	75	75	76	77	77	78	79	79	80	81	82	83	84	84	85	

Heat Index/Heat Disorders: possible heat disorders for people in higher risk groups

HEAT INDEX 90 to 104, sunstroke, heat cramps, and heat exhaustion possible

HEAT INDEX 105 to 129, sunstroke, heat cramps, and heat exhaustion likely; heat stroke possible

HEAT INDEX > 129, heat stroke or sunstroke likely with continued exposure

Important: Since HI values were devised for shady, light wind conditions, exposure to full sunshine can increase HI values by up to 15°F. Also, strong winds, particularly with very hot, dry air, can be extremely hazardous.

Appendix B
2007 Cooling Center Locations

Normal Summer Heat Conditions

Cities within Fresno County may open cooling centers during normal summer heat conditions. Contact the city information line or City Manager's Office for a listing of cooling centers that may be available.

Extreme Heat Conditions

During extreme heat conditions, the County of Fresno will be requesting all cities to open cooling centers. Additionally, the hours may be extended at some County facilities such as Libraries or District Community Centers.

A list of available cooling centers will be available at City and County websites.

PID	Name	Senior Center	Address	City	County	Zipcode	Telephone	Days	Hours	Disability Access	Parking	Type	Fee	Phone	Comments	
1	Crowchilla Senior Center	Senior Center	820 Robertson Boulevard	Crowchilla	Madera	93810	559-665-4781	M, T, W, Th, F	8:30 am - 4:00 pm	Yes		Chowchilla Area Transit		\$1.00 559-695-8655	For weekends - Call Police Department at 559-665-8600	
2	Clovis Senior Center	Senior Center	850 4th Street	Clovis	Fresno	93612	559 324-2754	M, T, W, Th, F	9:30 am - 5:00 pm	Yes		Clovis Roundup Transit		\$0.75 559-287-2482	Available 24 hours if needed.	
3	Del Rey Senior Center	Senior Center	10649 E. Morro	Del Rey	Fresno	93616	559-888-2700	M, T, W, Th, F	8:00 am - 3:00 pm	Yes		Call		559-888-2700	Available 24 hours if needed.	
4	Firebaugh Fire Department		1575 11th Street	Firebaugh	Fresno	93622	559-659-2081	M, T, W, Th, F	8:30 am - 4:30 pm	Yes		Firebaugh Fire Department, Local transportation	No Fee for Frail, at risk, and elderly	559-659-3051, 559-233-6789, 1-800-325-7433	Available 24 hours if needed.	
5	Firebaugh Senior Center	Senior Center	1601 Thomas Conboy Avenue	Firebaugh	Fresno	93622	559-659-3536	M, T, W, Th, F	8:30 am - 4:30 pm	Yes		Firebaugh Fire Department, Local transportation		559-659-3051, 559-233-6789, 1-800-325-7433	Available 24 hours if needed.	
6	Edwin Blayney Senior Center	Senior Center	108 N. 3rd Street	Fowler	Fresno	93625	559-834-5485	M, T, W, Th, F	8:30 am - 4:30 pm	Yes		Fowler Police Officers	No fee	559-834-3254	Available 24 hours if needed.	
7	Highway Community Center	Senior Center	5140 State Street	Fresno City	Fresno	93722	559-276-0683	M, T, W, Th, F	9:00 am - 1:00 pm	Yes						Mail - 8:00 a.m. to 8:00pm on Weekdays.. Open until 6:00 pm on weekends.
9	Manchester Senior Center	Senior Center	1901 E. Shields Avenue	Fresno City	Fresno	93726	559-248-5786	M, T, W, Th, F	8:00 am - 4:30 pm	Yes						Available 24 hours if needed.
13	Huron Senior Center	Senior Center	16800 5th Street	Huron	Fresno	93224	559-945-9414			Yes		Huron Transit		\$0.25 1-800-325-7433		
14	Kerman Community Center	Senior Center	15100 W. Kerney Plaza	Kerman	Fresno	93630	559-846-8643	M, T, W, Th, F	8:30 am - 4:30 pm	Yes		Kerman Dial-A-Ride		\$0.50 846-7914		
