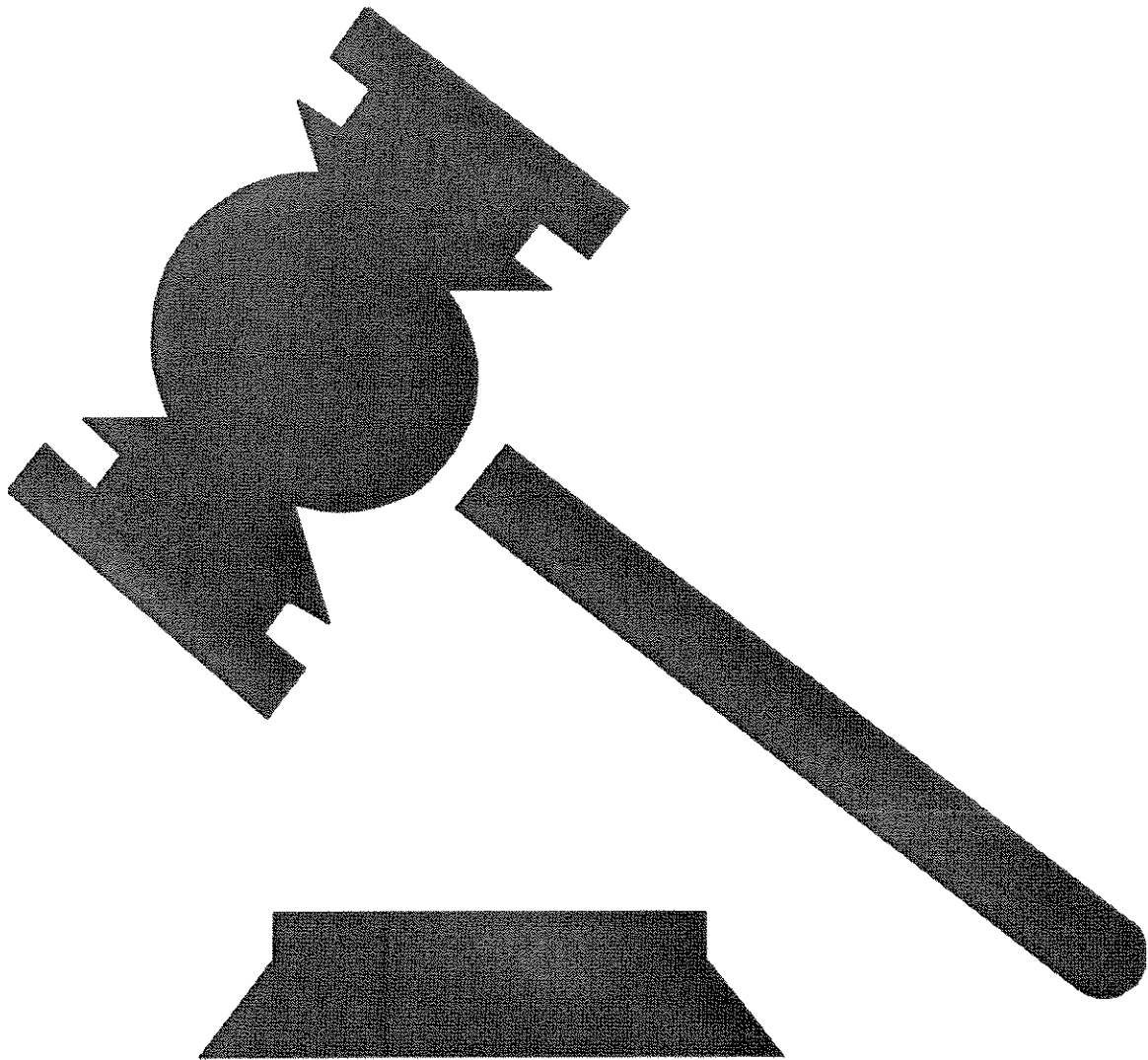




***ADMINISTRATIVE
CONSENT ITEMS
AGENDA ITEMS V. A-D.***



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COUNCIL OF FRESNO COUNTY GOVERNMENTS EXECUTIVE MINUTES

Date: Thursday, June 28, 2007
Time: 7:00 p.m.
Place: Council of Fresno County Governments
2035 Tulare St., Suite 201, Fresno, CA

Fresno COG Sitting As the Transportation Policy Committee

I. PRESENTATIONS

A. Public Presentations

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

Leroy H. Brown previously sent a letter to Mayor Pro Tem Lujan (Selma) and requested the letter be given to the COG Board and he would be present to make a presentation. A copy of the letter was handed out to the Board. Mr. Brown was present to make comments. Further, Mr. Brown asked for the opportunity to meet with COG staff to discuss some of his concerns and perhaps come back and make a longer more detailed presentation to the Board at a future meeting.

B. Presentation By Dr. Edward L. Moreno, regarding "Emerging Infectious Diseases".

Dr. Edward L. Moreno made a presentation to the Board regarding the Effects of Extreme Heat and the State's response and recommendations.

Related to the extreme heat situation in Fresno, Fresno and the rural Fresno County cities will open cooling centers and pools and will provide education materials, etc. and transportation to get to cooling centers.

Also, Dave McKinney, responsible for disease control reported on the pandemic flu and valley fever.

Jeffrey Webster, FCRTA General Manager, reported he had been contacted to have FCRTA assist in transportation to and from cooling centers in the rural cities. Information was available in the FCRTA Meeting Package which would be considered later in the meeting.

Urgency items

There were two requests for urgency items to be added to the Policy Board Agenda. Urgency items must:

- (1) Require Determination that the item is an urgent item and cannot be dealt with at a later meeting (2/3 vote); and
- 2) Requires a 2/3 vote to add the item to the agenda for action.

Item 1 - Williamson Act – Requested by Councilmember Rico Aguayo, City of Fowler

Urgency Status: State Budget negotiations are proceeding, and if the Fresno COG Policy Board wishes to impact the process they should send a letter as soon as possible.

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

A motion was made by Mayor Pro Tem Lujan (Selma) and seconded by Councilmember Aguayo (Fowler) to both declare the item an urgency item and add it to the agenda as item VI. G. A vote was called for and the motion carried. (2/3 vote required and received).

Item 2 - - Air District Ozone Plan Submittal/Conformity Budget - Requested by: County of Fresno

Urgency Status: The California Air Resources Board just approved the San Joaquin Valley Air District's Ozone Plan, but has not yet adopted nor submitted to EPA the State's Strategies, which will be needed for Valley transportation planning agencies to proceed with timely submission of conformity documents in the future. In addition there appears to be a mounting effort to have the CARB revisit the issue (pressure from the Governor, others) and perhaps withdraw the approval of the Plan, which does not show attainment until 2024, and replace it with a 2013 Plan Attainment. An attainment by 2013 is not reasonable given the toolbox and funding available to the Valley District. If the Fresno COG Policy Board wishes to impact the process they should send a letter as soon as possible.

A motion was made by Councilmember Aguayo (Fowler) and seconded by Mayor Montelongo (Sanger) to both declare the item an urgency item and add it to the agenda as item VI. H. A vote was called for and the motion carried. (2/3 vote required and received).

