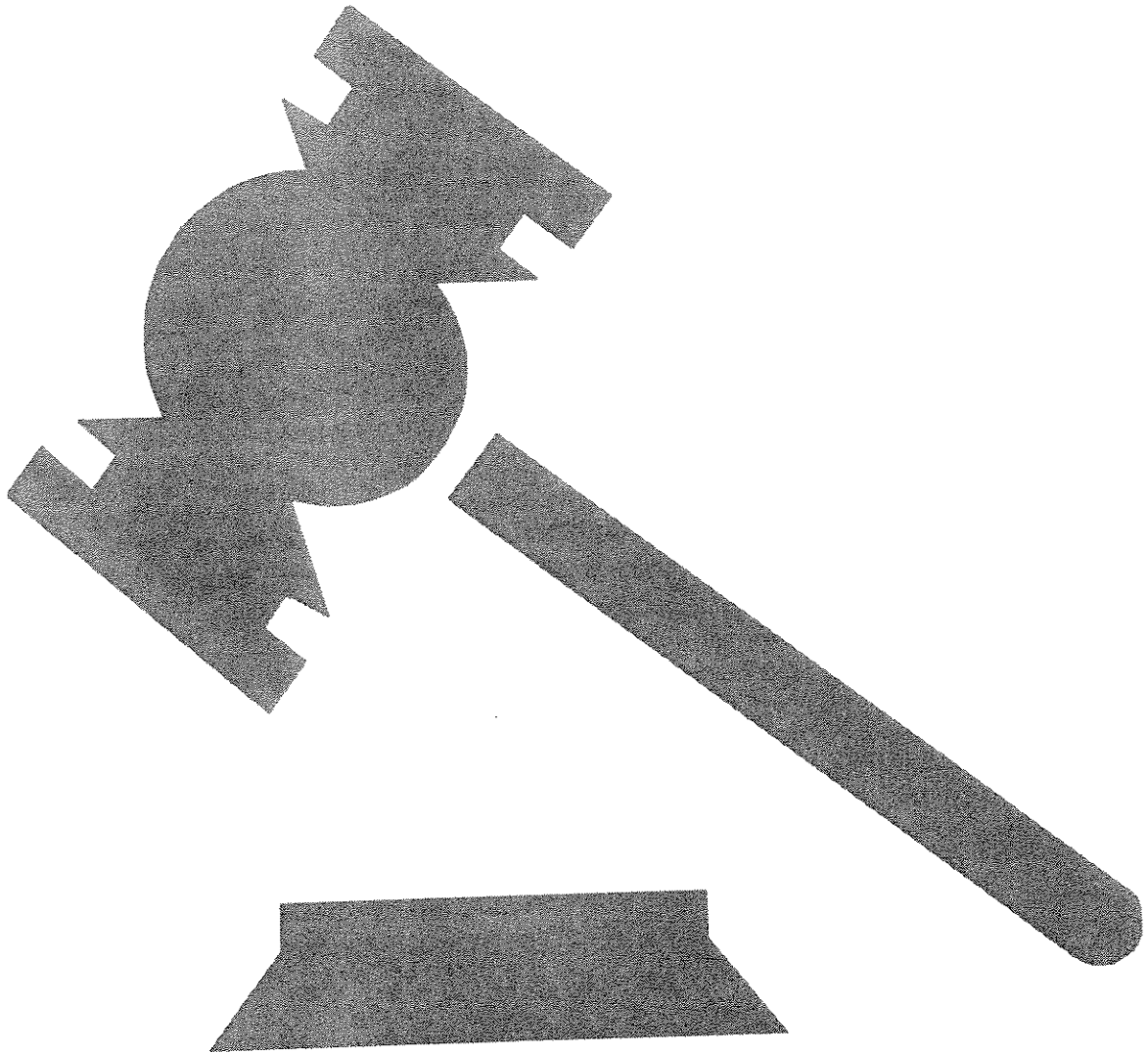




***ADMINISTRATIVE
ACTION/DISCUSSION ITEMS
AGENDA ITEMS VI. B.***

Fresno COG's Public Participation Preferences Survey

1.