15	Kerman Senior Center	Senior Center	720 S. 8th Street	Kerman	Fresno	93630	559-846-8643			Yes		Kerman Dial-A-Ride				
16	Kingsburg District Hospital		1200 Smith Street	Kingsburg	Fresno	93631				Yes						
17	Park Kingsburg		333 Kern Street	Kingsburg	Fresno	93631				Yes						
18	Rosewell Elementary		1450 Ellis	Kingsburg	Fresno	93631	559-897-3013	M, T, W, Th, F	8:00 am - 3:00 pm	Yes						
19	Senior Center	Senior Center								Yes						
20	Frank A. Bergon Center		238 S. D Street	Madera	Madera	93644	559-673-4283	M, T, W, Th, F	8:00 am - 2:00 pm	Yes					Will extend hours to 8:00 p.m. when needed.	
21	Madera Fairgrounds			Madera	Madera	93644		Th, F	8:00 am - 7:00 pm	Yes						
22	Pan-American Senior Center	Senior Center	703 E. Sherwood Way	Madera	Madera	93644	559-875-2095	M, T, W, Th, F	8:00 am - 8:00 pm	Yes						
23	Ranchos/Hills Senior Center	Senior Center	37330 Berkshire	Madera	Madera	93644	559-845-4864	M, T, W, Th, F	9:00 am - 1:00 pm	Yes						
24	Oakhurst Senior Center	Senior Center	48111 Cinder Lane	Oakhurst	Madera	93644	559-683-3811	M, T, W, Th, F	9:00 am - 3:00 pm	Yes						
25	Economic Development Training Center		1705 N. Anchor Avenue	Orange Cove	Fresno		559-626-4492	M, T, W, Th, F	8:00 am - 5:00 pm	Yes		Dial-A-Ride		\$0.35 559-637-4202	Available 24 hours if needed.	
27	Sierra View Homes		1155 E. Springfield Avenue	Reedley	Fresno	93654	559-838-9226			Yes					Assisted living complex, open to seniors during times of rolling blackouts or if you need a cool place to go during the day.	
29	Senior Center	Senior Center	2301 Selma Street	Selma	Fresno	93662	559-881-2239			Yes					Seniors - Emergency Task Force (891-2237) to check on at-risk people during an extended blackout.	
30	Selma Art Center		1043 Rose Street	Selma	Fresno	93662	559-881-2237			Yes					Seniors - Emergency Task Force (891-2237) to check on at-risk people during an extended blackout.	
31	City Hall		1710 Tucker Street	Selma	Fresno	93662				Yes		Unknown			Seniors - Emergency Task Force (891-2237) to check on at-risk people during an extended blackout.	
32	Sierra Oaks Senior Center	Senior Center	33276 N. Lodge Road	Tollhouse	Fresno	93667	559-855-3300	M, T, W, Th, F	8:00 am - 3:00 pm	Yes					Call during other hours to see if center is open.	
###	Bellota Community Center		946 Bellota Bl.	Sanger	Fresno	93857	559-875-8521	As Necessary	As Necessary	Yes		Cooling Center Shuttle		559-875-8521	For more information: call City of Sanger Fire Department 559-875-8521	

Jeff Webster

From: Gupta, Rohini [R1Gm@pge.com]
Sent: Monday, June 18, 2007 2:13 PM
To: Jeff Webster
Cc: wafox@co.fresno.ca.us; Cory Scholtes
Subject: Fresno Cooling Centers
Importance: High
Attachments: Invitation to Participate - Cooling Center - RTA- Fresno.doc; Cooling Center Application RTA- Fresno.doc; coolingcenterswebxls - RTA.xls

Jeff,

I was great to talk to you and I am excited to be working with Rural Transit Agency to help provide free transportation for people going to cooling centers. We believe that transportation play an important role in making cooling centers successful. Attached is a Cooling Center invitation and application. I have tweaked the application to better fit profile of a Transit Agency applicant. Please call me if you have any questions. I am providing a list of Cooling Centers that I have been get to get with the help of Cory at the FMAAAA.