II. TRANSPORTATION ACTION / DISCUSSION ITEMS

PUBLIC HEARINGS

A. Transit Planning Documents

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

Gary Joseph (FCEOC Transit) reported on this item. Included in last month's agenda packet was the Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget, 2007-08 for the Fresno Urban and Rural CTSA. The document is designed to provide an overview of how and in what manner the Consolidated Transportation Service Agencies will be providing service over the next fiscal year.

Chairman Rodriguez opened the hearing for public testimony. There being none, he closed the hearing. A motion was made by Mayor Montelongo (Sanger) and seconded by Mayor Silva (Mendota) to approve the document by adoption of Resolution 2007-18. A vote was called for and the motion carried.

2. PUBLIC HEARING: Clovis Consolidated Transportation Services Agency (CTSA) 2007-08 Operations Program & Budget, Resolution 2007-19

John Downs (COG/FAX) staff reported on this item in the absence of Shonna Halterman, Transit Director, City of Clovis. Included in last month's agenda packet was the Clovis Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget, 2007-08 for the Clovis Urban Area. The document is designed to provide an overview of how and in what manner the Clovis Consolidated Transportation Service Agency will provide service over the next fiscal year.

Chairman Rodriguez opened the hearing for public testimony. There being none, he closed the hearing. A motion was made by Mayor Hill (Coalinga) and seconded by Mayor Whalen (Clovis) to approve the document by adoption of Resolution 2007-19. A vote was called for and the motion carried.

Mayor Whalen (Clovis) reported that Clovis Stageline offers free rides on Spare the Air days.

3. PUBLIC HEARING: Short Range Transit Plan for the Fresno Urban Area 2007-12, Resolution 2007-20

Jeff Long (COG/FAX staff) reported on this item. The Short-Range Transit Plan for the Fresno-Clovis Urbanized Area (SRTP) is the annual update to the operating plan and capital programs for Fresno Area Express (FAX) and Clovis Transit. The purpose of this Plan is to promote a comprehensive, coordinated and continuous planning process for transit service in the Fresno-Clovis Metropolitan Area (FCMA). This Plan represents a short-range evaluation of transit needs and proposes specific recommendations for implementing the long-range objectives of Fresno County's Regional Transportation Plan. The Plan will guide the provision of transit services in the FCMA over the next five years (2007-2012).

Chairman Rodriguez opened the hearing for public testimony. There being none, he closed the hearing. A motion was made by Mayor Montelongo and seconded by Mayor Bergstrom (Kingsburg) to approve the document by adoption of Resolution 2007-20. A vote was called for and the motion carried.

4. PUBLIC HEARING: Short Range Transit Plan for the Rural Fresno County Area 2007-12, Resolution 2007-21

Jeffrey Webster (FCRTA General Manager) reported on this item. Included in last month's agenda packet was a copy of the draft Short Range Transit Plan for the Rural Fresno County Area, 2007-12. The document addresses public transportation for the cities of Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, Selma and the County of Fresno. The Plan provides a five-year, action-oriented program designed to implement the Public Transportation Element of the Regional Transportation Plan. The Plan will also provide a basis for local governments to demonstrate that public transportation needs within their jurisdiction have been, and may continue to be, reasonably met pursuant to the Transportation Development Act.

Chairman Rodriguez opened the hearing for public testimony. There being none, he closed the hearing. A motion was made by Mayor Hill (Coalinga) and seconded by Mayor Montelongo (Sanger) to approve the document by adoption of Resolution 2007-21. A vote was called for and the motion carried.

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

John Downs (COG/FAX staff) reported on this item. The Fresno COG Policy Board, pursuant to Transportation Development Act requirements, 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, again pursuant to Transportation Development Act requirements. 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 the 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 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, pursuant to Transportation Development Act requirements, that there were no unmet transit needs that are reasonable to meet in Fresno County.

Mayor Bergstrom (Kingsburg) was impressed with the BRT vehicle and would like staff to do a better job of educating and directing people to use transit.

Chairman Rodriguez opened the hearing for public testimony.

Presentation by Carol Casey, Ms. Casey is a disabled FAX rider. She testified that she attended the Open House regarding Bus Rapid Transit (BRT) and was able to see and go inside the bus. She would like to see a BRT system implemented. It would eliminate a lot of the stops and would be quicker and more economical.

There being no additional testimony, Chairman Rodriguez closed the hearing. A motion was made by Mayor Silva (Mendota) and seconded by Mayor Hill (Coalinga) to make a finding that there are no unmet transit needs that are reasonable to meet within Fresno County by adopting Resolution 2007-25. A vote was called for and the motion carried.

OTHER TRANSPORTATION ACTION / DISCUSSION ITEMS

C. Measure "C" Update

1. Staff Update

Tony Boren (COG) gave an update on Measure C items. He reported the following:

- Local Agency Handbook (request for 45-day review as a separate item to follow)
- School bus replacement program met with Air District
- Citizens Oversight Committee will have their first meeting on July 11th at 6:00 p.m.
- Meeting to look at regional program phasing of projects within a couple of weeks
- RFQ for Regional Impact Fees has been issued.

Barbara Goodwin (COG) also reported that the 1987-2007 Expenditure Plan, Sixth Edition (Final update for the expiring Measure C) will come out next month for review.

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

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

Barbara Goodwin reported on this item. Attention was called to the Draft Local Agency Handbook for Measure C which was included in the agenda packet. A meeting of local officials 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 PAC concurred with the initiation of the 45-day review process.

After an expressed opportunity for public comment, a motion was made by Mayor Lopez (Orange Cove) and seconded by Mayor Montelongo (Sanger) to concur with the 45-day review process for adoption in July. A vote was called for and the motion carried.

D. Request for Letter of Interest/Support for CyberTran-Fresno Project

Tony Boren (COG) reported on this item. COG staff has received a request from Patrick Sweeney, CEO of Central Transit & Development Corporation asking that the Council of Governments provide a Non-Binding Letter of Conceptual Support (package enclosure) for a proposed Personal Rapid Transit System (CyberTran) that would provide service to a 12 mile segment of metropolitan Fresno and southeast Madera County 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 (enclosed).

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. At Mr. Sweeney's request and due to the time sensitive nature of the negotiations, this item was added to the June, 15, 2007 PAC agenda as an urgency item.

Discussion of the issue at PAC 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, PAC voted 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). [BOREN]

Sherri Ehler (Caltrans) commented regarding the issue of using the median for the transit corridor. The SR 41 corridor can accommodate transit or additional pavement but would preclude widening if the corridor was used for transit. Those decisions would have to be made but presently Caltrans is not opposed to the idea. Need to look at feasibility studies to see if transit is the right decision for this corridor. The proposed Transit system would be a public/private partnership, that would require legislation to allow the system to go forward. She explained that Caltrans feels the concept has merit.

After an expressed opportunity for public comment, a motion was made by Councilmember Aguayo (Fowler) and seconded by Mayor Pro Tem Lujan (Selma) to recommend a non-binding Letter of Conceptual Support (interest) with the conditions as identified. A vote was called for and the motion carried.