1. Fresno COG has meetings or events to introduce transportation-related topics to the public, or to ask input from the public on specific transportation issues. What would encourage you to attend a meeting or event to discuss Fresno County transportation issues? Please rate each item below from 1 (extremely likely) to 4 (extremely unlikely)

	Extremely Likely	Likely	Unlikely	Extremely Unlikely
Interesting meeting topic	☐	☐	☐	☐
Meeting topic that effects me directly (personally or for work)	☐	☐	☐	☐
Meeting co-sponsored by a familiar local group or entity	☐	☐	☐	☐
Meeting provisions (e.g., childcare, food, transit, parking validation, etc.)	☐	☐	☐	☐
Transit pass or other gift	☐	☐	☐	☐
With advance notice, a translator is available and meeting materials are available in other languages.	☐	☐	☐	☐
Other	☐	☐	☐	☐

2. How far would you travel to attend a meeting (keeping in mind that the meeting may or may not be served by public transit)? Please select one.

- ☐ 1 to 10 miles
- ☐ 11 to 20 miles
- ☐ 21 to 40 miles
- ☐ Over 40 miles

3. When do you prefer to attend a meeting? Please select one.

- ☐ During business hours
- ☐ During the lunch hour
- ☐ Evening
- ☐ Weekends
- ☐ Other times/days of the week

4. What is the best way to notify you about a meeting? Please rate each item below from 1 (excellent) to 5 (extremely poor).

	Excellent	Good	Average	Poor	Extremely Poor
Email notice	☐	☐	☐	☐	☐
Postcard or letter	☐	☐	☐	☐	☐

Fresno COG's Public Participation Preferences Survey

Ad in newspaper (which one?)

☐☐☐☐☐

Fresno COG's Web Site

☐☐☐☐☐

Community or media sponsored Web site with event listings

☐☐☐☐☐

Announcement from community group or church

☐☐☐☐☐

Personal telephone call

☐☐☐☐☐

5. Other than a meeting, what other methods would you most likely use to express your views? Select all that apply.

☐ Online survey

☐ Focus group

☐ Mail survey

☐ Email comment

☐ Letter

☐ Online discussion board

☐ Phone comment line

Other (please specify)

6. How do you prefer to have detailed or complicated material presented to you? Select all that apply?

☐ Information online for review in advance

☐ Web or audiocast

☐ Live presentation

☐ Brochure, flyer or other printed material

☐ Map, chart or other visual aid

Other (please specify)

7. How would you identify yourself? Please select one.

☐ Businessperson

☐ Concerned individual

☐ Elected official

☐ Environmental group member or staff

☐ Community group member or staff

☐ Government agency staff

Other (please specify)

Fresno COG's Public Participation Preferences Survey

8. What part of Fresno County do you live in? Please select one.

- ☐ Clovis
- ☐ Coalinga
- ☐ Firebaugh
- ☐ Fowler
- ☐ Fresno
- ☐ Huron
- ☐ Kerman
- ☐ Kingsburg
- ☐ Mendota
- ☐ Orange Cove
- ☐ Parlier
- ☐ Reedley
- ☐ San Joaquin
- ☐ Sanger
- ☐ Selma
- ☐ Fresno County (unincorporated area)
- ☐ Outside of Fresno County
- ☐ Unincorporated community of (please specify)

9. What topics would you like to be notified about in the future? (check all that apply)

- ☐ San Joaquin Valley Blueprint
- ☐ One Voice Lobbying Trip to Washington D.C.
- ☐ Rail Consolidation
- ☐ High-Speed Rail
- ☐ Light Rail Projects
- ☐ Goods Movement
- ☐ Beautification of Highway 99
- ☐ Affordable Housing
- ☐ Land Buffer Task Force
- ☐ Farmland Conservation Model Program
- ☐ Fresno COG Board Actions
- ☐ Air Quality/Environment
- ☐ Fresno COG's Regional Transportation Plan Update
- ☐ Federal Transportation Improvement Program (Transportation Funding)
- ☐ Freeway Service Patrol