We would need a list of centers (that are designated at cooling centers) where RTA would be providing shuttle services. If we cannot obtain whole list now, that is fine. We can work to have the list after the summer (this list is mainly for CPUC reporting purposes).

<<Invitation to Participate - Cooling Center - RTA- Fresno.doc>> <<Cooling Center Application RTA- Fresno.doc>> <<coolingcenterswebxls - RTA.xls>>

Thank you,

Rohini Gupta
Pacific Gas & Electric
Customer Energy Efficiency
123 Mission, San Francisco 94105
Phone: 415-973-2970
Cell: 412-818-0385
Fax: 415-973-6419

6/20/2007

June 18, 2007

Jeff Webster
Rural Transit Agency
Fresno County

Re: Cooling Center Application and Contract

Dear Jeff:

In response to the heat-related events of 2006, Pacific Gas and Electric Company (PG&E) is supporting local governments and organizations such as yours, to raise awareness of heat safety and arrange for shelter on the extremely hot days through the offering of *Cooling Centers*.

What is a Cooling Center?

A Cooling Center is a facility that has been designated a place for people to go to cool off. Places like community centers, fairgrounds and senior centers are typically designated as cooling centers on extremely hot days¹.

The *Cooling Center program* is a PG&E sponsored pilot program aimed at supporting public facilities, such as yours, to serve as designated relief venues for people on extremely hot days. PG&E will be supporting local governments in the Central Valley to equip local agencies and participating facilities with:

- educational and communication tools like radio, brochures and bill inserts
- web-based and telephone communication channels to distribute information about cooling centers
- supplemental financial support up to a capped amount for:
 - **transportation for customers going to and from the cooling center (e.g. subsidized taxis, shuttle service, Dial-a-Ride)**
 - refreshments for customers (non-alcoholic, non-caffeine beverages only)

Your county has been identified as a high priority area for low income, senior and disabled citizens in the event of extreme heat. Given this, PG&E would like to invite your organization to work with PG&E to further serve the Cooling Center efforts in your community.

For your convenience, we've attached an application to participate in the PG&E Cooling Centers program and a list of the criteria. Upon approval of your application, you will be contacted to discuss the next steps as well as materials to help get your Cooling Center started.

PROGRAM CRITERIA

¹ These cooling centers are different from cooling stations. Cooling stations are exempt from rotating outages and limited to temperature sensitive customers. Cooling centers are not exempt from rotating outages but will receive financial support from PG&E for water and transportation.

Below is a list of program facility requirements for participation in the PG&E *Cooling Centers* program. These requirements were developed to maximize benefits for members of your community:

- Free entrance for all citizens, free of discrimination
- Provide a safe and comfortable atmosphere and seating areas
- Be accessible via public transportation or shuttle service
- Provide complimentary water to those citizens in the Cooling Center
- Communicate through Cooling Center automated phone line and PG&E or county Web site:
 - An address, phone number and operating hours must be available
 - Disability access is required to be listed
- Display PG&E Cooling Center sticker in visible location
- Distribute PG&E brochures covering other services targeting a similar population (e.g. CARE, FERA and energy efficiency)
- Have customer satisfaction surveys available onsite (provided by PG&E)
- Provide a sign-in sheet for those who visit the Cooling Center
- Work with PG&E to develop trigger criteria to open Cooling Centers

Please fax your application to (415) 973-6419 (Attn: Rohini Gupta) or email to r1gm@pge.com.

At PG&E, we understand that the service you provide sensitive populations in the community is invaluable, not only by providing shelter for those in need should an extreme heat event occur, but also in raising safety awareness in your community. That is why we feel it is necessary to help advertise and financially support cooling centers in your area. If you have any questions, please contact me at (415) 973-2970 or email us at r1gm@pge.com.