E. Caltrans Monthly Report

Sharri Ehler (Caltrans, Deputy District Director, reported the following:

- 3 applications for safe routes to schools programs – totaling \$760,000
 - \$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
 - \$23,500 was awarded for Comprehensive Safe Routes to School project to look at pedestrian crossings.
- Agreements for Prop 1B project Ashlan to Ave. 7 between Caltrans and COG have been signed and submitted to CTC – Caltrans is committed to deliver on schedule and on budget.
- A required Deliverable with Prop 1B are System Management Plans for each project. An MOU between Caltrans and COG has been signed.
- Moving forward with Congestion Management Plan for SR 99
- Caltrans staff recently met with COG and committed to delivering Project mitigation documents for delivering up-coming projects.
- Selma 99 widening between Kingsburg and Selma is underway – there was a problem due to lack of public notification that Floral was to be closed which upset some people,-- Caltrans has now resolved this issue.

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

III. TRANSPORTATION CONSENT ITEMS

All items on the consent agenda are considered to be routine and non-controversial by COG staff and will be approved by one motion if no member of the Board 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 Board concerning the item before action is taken.

A. Transportation Funding Claims

- | | |
|--|---------|
| 1. Fresno County Rural Transit Agency, 2007-08, Resolution 2007-22, | Approve |
| 2. Fresno County Rural Transit Agency and the Fresno County
Economic Opportunities Commission as the Rural CTSA,
2007-08, Resolution 2007-23 | Approve |
| 3. Fresno County Economic Opportunities Commission as the
Urban CTSA, 2007-08, Resolution 2007-24 | Approve |

B. Obligational Authority Delivery

Information

- C. Letter of Support for Application to High Speed Rail Authority Board
by Supervisor Bob Waterston

Approve

For a summary of these items, please see the June 28, 2007 Annotated Agenda. After an expressed opportunity for public comment, a motion was made by Mayor Lopez (Orange Cove) and seconded by Mayor Dhaliwal (San Joaquin) to approve the Transportation Consent Items as presented. A vote was called for and the motion carried.

Fresno COG Sitting As the Council of Fresno County Governments

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

A motion was made by Councilmember Aguayo (Fowler) and seconded by Mayor Lopez (Orange Cove) to reaffirm all actions taken while sitting as the Transportation Policy Committee. A vote was called for and the motion passed.

V. ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered to be routine and non-controversial by COG staff and will be approved by one motion if no member of the Board 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 Board concerning the item before action is taken.

- | | |
|---|-----------------|
| A. Executive Minutes of May 31, 2007 | Approve |
| B. FCRTA/COG Administrative Agreement, Resolution 2007-26 , | Approve |
| C. Contract Extensions | Approve |
| D. Monthly Legislative Update | Information |
| E. 2006-07 Third Quarter Progress Report | Accept |
| F. Land Buffer Task Force Communities Survey | Information |
| G. Declaration of Surplus Inventory | Approve |
| H. Regional Housing Needs Allocation Plan | Info/Discussion |
| I. 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 summary of these items, please see the June 28, 2007 Annotated Agenda.

Barbara Goodwin, Executive Director called attention to Item H. A letter was included in the agenda packet from the City of Kingsburg and an additional letter from Fresno County was handed out regarding the Regional Housing Allocation Plan.

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

VI. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. 2007-08 Overall Work Program Amendment #1

Les Beshears, Finance Director explained this item. The 2007/08 OWP Amendment #1 would increase 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.

After an expressed opportunity for public comment, a motion was made by Mayor Silva (Mendota) and seconded by Mayor Montelongo (Sanger) to adopt the 2007/08 OWP Amendment #1, increasing the budget \$610,760. A vote was called for and the motion carried.

B. Professional Services Contracts

1. Strategy Research Institute

Tony Boren (COG) reported on the next two items. Included in COG's 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.

Staff presented the current status of negotiations at PAC. Discussion at PAC centered on whether there is still a need for Dr. Manross' services. It was suggested it would be helpful to have him available initially when the Citizens 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.

After further negotiations, it was decided to recommend termination of the contract with SRI but to request Dr. Manross's services on an on-call basis.

2. VRPA Technologies

Tony Boren (COG) reported on this item. 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 Mayor Bergstrom (Kingsburg) and seconded by Mayor Lopez (Orange Cove) to approve a contract not to exceed \$75,131 between the Fresno COG and VRPA Technologies for the purposes outlined above and request the services of Strategy Research Institute (SRI) on an on-call basis. A vote was called for and the motion carried.

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

Tony Boren (COG) 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 the agenda packet was a detailed staff report from Reedley's Public Works Department on the project.

A motion was made by Councilmember Aguayo (Fowler) and seconded by Mayor Silva (Mendota) to provide the letter of support. A vote was called for and the motion carried.

D. Legislative Positions

Renee DeVere reported 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.

Staff has analyzed the following bills to determine the benefits and impacts that the following pieces of legislation will have on Fresno COG and its member agencies. A verbal update will be made at the Board meeting. General background information on these bills can be found in the agenda package.

Galgiani AB 633 Grade separation projects.

Lowenthal SB 286 Transportation bonds: implementation. support
Ducheny SB 303 Local government: land use planning oppose
Steinberg SB 375 Transportation planning: travel demand models: preferred growth scenarios:
environmental review. More analysis

Arambula AB 575 The Highway Safety Traffic Reduction, Air Quality, and Port Security Fund of 2006:
emission reductions. This bill is now dead. Arambula staff recommends endorsement of AB
1209 which includes similar language and will be co-authored by Arambula.

Staff provided an update on the Proposition 1B air quality mitigation funds. A proposed funding list was enclosed in your agenda packet. The Air Quality Work Group of the Partnership has developed the list in consultation with the San Joaquin Valley Unified Air Pollution Control District. The recommendation of the list is to put Proposition 1B funding towards accelerating the turnover of the Valley's truck fleet. [DEVERE]

After an expressed opportunity for public comment, a motion was made by Mayor Pro Tem Lujan (Selma) and seconded by Mayor Lopez (Orange Cove) to take a position of support on SB 286, AB 633, AB 1209, a position of opposition on SB 303, and a position of opposition unless amended for SB 375. A vote was called for and the motion carried.

After an expressed opportunity for public comment, a motion was made by Councilmember Aguayo (Fowler) and seconded by Mayor Pro Tem Lujan (Selma) to endorse the Air Quality Work Group's proposed general listing of projects on which to spend Proposition 1B Goods Movement funding as it relates to the turnover of the Valley's truck fleet. A vote was called for and the motion carried.

E. Status Report on Sacramento Lobbying Activities – Steve Samuelian, California Consulting LLC

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

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

F. Blueprint Update

Barb Steck (COG) reported on this item. 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. Proposals will be brought back on both these activities as we refine our products.

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

Urgency Item

G. Williamson Act

Barbara Goodwin (COG) and Councilmember Aguayo (Fowler) reported on this item. The issue is that the proposal in the budget submissions is to eliminate the \$39.1 million Williamson Act subventions provided by the State. Fresno County is the largest recipient of these subventions, and it is possible that the contracts would end with the loss of the state funding. This would then likely lead to the loss of farmland for those farmers that cannot break even without the property tax benefit provided by the contracts.