Fresno COG's Public Participation Preferences Survey

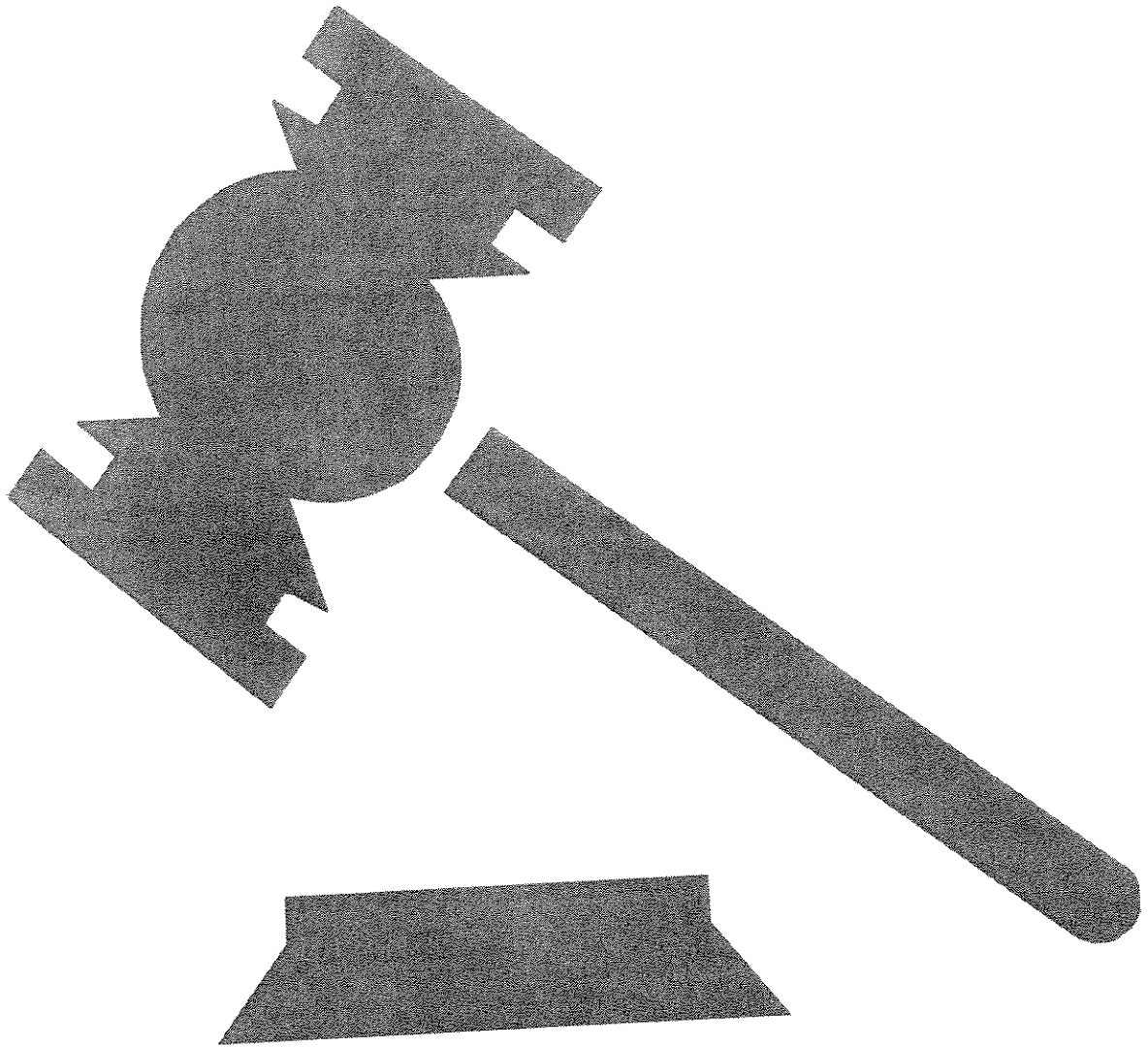
- ☐ Regional Transportation Guide Updates
- ☐ City of Fresno Transit - Fresno Area Express (FAX)
- ☐ Rural Area Transit
- ☐ Fresno Trolley Plans
- ☐ Bus Rapid Transit Plans
- ☐ FAX Long Range Master Plan
- ☐ Social Service Transportation Advisory Council
- ☐ Coordination Plans
- ☐ Public Transportation Infrastructure Study, Phase 2
- ☐ Downtown Circulation / Revitalization Study
- ☐ Fresno COG's Overall Work Program
- ☐ COG Outlook Quarterly Newsletter
- ☐ Measure C Citizen Oversight Committee Meetings
- ☐ Unmet Transit Needs
- ☐ Grant Programs (CMAQ/New Freedoms/JARC/5310/Safe Rides to School Program/etc.)
- ☐ Bikeway Map Updates
- ☐ Measure C (please specify)