Sincerely,

Rohini Gupta
Project Manager
Cooling Centers Program

Enc: Cooling Center Application

Jeff Webster

From: Jeff Webster
Sent: Tuesday, June 19, 2007 2:36 PM
To: 'Gupta, Rohini'
Cc: 'Wayne Fox'
Subject: RE: Transit Services to Fresno County Cooling Centers
Attachments: Cooling Center Application RTA- Fresno.doc

6/19/07

Dear Rohini:

Attached is a copy of our completed application.

Sincerely,

Jeffrey D. Webster
General Manager
Fresno County Rural Transit Agency
2035 Tulare Street, Suite 201
Fresno, CA 93721
559-233-6789 (voice)
559-233-9645 (fax)
jwebster_ruraltransit@fresnocog.org (email)
ruraltransit.org (website)

From: Gupta, Rohini [<mailto:R1Gm@pge.com>]
Sent: Monday, June 18, 2007 2:13 PM
To: Jeff Webster
Cc: wafox@co.fresno.ca.us; Cory Scholtes
Subject: Fresno Cooling Centers
Importance: High

Jeff,

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<<Invitation to Participate - Cooling Center - RTA- Fresno.doc>> <<Cooling Center Application RTA- Fresno.doc>> <<coolingcenterswebxls - RTA.xls>>

Thank you,

6/20/2007

Rohini Gupta
Pacific Gas & Electric
Customer Energy Efficiency
123 Mission, San Francisco 94105
Phone: 415-973-2970
Cell: 412-818-0385
Fax: 415-973-6419

6/20/2007



**Pacific Gas and
Electric Company®**

Cooling Centers
Local Government Application Form

Thank you for your interest in working with PG&E's Cooling Center program. To get things started we would like you to fill out this application form for us. This application has been created to better understand what your cooling center efforts will be during an extreme heat event and for PG&E to evaluate whether we can provide you with financial and marketing support. Please sign and return via fax to 1-415-973-6419 or email your applications to r1gm@pge.com:

Thank you and we look forward to working with you.

SECTION I.

Date June 19, 2007

Name of Organization: Fresno County Rural Transit Agency

Street Address: 2035 Tulare Street, Suite 201 ; Fresno, CA 93721

Shipping Address (if different from mailing address): Same

General Phone (559) 233-6789 **Fax** (559) 233-9645

Organization Director: Jeffrey D. Webster, General Manager **Email Address:**

jwebster_ruraltransit@fresnocog.org

(note "underscore" between jwebster and ruraltransit)

Cooling Center Project/Program Manager: Local contacts

Phone Number _____ **Email Address** _____

SECTION II.

Criteria and Operating Requirements

These relationships are intended to serve PG&E's most vulnerable customers in the event of a heat storm. Your cooling centers must be operating in the follow counties to receive financial support from PG&E:

Tier 1

- **Fresno**, Contra Costa, Stanislaus, San Joaquin, Kern, Merced, Madera, Butte, Yolo, Tehama, Solano, Sacramento, Shasta, Placer, Sutter

The following are minimum criteria for participating local governments:

- Free entrance for all customers
- No discrimination among attendees
- Be accessible via **public transportation or shuttle service**
- Provide a safe and comfortable atmosphere and seating areas
- Provide complimentary water to cooling center customers
- Communicate through Cooling Center automated phone line and PG&E or county website
- An address, phone number and operating hours must be available
- Disability access is required to be listed
- Distribute brochures describing other PG&E services like CARE, FERA and energy efficiency
- Have PG&E customer satisfaction surveys available onsite
- Provide a sign-in sheet for cooling center attendees
- Work with PG&E to develop trigger criteria to open cooling centers
- End of summer report on cooling center activity:
 - Number of cooling center days
 - Number of cooling centers opened
 - Triggers that opened centers
 - Hours opened
 - Number of centers with disability access
 - Number of attendees at cooling centers
 - Program expenses

SECTION III.

For all sections: If you would prefer to attach a separate document that addresses the following questions, feel free to do so. You may use the California Cooling Center template if desired.

Cooling Center Transportation Plan

Please provide a brief description on your plans to provide transportation for customers going to and from cooling centers on extreme heat days.