After an expressed opportunity for public comment, a motion was made by Mayor Knight (Firebaugh) and seconded by Supervisor Waterston (Fresno County) to authorize the COG Board

Chairman to send a letter to Governor Schwarzenegger asking that the Williamson Act subventions continue. A copy would be sent to our entire legislative delegation. A vote was called for and the motion passed.

Urgency Item

H. Air Quality District Plan Submittal/Conformity Budget

Barbara Goodwin (COG) reported on this item. The issue is that the Air District has carefully developed the 2024 Ozone Plan recently approved, and the Valley COGs worked closely with them to assure the transportation data and commitments contained within the Plan were accurate. We understand the challenges the District faces and agree the attainment date of 2013 is not reasonable. However, should the plan be withdrawn by CARB, and not submitted to the EPA, the federal sanctions would begin their countdown and Valley COGS would be at risk in their ability to make future conformity findings on transportation projects that need to move forward.

After an expressed opportunity for public comment, a motion was made by Mayor Dhaliwal (San Joaquin) and seconded by Mayor Montelongo (Sanger) to authorize the COG Policy Board Chairman to send a letter to Governor Schwarzenegger, legislators, CARB, and the Air District opposing any effort to revisit the decisions on the Ozone Plan. The letter should address the inability of the District to meet the earlier attainment deadline, and the penalties to the Valley. These penalties would hamper efforts to clean the air and slow down jobs creation needed to support healthy communities. Staff would like to coordinate the actual wording of this letter with the Air District, therefore a draft is not available, but it would follow the issues as stated above. Fresno COG would also work with the other Valley COGs to get similar actions, and appear before the CARB in July. A vote was called for and the motion carried.

VII. OTHER BUSINESS

A. Items from Staff

Barbara Goodwin (COG) reported that Secretary Bonner with the Business, Transportation Housing Agency was here at COG yesterday. He held meetings from 1 – 6 p.m. on Goods Movement, the Highway 99 Business Plan, Economic Development, and Housing. Secretary Bonner stated he is impressed with the cohesiveness of the valley in regard to State issues.

B. Items from Members

- Mayor Lopez (Orange Cove) handed out information to inform the Board that Representative Grace Napolitano from the 38th Congressional District (East Los Angeles) will be visiting the area with Representative Jim Costa on Tuesday, July 3rd to discuss water issues in the Valley. A luncheon is scheduled in either Parlier or Sanger. Board members were encouraged to attend this important meeting.
- Mayor Dhaliwal (San Joaquin) announced the Grand Opening of the Sikh Temple in Kerman on July 1, 2007.
- Mayor Lopez (Orange Cove) also announced there will soon be a Grand Opening of a bio-mass plant in Orange Cove. He will send out invitations.
- Mayor Montelongo (Sanger) thanked Caltrans and specifically Malcolm Dougherty, District Director for being present at the grand opening of the new Super Walmart.

The Board adjourned to closed session to discuss personnel matters.

VIII. CLOSED SESSION

Conference with Labor Negotiator (Government Code Section 54957.6): conference regarding unrepresented COG staff employees; COG Executive Director, Barbara Goodwin to act as Labor Negotiator on behalf of COG Policy Board.

IX. DISCUSSION AND APPROVAL OF MEMORANDUM OF UNDERSTANDING WITH UNREPRESENTED COG STAFF EMPLOYEES

The Board returned to open session.

Chairman Rodriguez reported the actions as discussed in closed session and by unanimous vote, the Board approved a Memorandum of Understanding between the Council of Fresno County Governments and the COG Employees Association for the salary and benefit adjustments for members of the COG Employee Association to be effective July 1, 2007 as follows:

Overall Adjustments

1. **Cost of Living:** A salary adjustment of 3.42% effective July 1, 2007.
2. **Maximum Optical Program Reimbursement:** Contingent upon the health of the COG's self-funded dental/optical program, using the existing evaluation criteria, allow the maximum optical reimbursement to be \$700.
3. **All other negotiated benefits to remain as previously approved**

This information is documented in a Memorandum of Understanding between the Council of Fresno County Governments and the COG Employees Association, effective July 1, 2007.

In addition, after reviewing the results and recommendations of a parity study conducted by SRI, and consistent with the report made to the Policy Board they approved the following changes to be in effect as of July 1, 2007:

1) Adjust the salary ranges for three positions as follows:

Senior Planner: (\$66,619 - \$ 80,976)
Finance Director: (\$74,383 - \$ 94,933)
Deputy Director: (\$80,039 - \$102,152)

2) Reclassify job titles to be competitive with other COGs:

Planning Coordinator II change to new Planner III (slight salary range change at Step 1 & Step 2, salary range now \$56,759 - \$66,622)

Planning Coordinator I change to new Planner II (no salary range change)

Create an entry level classification for potential future hires:

New Planner I (\$38,383 - \$ 46,654)

[Related Job Descriptions consistent with the recommended changes were also approved.]

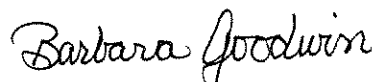
3) Performance-based (merit) increases for special conditions

As noted in the Compensation Parity Study, this would be the establishment of a "Step 7 – Sliding Scale" which is the ability of the Executive Director, based on a Supervisor's recommendation, to grant additional compensation from 1% up to a maximum of 10% for those highly valued and outstanding long-term employees who continue to evolve and provide added value to the agency but have no ability to advance under the COG's position program. This would be sparingly applied, on a case-by-case basis, and based upon a specific and separate performance evaluation where it can be demonstrated without question that the employee's continued productivity, loyalty and pursuit of COG goals warrant being considered for additional compensation.

Adjournment

There being no further business, the meeting was adjourned.

Respectfully Submitted,



BARBARA GOODWIN, Executive Director
Council of Fresno County Governments
/dw

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

J. P. Sweeney, CTDC
Pam Lasseter, Fresno County Workforce Investment Board
Gary Joseph, FCEOC
Rob Weyant, FCEOC
Ken Hamm, City of Fresno
Carol Casey, ADA
Steve Samuelian, California Consulting, Inc.

Tony Boren, COG
Barbara Steck, COG
Les Beshears, COG
Brenda Lauchner, COG
Jeff Long, COG/FAX
John Downs, COG/FAX
Renee DeVere, COG
Jeffrey D. Webster, Fresno County Rural Transit Agency
Dottie Wright, Fresno COG

Fresno COG June Report

FROM CALIFORNIA CONSULTING, LLC

- Steve had several phone conversations with CTC staff and issued a memo regarding the Trade Corridor \$2 billion and the allocation schedule. See attached.
- Our office scheduled a meeting with the Governor's Cabinet Secretary in Sacramento to discuss several issues including Prop. 1B Air Quality mitigation money, Short Sea Shipping and Senator Lowenthal's Container Fee bill. Peter Weber from the RJL and the Partnership as well as the Executive Director of the San Joaquin Valley Air Pollution Control District attended the meeting along with Steve Samuelian. See attached report.
- A few days after the meeting in Sacramento, our office organized a "follow up" conference call with the Governor's Cabinet Secretary to discuss the above 3 issues in more detail. Fresno COG was represented on the call by Tony Boren. See attached report.
- Steve had several conversations with Senate and Assembly Local Government Committee Consultants regarding SB 732 and AB 1253 which both propose to give money to cities for general plan updates. See attached report.
- Our office continues to work closely with Senator Florez's Office on the High Speed Rail issue. The only update to last month's report on the High Speed Rail is that the Budget Conference Committee is still meeting and Big 5 has yet to begin meetings. Sen. Florez has been an excellent leader on this issue. See attached report.
- Steve has been in consistent communication with Senator Cogdill's Chief of Staff regarding the surface level water storage issue/Temperance Dam. A letter was drafted and sent to all 5 members of the Big 5 on behalf of Fresno COG supporting these efforts. The letter will now be formatted to a "letter to the editor" and sent to various newspaper outlets to further publicize COG's support of this issue. Our office continues to work on the water storage issue. Sen. Cogdill and other Valley legislators have exhibited incredible leadership on this issue. The Governor has been a steadfast supporter as well. Mayor Lopez and Mayor Autry have led this issue among Valley Mayors and have done extensive work to push this issue to the forefront. Both Mayors deserve our gratitude on a job well done.