10. How would you like to be notified of the project/s you selected in question 9?

- ☐ Email
- ☐ Postcard or letter
- ☐ Newspaper ad
- ☐ Fresno COG's Web site
- ☐ Community or media sponsored Web site with event listings
- ☐ Announcement from community group or church
- ☐ Personal Phone Call

Mailing / email addresses you wish to have the requested information sent to:

11. Thank You! You have now completed the survey. If interested, please provide any additional comments in the box below:



***ADMINISTRATIVE
ACTION/DISCUSSION ITEMS
AGENDA ITEMS VI. C.***

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-40

In the Matter of:)
)
)
COMMUNITY PLANNING)
MONTH)

**RESOLUTION PROCLAIMING
COMMUNITY PLANNING MONTH.**

WHEREAS, change is constant and affects all cities, towns, suburbs, counties, boroughs, townships, rural areas, and other places; and

WHEREAS, community planning and plans can help manage this change in a way that provides better choices for how people work and live; and

WHEREAS, community planning provides an opportunity for all residents to be meaningfully involved in making choices that determine the future of their community; and

WHEREAS, the full benefits of planning requires public officials and citizens who understand, support, and demand excellence in planning and plan implementation; and

WHEREAS, the month of October is designated as National Community Planning Month throughout the United States of America and its territories, and

WHEREAS, The American Planning Association and its professional institute, the American Institute of Certified Planners, endorse National Community Planning Month as an opportunity to highlight the contributions sound planning and plan implementation make to the quality of our settlements and environment; and

WHEREAS, the celebration of National Community Planning Month gives us the opportunity to publicly recognize the participation and dedication of the members of planning commissions and other citizen planners who have contributed their time and expertise to the improvement of the Fresno County region of the San Joaquin Valley; and

WHEREAS, We recognize the many valuable contributions made by professional community and regional planners of the Fresno County region of the San Joaquin Valley and extend our heartfelt thanks for the continued commitment to public service by these professionals;

NOW, THEREFORE, BE IT RESOLVED THAT, the month of October 2007 is hereby designated as Community Planning Month in the Fresno County region of the San Joaquin Valley in conjunction with the celebration of National Community Planning Month.

BE IT FURTHER RESOLVED, that the approval of this resolution constitutes a recommendation by the Council of Fresno County Governments this 27th day of September, 2007.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed _____

Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 27th day of September, 2007.