We are a Joint Powers Agency (JPA) legally established under the Secretary of the State of California. We are composed of the Cities of: Coalinga; Firebaugh; Fowler; Huron; Kerman; Kingsburg; Mendota; Orange Cove; Parlier; Reedley; Sanger; San Joaquin; Selma; and the County of Fresno. As a rural general public transit operator we are interested in providing transit services to local residents needing to be transported to a "designated" cooling center when local temperatures exceed 110 degrees. We have wheelchair accessible, demand responsive / dial-a-ride transit services in: Auberry; Coalinga; Del Rey; Firebaugh; Fowler; Huron; Kerman; Kingsburg; Mendota; Orange Cove; Parlier; Reedley; Sanger, San Joaquin; and Selma. We generally provide such services from 7:00am to 5:30pm Monday through Friday. Kingsburg, Reedley, Sanger, and Selma provide Saturday service from 8am to 12Noon and from 1pm to 5pm. (Please Note: Our vehicles are alternatively fueled, if an electrical "blackout" were to occur, we would not be able to refuel our vehicles or communicate with them.)

(Optional) Cooling Center History

Please provide a brief description on what you have done previously in response to unusually hot weather.

No involvement to date.

Cooling Center Locations

*****Attached in separate Excel file. Please feel free to include additional centers.***

Yes, and we note that many rural incorporated Cities that we currently serve in Fresno County are enumerated.

Trigger Event

PG&E will need to be aware of what criteria will be used to determine a cooling center day in the various geographies to keep track of cooling center operations and release radio messages most appropriately in the service area. Please provide a description of what your temperature trigger will be to establish cooling centers and inform customers about them. (ex. above 95°F, alert from National Weather Service, order from Dept of Public Health, etc)

We would be responsive to the Fresno County Heat Contingency Plan as administered by Mr. Wayne Fox. We would active the special service during the time period when the local temperature is over 110 degrees.

SECTION IV.

PG&E will provide funding up to a capped amount for transportation and refreshments. Please refer to the table for restrictions on funding.

Transportation to and from cooling center locations	Including the following: • Bus rides, Dial-a-Ride, taxi services, vehicle rentals, and fuel costs to provide transportation for low-income customers • Transportation vehicles equipped for Paratransit services highly encouraged
---	--

Transportation

PG&E believes transportation is an integral factor to a successful cooling center program and encourages local governments to provide transportation options for our vulnerable customers. Please provide a description of what transportation options customers have to reach the cooling centers. If you plan to provide transportation directly or indirectly (ex. subsidized taxis or a shuttle service) please provide a description on this as well. If you have not considered transportation as part of your plan, PG&E highly encourages planning for customers transportation needs.

Individuals would call our local transit phone numbers (Coalinga: 935-1511; Firebaugh, Fowler, Huron, Mendota, Orange Cove, Parlier, San Joaquin: 1-800-325-7433; Kerman: 846-7914; Kingsburg: 897-4311; Reedley: 637-4202; Sanger: 224-9459; Selma: 891-2221) and tell us where they are and we would arrange for a local pick-up to transport them to the "designated" Cooling Center in their Community. *If we were operating beyond regular service hours, we would **not** be transporting passenger to other locations for other purposes.* We assume that when the temperature drops below a certain range, the Cooling Center would closed and the people would be returned directly to their homes. Any other arrangements are simply beyond our control and responsibility.

Also, we recognize that certain portions of our County (and our transit service area) receive their utilities by PG&E, while other areas are address by Southern California Gas.

Thank You.

Respectfully Submitted By:
Jeffrey D. Webster
General Manager
Fresno County Rural Transit Agency

Jeff Webster

From: Gupta, Rohini [R1Gm@pge.com]
Sent: Tuesday, June 19, 2007 2:40 PM
To: Jeff Webster
Cc: wafox@co.fresno.ca.us; Fontes, Linda C
Subject: RE: Transit Services to Fresno County Cooling Centers

Jeff,

I have received the application. I will review it and get back to you within the next two days.