- Steve has continued his personal meetings in Sacramento with Legislators and Staff from the Offices of Senator Cogdill, Senator Florez, and Assemblymembers Arambula, Galgiani, Parra, and Villines.
- Steve has continued his personal meetings in Sacramento with the Governor's State Director of Local Government Affairs.
- We have continued to ask Valley legislators to contact Cal-EPA and request the valley receive its fair share of the \$1 billion available from Prop. 1B for air quality mitigation. To date the following have sent letters at our request: Congressman Radanovich, Senators Ashburn, Cogdill, and Assemblymembers Arambula, Galgiani, Parra, Maze, Villines, and Aghazarian. This month requests were sent to Senator Denham, and Assemblymembers Fuller and Nakanishi to send similar letters. We are following up with those three offices.
- Our office has been in contact with Senior Officials from Cal-EPA and the ARB requesting a roundtable discussion and tour in the Valley to discuss the Air Quality \$1 billion. Our invitation has been favorably received and we should have a confirmed date for the meeting and tour very soon.
- Steve discussed the Bond issues extensively with the Governor's Deputy Legislative Secretary for Transportation Curt Augustine. At our invitation, Mr. Augustine has agreed to visit the Valley for a lunch (similar to the lunch with Mr. Dunmoyer in Selma). We are coordinating a date for this event.
- Peter Weber has forwarded to our office a proposed list for our share of the \$1 billion from Prop. 1B. We forwarded that list to Barbara Goodwin and await Board direction so we can begin to "push" for this list. According to Peter, The San Joaquin Valley Air Pollution Control District also supports this list. Peter has done a great job working on this issue and his efforts have proven beneficial to the Valley.
- We continue to work with Assemblymember Arambula's Office now that his AB 575 was left on the Assembly Appropriations Suspense File. AB 1209 by Karnette is the bill Mr. Arambula is co-authoring. Mr. Arambula had done an outstanding job on this issue.
- We are continuing to work with Assemblywoman Galgiani's office on her AB 633 for grade separation study. A report was sent via e-mail to the City of Fresno, per their request. The bill passed 79-0 in the Assembly and is in the Senate and headed to Committee.

- We have been in contact with Sen. Lowenthal's Office regarding his container fee bill and we are pushing for adoption of our proposed amendments that the Fresno COG Board adopted.
 - We have also spoken to the Committee Consultant about SB 286 which would speed up delivery of the local roads money for cities and counties. We have spoken to Mr. Lowenthal's Legislative Director about this issue as well and will continue to lobby for passage.
 - Steve has had several meetings with Assemblywoman Parra and with her staff regarding various Valley issues including water, and the San Joaquin Valley Partnership (she has AB 27). Ms. Parra has done a great job working hard to preserve the California Partnership for the San Joaquin Valley.
 - California Consulting has had several conversations this month with Renee at Fresno COG regarding various bills and legislation. We have worked with Renee to develop the list of bills presented to the COG Board with recommendations. Renee is always hard working and right on top of the legislation.
-

Date: Fri, 15 Jun 2007 11:31:34 -0700 (PDT)

Based on my conversations with CTC, here is an update on the \$2 billion from the Trade Corridor portion of the Bond:

CTC has been having meetings and developing a "framework" for programming the funds. The last meeting is today at in Oakland. These working groups are formulating the guidelines and regulations for distribution of the funds by the CTC. A general very TENTATIVE schedule is as follows:

Fall: CTC adopts guidelines

Winter: CTC issues call for projects

April: Projects are awarded

I have informed CTC that the 8 Valley COG's are meeting and attempting to settle on a few projects that all 8 can agree upon. I informed CTC and our Valley legislative delegation that at that time, the COG's will nominate those few key projects that are "consensus" projects and ask CTC to fund those projects. The 50% match is challenging so identifying those few projects will be very important.

- We have been in contact with Sen. Lowenthal's Office regarding his container fee bill and we are pushing for adoption of our proposed amendments that the Fresno COG Board adopted.
- We have also spoken to the Committee Consultant about SB 286 which would speed up delivery of the local roads money for cities and counties. We have spoken to Mr. Lowenthal's Legislative Director about this issue as well and will continue to lobby for passage.
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- California Consulting has had several conversations this month with Renee at Fresno COG regarding various bills and legislation. We have worked with Renee to develop the list of bills presented to the COG Board with recommendations. Renee is always hard working and right on top of the legislation.

Date: Wed, 13 Jun 2007 04:55:57 +0000

Many of you are aware that fighting for the valleys fair share of the \$1 billion in prop. 1b for air quality mitigation is shaping up to be the major issue of the 2007 legislative session. Our office was asked by Peter Weber of the san joaquin valley partnership to convene a meeting with the governors cabinet secretary dan dunmoyer to discuss this issue. The meeting took place today in sacramento and was lead by mr. Weber with the participation of officials from the san joaquin valley air pollution control district. As usual, Peter was an excellent spokesperson for valley concerns. Although, the meeting was brief (mr. Dunmoyer was called by the governor to go meet with him during our meeting), it was a productive session. Dan understands our concerns about the poor air quality in the valley and receiving our fair share of the \$1 billion. We also agreed to do a conference call with dan in the coming days to continue to reinforce the points made today. The partnership, fresno cog, the air district and others have been doing an excellent job articulating the message for the valley and todays meeting was one more step forward. Steve.

Date: Fri, 15 Jun 2007 15:55:08 -0700 (PDT)

A conference call was convened today by our office with the Governor's Cabinet Secretary Mr. Dan Dunmoyer. The following individuals participated in the call along with myself:

Tony Boren, Fresno Council of Governments, Deputy Executive Director
Seyed Sadredin, Executive Director, San Joaquin Valley Air Pollution Control District
Peter Weber, San Joaquin Valley Partnership Air Quality Working Group Chairman
Tom Jordan, San Joaquin Valley Air Pollution Control District
Ron Silva, Businessman/Trucking Industry

The following issues were discussed on the conference call:

Short Sea Shipping:

After a briefing about the importance of this issue and how it will assist the Valley and the state a request was made for a "all hands" meeting. At the request of the group (and specifically Peter Weber) the Cabinet Secretary agreed that his office will coordinate a meeting with the major players from BTH, Cal-EPA, ARB, and other appropriate agencies to discuss Short Sea shipping. It was agreed that our office will work with the Cabinet Secretary's Office to coordinate a meeting date, time, place, and participants.