Signed: _____
Barbara Goodwin, Executive Director

COMMUNITY PLANNING MONTH PROCLAMATION

WHEREAS, change is constant and affects all cities, towns, suburbs, counties, boroughs, townships, rural areas, and other places; and

WHEREAS, community planning and plans can help manage this change in a way that provides better choices for how people work and live; and

WHEREAS, community planning provides an opportunity for all residents to be meaningfully involved in making choices that determine the future of their community; and

WHEREAS, the full benefits of planning requires public officials and citizens who understand, support, and demand excellence in planning and plan implementation; and

WHEREAS, the month of October is designated as National Community Planning Month throughout the United States of America and its territories, and

WHEREAS, The American Planning Association and its professional institute, the American Institute of Certified Planners, endorse National Community Planning Month as an opportunity to highlight the contributions sound planning and plan implementation make to the quality of our settlements and environment; and

WHEREAS, the celebration of National Community Planning Month gives us the opportunity to publicly recognize the participation and dedication of the members of planning commissions and other citizen planners who have contributed their time and expertise to the improvement of the (State, City, or County) of _____ (insert name of state, city, or county); and

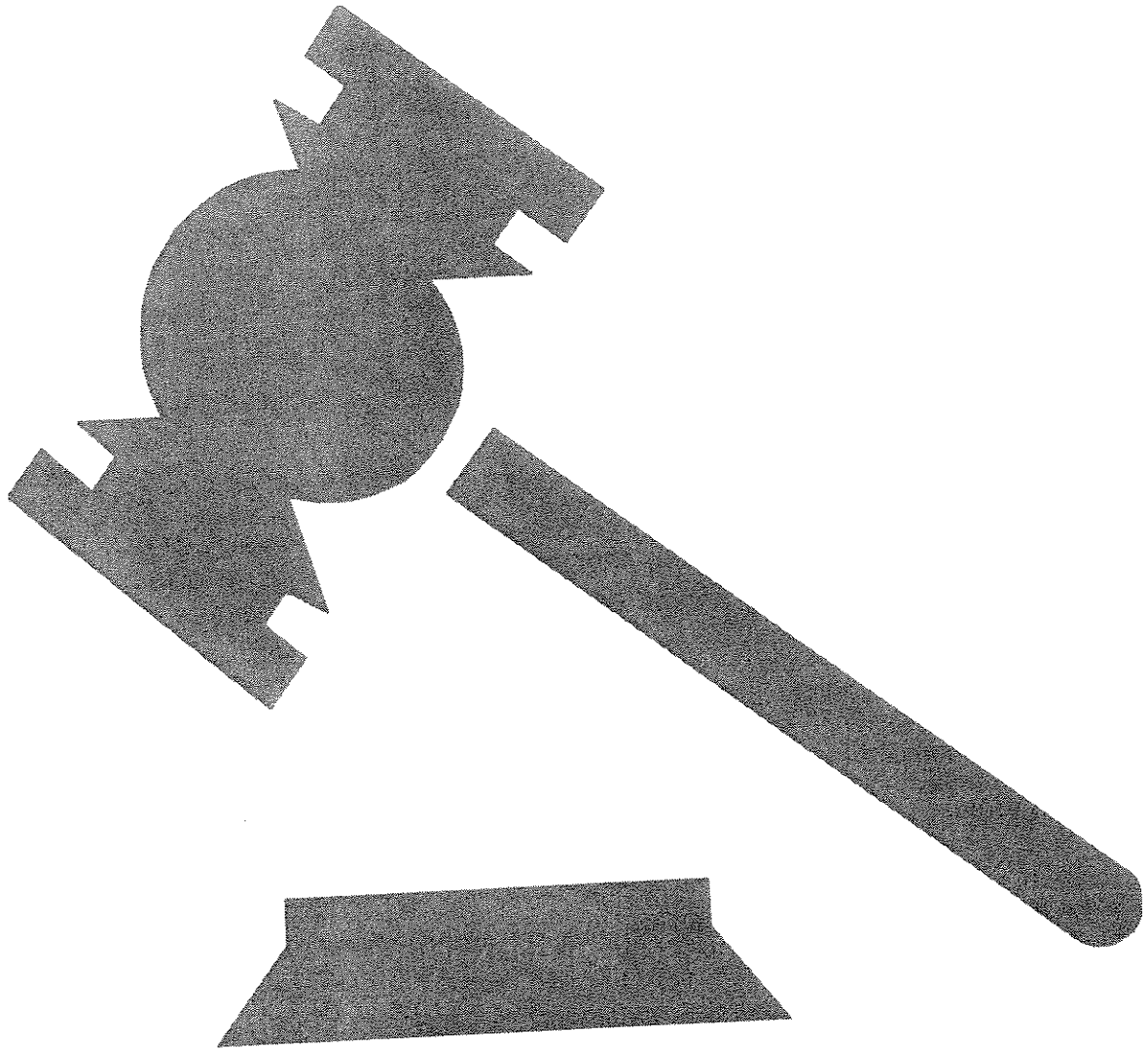
WHEREAS, We recognize the many valuable contributions made by professional community and regional planners of the _____ (State or City or County) of _____ (insert name of state, city, or county) and extend our heartfelt thanks for the continued commitment to public service by these professionals;