Thank you,
Rohini Gupta
Pacific Gas & Electric
Customer Energy Efficiency
123 Mission, San Francisco 94105
Phone: 415-973-2970
Cell: 412-818-0385
Fax: 415-973-6419

From: Jeff Webster [mailto:JeffW@fresnocog.org]
Sent: Tuesday, June 19, 2007 2:36 PM
To: Gupta, Rohini
Cc: Wayne Fox
Subject: RE: Transit Services to Fresno County Cooling Centers

6/19/07

Dear Rohini:

Attached is a copy of our completed application.

Sincerely,

Jeffrey D. Webster
General Manager
Fresno County Rural Transit Agency
2035 Tulare Street, Suite 201
Fresno, CA 93721
559-233-6789 (voice)
559-233-9645 (fax)
jwebster_ruraltransit@fresnocog.org (email)
ruraltransit.org (website)

From: Gupta, Rohini [mailto:R1Gm@pge.com]
Sent: Monday, June 18, 2007 2:13 PM
To: Jeff Webster

6/19/2007

Jeff Webster

From: Jeff Webster
Sent: Tuesday, June 19, 2007 5:36 PM
To: 'Gupta, Rohini'
Cc: 'Wayne Fox'
Subject: RE: Transit Services to Fresno County Cooling Centers

6/19/07

Dear Rohini:

I really have no idea...but here goes:

I suppose that when the weather is predicted to be over 110 degrees, the Cooling Centers would be activated that day so people could be expected to arrive before it reached the maximum temperature. (If 109 degrees were predicted nothing would happen, but late in the day when Coalinga spikes at 5:30pm to 110 degrees that you would expect someone to spring into service, until it drops to 109 degrees twenty (20) minutes later, and everything could then be shut down.

If passenger were needing to ride within our regular service hours, and you wanted them to ride "free" to the "designated" Cooling Center, the regular fares are: General Public are \$.75 per one-way trip; Elderly (60+), disabled, and children with an adult are \$.50 per one-way trip. Fourteen (14) sites, fifty (50) passengers each, one hundred (100) one-way trips so somewhere between \$75 to \$50 per day per site, times fourteen (14) sites would be \$1,050 to \$700 per hot day.

If the service were to be beyond our regular service hours, our hourly service rate is \$62.12, but under these circumstances we would just want to recover fuel and employee overtime costs, so I think we could do that at \$35.00 per hour, plus the equivalent farebox receipts for actual passengers transported (minimum \$7.50 per hour). So if we figured two (2) hours beyond our usual quitting time for the temperature to drop below 110 degrees, the cost could be \$42.50 per hour times two (2) hours equals \$85.00 per site times fourteen (14) sites equals \$1,190 per hot day.

If we experienced twenty (20) weekdays days over 110 degrees the cost could approach \$23,800 plus \$21,000 to \$14,000 for fares during regular service hours. So maybe in the total cost range could be between of \$44,800 to \$37,800. But, we would be tracking everything to be billing you just the actual costs, for the actual days, and hours of service.

If weekend service were needed, that could be a real problem, driver and dispatcher availability, minimum hours, etc. and that could get real expensive fast.

And remember, if there is a electrical "blackout" everything may truly stop.

I hope this helps.

Sincerely,

Jeffrey D. Webster
General Manager
Fresno County Rural Transit Agency
2035 Tulare Street, Suite 201
Fresno, CA 93721
559-233-6789 (voice)
559-233-9645 (fax)
jwebster_ruraltransit@fresnocog.org (email)
ruraltransit.org (website)

6/20/2007



2035 Tulare Street, Suite 201
Fresno, California 93721

Telephone (559) 233-4148 • FAX: (559) 233-9645
Website Address: www.fresnocog.org

MEMORANDUM

DATE: July 13, 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
Rural Housing Preservations Grants	Self-Help Enterprises	\$110,000	\$490,000	\$600,000
Rural Housing Preservations Grants	Fresno County	\$100,000	\$100,000	\$200,000
Statewide Metropolitan Planning	State of California	\$39,522,228	\$5,120,523	\$44,642,751
Statewide Transit Planning	State of California	\$14,567,868	\$1,887,422	\$16,455,290
Statewide Planning and Research Studies	State of California	\$6,059,625	\$1,514,906	\$7,574,531