Senator Lowenthal Container Fee Bill:

The group has sent suggested amendments to Senator Lowenthal that would incorporate the Valley into this bill. As written, this bill would not benefit the valley and we are asking that funding for valley air quality mitigation/improvement be incorporated into this bill. We all have been working with Senator Lowenthal and his staff and advocating for these amendments. We are going to continue to work with Sen. Lowenthal's staff. The Governor vetoed similar legislation last year and we are all working to amend this bill to make it more acceptable.

Prop. 1B Air Quality Mitigation \$1 billion

The group had already met with the Cabinet Secretary two times previously (once in Selma and once in Sacramento earlier this week) to discuss this issue. It is imperative that the Valley receive its fair share of this money. The San Joaquin Valley legislative delegation (many have sent letters of support) along with Fresno COG, the Partnership, and the San Joaquin Valley Air Pollution Control District have all done an excellent job of making this case. We will continue to lobby hard to ensure the Valley gets its fair share of this money.

Date: Thu, 14 Jun 2007 11:21:33 -0700 (PDT)

I have had several discussions with the Consultants to the Assembly and Senate Local Government Committees in the Legislature. There are two bills dealing with essentially the same issue: giving money to cities and counties for general plan updates. One bill is a Senate Bill, SB 732 (Steinberg), and one is an Assembly Bill, AB 1253 (Caballero).

SENATE:
SB 167 started as the vehicle for this money. SB 167 was authored by Senator Gloria Negrete-McLeod, Chair of the Senate Local Government Committee. This bill was placed on the "suspense" or "hold" file in the Senate Appropriations Committee and is basically dead for this session. However, most of the contents of SB 167 have been amended into SB 732 by Senator Steinberg. Senator Negrete-McLeod is now the principal co-author of SB 732. After those amendments, SB 732 cleared the Senate Appropriations Committee and passed the full Senate. The bill is now in the Assembly where it will start the entire process over again.

Basically the bill proposed to allocate some of the \$90 million in planning money that the voters approved in Prop.

84.

I have attached a summary of SB 167 which is basically the new SB 732. Please review and let me know your thoughts.

If you choose to support the bill, please send letters of support to Senator Steinberg, State Capitol, Room 4035, Sacramento, CA. 95814.

ASSEMBLY:
AB 1253 by Assembly Local Government Committee Chair Anna Caballero has made it out of the Assembly and is now on the Senate side awaiting referral to a Committee. It would provide the necessary implementing language for the \$90 million earmarked in Prop. 84 for local and regional planning. The bill is still a "work in progress" according to Committee staff but in its current form it proposes splitting the money into a grant program, a loan program, and another loan program specifically for rural counties. Funds could be used for a variety of planning efforts that meet the criteria described in the bill. The \$90 million is split into three pots of money in this bill. One would be a grant program for local governments, one would be a loan program for local governments and other public agencies, and one would be a loan program specifically for rural counties. Each pot of money has its own criteria and eligible uses, and all would be administered by the Resources Agency with the assistance of the Governor's Office of Planning and Research (OPR).

If you wish to send a letter of support for Assemblywoman Caballero's bill you may send it to: Assemblywoman Anna Caballero, State Capitol, Room 3132, Sacramento, CA. 95814.

We will continue to monitor these two bills and work with the Committee Consultants and Staff as they move forward.

Date: Thu, 14 Jun 2007 12:39:23 -0700 (PDT)

More news on AB 1253, I just received a call from the Committee Chief Consultant.....the current version of the bill breaks the \$90 million into three pots, the first of which would go to cities and counties that have been good actors re: sustainable planning and would be in the form of grants. The second pot of money would go to cities, counties, and COG's to prepare general plans or regional plans that meet the Prop. 84 criteria. The third pot of money would be targeted to rural counties to encourage land use planning that preserves farmland and natural resources. The last two pots of money would be allocated as loans, but the recipients could have 50% of the loans forgiven if they demonstrate that the completed project meets the Prop. 84 criteria. The bill is going to be amended again next week. I will keep you posted when the new version is available. Steve

I have had several discussions with the Consultants to the Assembly and Senate Local Government Committees in the Legislature. There are two bills dealing with essentially the same issue: giving money to cities and counties for general plan updates. One bill is a Senate Bill, SB 732 (Steinberg), and one is an Assembly Bill, AB 1253 (Caballero).

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We will continue to monitor these two bills and work with the Committee Consultants and Staff as they move forward.

High Speed Rail Update

- Senator Florez and Assemblywoman Fiona Ma are leading an effort to attempt to secure funding for High Speed Rail this budget year. Senator Florez deserves praise for his hard work on this issue.
- The Senate Budget Sub-Committee adopted \$40 million for High Speed Rail.
- The Assembly Budget Sub-Committee adopted \$60 million for High Speed Rail.
- The Joint Budget Conference Committee will now address the item. The Joint Committee has their first meeting tomorrow and may meet through the weekend and possibly beyond. The Joint Budget Conference Committee can adopt the Senate amount, adopt the Assembly amount, adopt another amount, or send the item on to the "Big 5" for them to decide.
- Big 5 will begin meeting at the conclusion of the Budget Conference Committee.
- Our office has worked closely with Senator Florez's Office on this issue for some time and will continue to work closely with them.
- We are also in the process of contacting the Joint Budget Conference Committee Chairman Assemblyman John Laird and other Conferees urging support of the High Speed Rail.
- The money would be designated for purchasing right of way and land among other items.
- A route has been discussed that would go from Anaheim to L.A. to Bakersfield to Fresno to Merced to San Jose to S.F. An additional line could be added to go from Merced to Modesto to Tracy to S.F. (Altamont Pass route).
- Recently members of the San Diego community have raised concerns that they are not listed on the currently discussed route. Senator Ducheny is a Joint Budget Conference Committee Member and represents the San Diego area. We will keep you posted as this issue develops.

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Wells Fargo Center
400 Capitol Mall, Suite 1850
Sacramento, CA 95814
ca-consulting@sbcglobal.net

Forwarded Message

Subject: FW: High Speed Rail Authority, Item #2665
Date: Wed, 23 May 2007 10:25:17 -0700
From: "Brewer, Rod" <Rod.Brewer@SEN.CA.GOV>
To: "steve samueller" <ca-consulting@sbcglobal.net>

HTML Attachment

Hi Steve,

Based on the information provided in the budget under the High Speed Rail, the route is listed in the attached table.

The agenda is now online at the following website, but I copied the HSRA issue below. The staff recommendation is an augmentation of \$40M.

http://www.senate.ca.gov/ftp/SEN/COMMITTEE/STANDING/BFR/_home/NEWAGENDA.HTML

2665 High-Speed Rail Authority

The California High-Speed Rail Authority (HSRA) was created by Chapter 796, Statutes of 1996, to direct development and implementation of inter-city high-speed rail service that is fully coordinated with other public transportation services. The total cost to build the entire system was most-recently estimated at \$37 billion.