NOW, THEREFORE, BE IT RESOLVED THAT, the month of October 2007 is hereby designated as **Community Planning Month** in the _____ (State or City or County) of _____ (insert name of state, city, or county) in conjunction with the celebration of National Community Planning Month.

Adopted this _____ Day of _____, 2007.

(SEAL)
Chief Elected Official

Clerk



***ADMINISTRATIVE
ACTION/DISCUSSION ITEMS
AGENDA ITEMS VI. D.***



BARBARA GOODWIN: Fresno County sure is a-changin'

By Barbara Goodwin

08/03/07 04:30:32

More information

ON THE WEB

For more information visit fresnocog.org.

When Bob Dylan, in his famous song, refers to the 1960s as "the times they are a-changin'," he was right on. Forty years ago, Fresno County was a mostly rural, agricultural region with a population of about 366,000. Who would have predicted that the population would more than double by 2007, reaching more than 900,000?

Even more impressive are the recent population projections that show Fresno County more than doubling again in the next 40 years, to reach nearly 2 million residents. The San Joaquin Valley will house nearly 9.5 million residents by 2050. During this same period, California's population will increase by 22 million people, 25% of whom will reside in the San Joaquin Valley.

As the population increases, Fresno County's demographic profile will change. In 1960, only 15% of Fresno County's population was 55 years of age or older. The number of seniors here has more than tripled since then, and is projected to increase another three-fold by 2050 when they will comprise 27% of the total population -- the largest this segment has ever been.

What will this mean for the future of housing? What will the future residential landscape of Fresno County look like?

Another trend taking place is the growth in the minority population. The county's minority population has grown significantly in recent decades. In 1960, 32% of the population was considered minority, increasing to 65% today. By 2050, however, minority groups will comprise 81% of the population.

Housing professionals will need to understand the unique dynamics of minority groups within their cultural market in order to provide appropriate housing choices in the future.

The changing composition of the household is another dynamic that will need to be considered. In 1960, 76% of households consisted of married couples with or without children. By 2050, that percentage is projected to decrease to 44%, with 56% of the households in Fresno County headed by single persons with or without children. As the percentage of traditional married-couple households declines and the single-parent or one-person headed households increase, the demand for affordable housing will rise.

In 1996, a household earning the local median income could afford 59% of homes available, whereas in 2007 only 13% of homes available are considered affordable. Affordability is an important factor when considering how we want to grow as a region.

Growth comes with other challenges as well. Do we have adequate transportation infrastructure to meet the population demand? The demand for the automobile is on the rise. Without capital investment in other modes, it is projected that 96% of the county's population will commute by private auto, truck or van by the year 2050. Increased dependence on the auto will lead to increased congestion on the surface transportation system, longer commute times and related air quality problems.

Fortunately, voters passed the extension of Measure C, which will provide significant investments in transit and alternative modes over the next 20 years. However, it will be imperative that the transportation system continue to improve to meet future population demands.

The San Joaquin Valley's air quality is among the worst in the country. Valley residents rank in the top 5% nationwide for pollution-related health risks. Valley residents regularly suffer asthma attacks, acute bronchitis, lost work days, reduced activity, hospital admissions, school absences and even premature death because of exposure to air pollution. A 2006 study estimated health and problems related to air quality cost the Valley \$3 billion per year, or \$1,000 per resident per year.