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 # 05-2007-123*
Project Title: *USDA Rural Development Grant – THE
PRESERVATION OF HOUSING FOR LOW TO VERY
LOW-INCOME HOUSEHOLDS BY PROVIDING LOANS
AND/OR GRANTS TO REPAIR THEIR HOMES AND
BRING THEM UP TO RHS THERMAL STANDARDS.*
Applicant Agency: *Self-Help Enterprises*
Contact Person: *Mario Orozco*
Address: *8445 W. Elowin Court, Visalia CA 93290*
Phone: *559-651-1000*
Federal Catalog #: *10-433*
Status: *New*
Area of Impact: *Huron and cities in surrounding Counties*
Federal Funding Agency: *USDA*

FUNDING:

*\$110,000 Federal
\$0 Applicant
\$490,000 State
\$0 Local
\$0 Other
\$600,000 TOTAL*

USDA Rural Development Grant – Rural Housing Preservation Grants

PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2007-124*
Project Title: *USDA Rural Development Grant – OWNER OCCUPIED
HOUSING REHABILITATION PROJECT IN RURAL
FRESNO COUNTY.*
Applicant Agency: *Fresno County*
Contact Person: *Rebecca Madrigal*
Address: *2220 Tulare Street, 8th Floor*
Phone: *559-262-4292*
Federal Catalog #: *10-433*
Status: *New*
Area of Impact: *Fresno County Unincorporated Rural Areas*
Federal Funding Agency: *USDA*

FUNDING:

\$100,000 Federal
\$100,000 Applicant
\$0 State
\$0 Local
\$0 Other
\$200,000 TOTAL

USDA Rural Development Grant – Rural Housing Preservation Grants

PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2007-125*
Project Title: *FY 2007/08 Federal Planning Funds \$39,522,228 in
FHWA PL Funds (Estimate)*
Applicant Agency: *State of California*
Contact Person: *C. Garth Hopkins*
Address: *P.O. Box 942874, MS-32, Sacramento, CA 94274-0001*
Phone: *916-653-3362*
Federal Catalog #: *20-205*
Status: *Continuation*
Area of Impact: *State of California*
Federal Funding Agency: *DOT, Federal Highway Administration*

FUNDING:

\$39,522,228 Federal
\$0 Applicant
\$0 State
\$5,120,523 Local
\$0 Other
\$44,642,751 TOTAL

DOT, FHA – Federal Planning Funds

PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2007-126*
Project Title: *FY 2007/08 49 U.S.C., Chapter 53, Section 5303
Metropolitan Planning Program and Section 5305 State
Planning and Research Program*
Applicant Agency: *State of California*
Contact Person: *C. Garth Hopkins*
Address: *P.O. Box 942874, MS-32, Sacramento, CA 94274-0001*
Phone: *916-653-3362*
Federal Catalog #: *20-514*
Status: *Continuation*
Area of Impact: *State of California*
Federal Funding Agency: *DOT, Federal Highway Administration*

FUNDING:

\$14,567,868 Federal
\$0 Applicant
\$0 State
\$1,887,422 Local
\$0 Other
\$16,455,290 TOTAL

DOT, FHA – Statewide Transit Planning

PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2007-127*
Project Title: *FY 2007/08 State Planning and Research Studies –
Partnership Planning Grant Program and CA Regional
Blueprint Planning Grant*
Applicant Agency: *State of California*
Contact Person: *C. Garth Hopkins*
Address: *P.O. Box 942874, MS-32, Sacramento, CA 94274-0001*
Phone: *916-653-3362*
Federal Catalog #: *20-515*
Status: *Continuation*
Area of Impact: *State of California*
Federal Funding Agency: *DOT, Federal Highway Administration*

FUNDING:

\$6,059,625 Federal
\$0 Applicant
\$0 State
\$1,514,906 Local
\$0 Other
\$7,574,531 TOTAL

DOT, FHA – Statewide Planning and Research Studies