The January Governor's Budget proposed \$1.2 million and 6.5 positions for the HSRA, a decrease of \$13.2 million and no change in positions. Last year the Legislature augmented the HSRA budget by \$13 million and 3 positions to: (1) complete the draft environmental impact report for the Central Valley to San Francisco Bay Area route; (2) complete a financing plan to be submitted to the Legislature no later than May 1, 2007; and (3) commence site-specific environmental work, right-of-way acquisition, and identification of necessary grade separations to improve and preserve rail corridors. Current law provides for a proposition on the November 2008 ballot to provide \$9.95 billion in general obligation bonds for the high-speed rail and related rail projects; however, the Governor proposes to delay this bond vote indefinitely.

1. **High Speed Rail Project Implementation (Report from HSRA).** The HSRA was provided \$13.0 million in the 2006 Budget Act to begin project implementation, including project-specific environmental work, right-of-way acquisition, and identification of necessary grade separations to improve and preserve rail corridors. In a report to the Legislature dated March 8, 2007, the HSRA indicated that an additional \$103.3 million would be needed in 2007-08 (above the \$1.2 million in the Governor's Budget) to continue implementation of the project. Funding at the \$103.3 million level assumes the state is proceeding to construction of the project, with additional funding to come from the 2008 \$10.0 billion ballot measure or other funding mechanisms. The total cost of the project was most-recently estimated at \$37 billion. The expenditure plan from the HSRA report is outlined in the table below (\$ in thousands):

AT&T Yahoo! Mail - ca-consulting@sbcglobal.net

Description	2006-07 Budget Allocation	2007-08 Budget Request*
Financing Plan	\$750	\$500
Visual Simulation	1,000	750
Program Management	3,094	12,000
Los Angeles - Orange County (Prelim Engr & EIR/EIS)	2,500	4,500
Los Angeles - Palmdale (Prelim Engr & EIR/EIS)	2,600	15,000
Los Angeles - San Diego (Prelim Engr & EIR/EIS)	900	7,000
Palmdale - Fresno (Prelim Engr & EIR/EIS)	1,100	11,000
Fresno - Sacramento (Prelim Engr & EIR/EIS)	500	5,000
San Francisco - Merced (Prelim Engr & EIR/EIS)		10,000
Right-of-Way Purchase		37,000
Land Use Planning	200	100
Program Management Oversight		150
3.0 New HSRA Staff		250
Bay Area - Central Valley "Next-Tier" EIR/EIS	350	
Total	\$12,994	\$103,250

* Amounts are HSRA Board requests beyond funding included in the Governor's Budget.

Staff Comment: As was indicated on the prior page and above, the Financing Plan due May 1, 2007, has been delayed to 2007-08. Therefore, the Subcommittee does not have information on expenditures and funding options beyond 2007-08. However, the table above indicates how the HSRA would continue implementation of the project in 2007-08 if \$103 million in new funding is provided.

Staff Recommendation: If the Subcommittee rejected the Governor's proposal to shift \$1.3 billion in PTA funds to General Fund obligations (see Caltrans issue #8), staff recommends using some of this additional Public Transportation Account (PTA) funding to augment the HSRA budget. Augment the HSRA budget by \$40 million (PTA) – this action would put the HSRA into the budget Conference Committee where the level of funding can be further reviewed and budget bill language developed to specify authorized expenditures.

—Rod

Rod Brewer
 Capitol Director
 Office of Senator Dean Florez
 (916) 651-4016
 (916) 327-5989 (fax)

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Bill# Author	Topic	Dead/2 YR	1st Desk	1st Policy	1st Fiscal	1st Floor	2nd Desk	2nd Policy	2nd Fiscal	2nd Floor	Conf./Conc.	Enrolled	Vetoed	Chaptered	Page #
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		
AB 412 Smyth	Transportation: project deadlines. Proposition 1B, approved by the voters at the November 2006 general election enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation programs. This bill, in order to ensure the timely use of bond funds, would require each agency designated by the bond act to allocate bond funds to establish guidelines that specify deadlines for commencing construction or implementation for each program it administers under the bond act .	05/02/2007-Failed Deadline pursuant to Rule 61(a)(2). Last location was TRANS.	Watch	Transportation
AB 468 Ruskin	Vehicles: abatement of abandoned vehicles. Existing law authorizes a county satisfying specified conditions to establish a service authority for the abatement of abandoned vehicles and to impose a \$1 vehicle registration fee for the abatement of abandoned vehicles. The fees imposed and the moneys received by the service authority from the Abandoned Vehicle Trust Fund, a continuously appropriated fund, can only be used for the abatement, removal, and disposal of abandoned, wrecked, dismantled, or inoperative vehicles from private or public property. 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		
<u>AB 575</u> 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.			
<u>AB 633</u> 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
<u>AB 669</u> 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
AB 784 Karnette	Transportation bonds. Proposition 1B, approved by the voters at the November 2006 general election, enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes. The act provides that a portion of the bond funds shall be available, upon appropriation, to the Office of Emergency Services to be allocated, as grants, for port, harbor, and ferry terminal security improvements. This bill, with respect to those bond funds to be allocated by the Office of Emergency Services, would, notwithstanding any other provision of law, provide that applicants need not comply with competitive bidding requirements. The bill would also make findings and declarations of the legislature.	06/01/2007-Failed Deadline pursuant to Rule 61(a)(5). Last location was APPR. SUSPENSE FILE	Watch	Transportation
AB 901 Nunez	Transportation: Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), authorizes \$19.925 billion of state general obligation bonds for specified purposes. The act requires that, among other things, \$3.6 billion of the proceeds from those bonds be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account for allocation to public transit operators and transportation planning agencies by formula. This bill would require the Department of Transportation to provide the Department of Finance and the Assembly and Senate budget committees by September 30 of each year with information describing the total amount of verified project funding needed in the budget year and the amount required by each agency seeking funding. The bill would 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
AB 981	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 the re is a specific statute authorizing such employment. This bill would eliminate those contingencies to the exercise of the boards authority and specify that the authority constitutes a "governing body" for the purpose of adopting a resolution of necessity. The bill would require the authority to elect one or more vice chairpersons. The bill would authorize the authority to employ its own legal staff or contract with other state agencies for legal services, or both, however, the bill would require the Attorney General to represent the authority in any litigation or judicial proceeding.	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		
<u>AB 995</u> Nava	California Ports Infrastructure, Security, and Air Quality Improvement Account. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. Specified moneys in the fund are required to be deposited in various accounts to be available upon appropriation by the Legislature, for certain purposes. This bill would require projects funded from proceeds of bonds issued under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to meet specified requirements. The bill would require projects that have the highest benefits compared to cost be given priority for funding from bond proceeds, 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
<u>AB 997</u>	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.			
<u>AB 1170</u> Krekorian	State mandates. Under the California Constitution, whenever the Legislature or a state agency mandates a new program or higher level of service on any local government, including school districts, the state is required to provide a subvention of funds to reimburse the local government, with specified exceptions. Existing law establishes a procedure for local governmental agencies to file claims for reimbursement of these costs with the Commission on State Mandates. Under this procedure, the commission is required to hear and decide upon each claim for reimbursement and then determine the amount to be subvented for reimbursement, which the Controller shall pay to eligible claimants. The procedure also provides that a reimbursement claim for actual costs filed by a local agency or school district is subject to an audit by the Controller no later than 3 years after the date that the actual reimbursement claim is filed or last amended, whichever is later, but that, if no funds are appropriated or no payment is made to a claimant for the fiscal year for which the claim is filed, the audit shall be commenced no later than 3 years from the date of the initial payment of the claim. This bill would require the commission to issue a decision upon a local agency or school district test claim no later than 36 months after the date the claim is filed 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
<u>AB 1209</u> Karnette	State Air Resources Board: emission reduction projects and measures. Existing law creates the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general	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		
AB 1228 Solorio	Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Existing law provides for submission of the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the voters for approval at the November 4, 2008, statewide general election. Subject to voter approval, the act would provide for the issuance of \$9.95 billion of general obligation bonds, \$9 billion of which would be available in conjunction with any available federal funds for planning and construction of a high-speed train system pursuant to the business plan of the High-Speed Rail Authority, and \$950 million of which would be available for capital projects on other passenger rail lines to provide connectivity to the high-speed train system and for capacity enhancements and safety improvements to those	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.			
<u>SB 9</u> Lowenthal	Trade corridor improvement: transportation project selection. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19.925 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
<u>SB 16</u> 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
<u>SB 19</u> 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		
<u>SB 45</u> Perata	Transportation funds: transit system safety. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. Specified moneys in the fund are required to be deposited in the Transit System Safety, Security, and Disaster Response Account to be made available, upon appropriation by the Legislature, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems. This bill would establish the application process for 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
<u>SB 47</u> Perata	Transportation bonds. Proposition 1B, approved by the voters at the November, 2006, general election enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$1 billion for the State-Local Partnership Program, to be allocated by the California Transportation Commission to eligible transportation projects nominated by transportation agencies, subject to appropriation by the	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.			
SB 59 Cogdill	Reliable Water Supply Bond Act of 2008. Under existing law, various bond acts have been approved by the voters to provide funds for water projects, facilities, and programs. This bill would enact the Reliable Water Supply Bond Act of 2008 which, if approved by the voters, would authorize, for purposes of financing a water supply program, the issuance, pursuant to the State General Obligation Bond Law, of bonds in the amount of \$3,950,000,000. The bill would require the Secretary of State to submit the bond act to the voters at the November 4, 2008, statewide general election.	05/02/2007-Failed Deadline pursuant to Rule 61(a)(2). Last location was N.R. & W.	Watch	Water
SB 71 Flores	Alternative fuels: biodiesel. Existing law requires the State Energy Resources Conservation and Development Commission, in partnership with the State Air Resources Board, to develop and adopt a state plan to increase the use of alternative fuels, as defined. This bill would require all vehicles owned or leased by the State of California, by a city, county, or city and county, or by a mass transit district, that use diesel fuel to instead use B20 biodiesel fuel or a higher blend of biodiesel, if biodiesel blend fuel is cost-competitive and readily available. The bill would require the State Air Resources Board to establish a program to implement and monitor these requirements. This bill contains other related provisions and other existing laws.	05/02/2007-Failed Deadline pursuant to Rule 61(a)(2). Last location was T. & H.	Watch	Air
SB 114 Flores	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, the 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> Florez	San Joaquin Valley Unified Air Pollution Control District. Existing law authorizes air pollution control districts and air quality management districts, except as provided, to levy a fee up to \$2 on motor vehicles, and authorizes the districts to increase this fee up to \$6 if certain conditions are met. This bill would require the San Joaquin Valley Unified Air Pollution Control District to increase this fee by up to but not exceeding \$30. The district would also be required to impose a surcharge of up to \$300 per year on all stationary, indirect, and areawide sources of air pollution. The district would be 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
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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.

Support

Economy

07/02/07 1:30 p.m. - Room 4202 ASM TRANSPORTATION

SB 303
Ducheny

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.

Oppose

Other

07/03/07 9 a.m. - Room 444 ASM LOCAL GOVERNMENT

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. 07/03/07 9 a.m. - Room 444 ASM LOCAL GOVERNMENT	Amended	
<u>SB 445</u> 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. 07/02/07 1:30 p.m. - Room 4202 ASM TRANSPORTATION	Support	Transportation
<u>SB 716</u> Perata	Transit operators. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. \$3.6 billion of the moneys in the fund are required to be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account to be made available, upon appropriation by the Legislature, to transportation agencies for transit capital projects pursuant to a specified formula. This bill would specify the requirements for an eligible project sponsor, as defined, to receive an allocation of funds appropriated from the account. The bill would require the California Transportation Commission and the Controller to administer these provisions.	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
SB 717 Perata	Transportation Investment Fund. Existing law specifies the allocation of funds in the Transportation Investment Fund, derived from a portion of the sales tax on gasoline, to various transportation projects and programs. Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund for allocation for those transportation purposes until the end of the 2007-08 fiscal year. Thereafter, Article XIX B requires these revenues to be allocated to broad categories of transportation purposes, including 20% for programs funded by the Public Transportation Account, 40% for transportation capital improvement projects in the State Transportation Improvement Program, and 40% for apportionment to cities and counties pursuant to certain formulas for road maintenance and construction purposes. This bill would continue the Transportation Investment Fund in existence and would specify the use of revenues deposited in that fund from gasoline sales tax revenues subject to Article XIX B beginning in the 2008-09 fiscal year.	05/24/2007-To Com. on TRANS. 07/02/07 1:30 p.m. - Room 4202 ASM TRANSPORTATION	Watch	Transportation
SB 748 Corbett	Transportation: state-local partnerships. Proposition 1B, approved by the voters at the November 2006 general election, enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$1 billion for the State-Local Partnership Program, to be allocated by the California Transportation Commission to eligible transportation projects nominated by transportation agencies, subject to appropriation by the Legislature. Existing law requires a dollar-for-dollar match of local funds for projects funded with these bond funds. This bill would state the purposes of the State-Local Partnership Program and would require the California Transportation Commission to adopt guidelines for the program. The bill would 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
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	related to the program, as specified.			
SB 803 Lowenthal	Transportation enhancement funds: community conservation corps. Existing federal law, as part of the comprehensive surface transportation program, allocates transportation funds to each state for transportation enhancement projects. This bill, with respect to federal funds made available to the state for transportation enhancement projects, would require transportation planning agencies, county transportation commissions or authorities, and congestion management agencies to adopt criteria that give priority in the selection of these projects to the sponsors of eligible projects that partner with, or commit to employ the services of, a community conservation corps, as defined, or the California Conservation Corps , areas not served by a community or conservation corps, to construct or undertake the project. The bill would provide that a community conservation corps , or the California Conservation Corps in areas not served by a community conservation corps, is eligible to apply for project funds. The bill would authorize these agencies and the Department of Transportation to enter into cooperative agreements, grant agreements, or procurement contracts with community conservation corps pursuant to certain simplified contract requirements. The bill would require the California Transportation Commission, when developing guidelines for the state transportation improvement program and the state highway operations and protection program, to include guidance to encourage the allocation of funds for transportation enhancement projects to community conservation corps and the California Conservation Corps, either as applicants or as partners with applicants that commit to employ the services of corps members in the construction of those projects . The bill would make related legislative findings and declarations.	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				

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. Elwin 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