Will growth and development mean paving over our vital agricultural land, natural habitats and open space to the point of no return? How our region addresses the relationship between growth and conservation will have a major impact on the future landscape and the quality of life for Valley residents.

Fortunately, we are engaged in a Valleywide planning process to respond to these issues. The San Joaquin Valley Blueprint provides an opportunity for the Valley's Councils of Governments (COG's) in coordination with the San Joaquin Valley Air Pollution Control District and the Great Valley Center to work together to develop a regional vision of land use and transportation that will be used to guide growth in the San Joaquin Valley through 2050.

After extensive public outreach and technical processes, data provided to local decision makers will provide a tangible opportunity to ensure the San Joaquin Valley remains a desirable place to live.

Barbara Goodwin is the executive director of the Council of Fresno County Governments.

News Release

Friday August 3, 2007



For immediate release

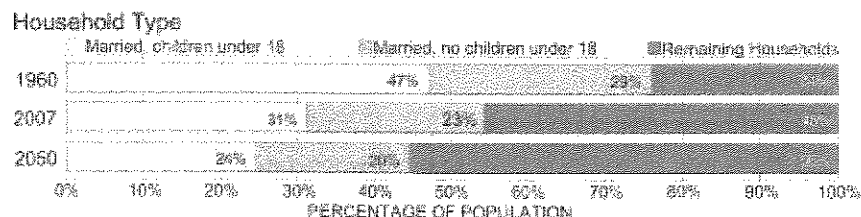
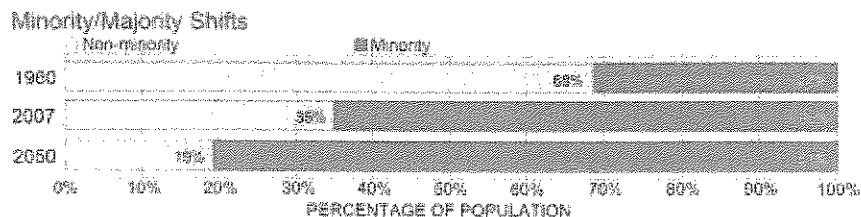
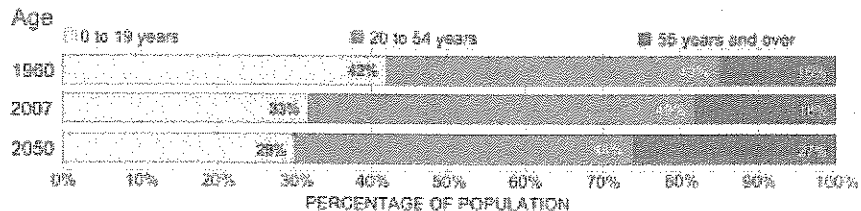
Contact:

Brenda Lauchner, Public Information Officer, Fresno COG-233-4148, Cell- 906-7594, brendal@fresnocog.org
Kathy Chung, Planner III/Demographer, Fresno COG 233-4148, kchung@fresnocog.org

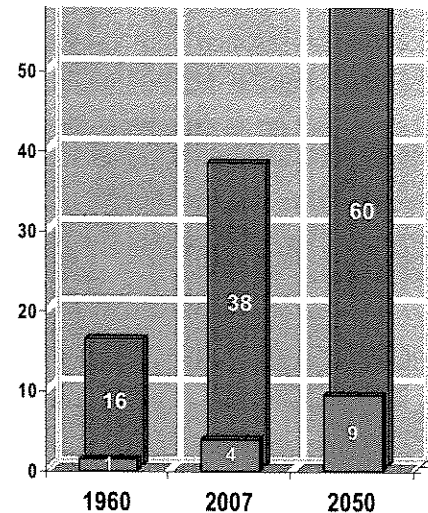
Fresno COG releases projected 2050 population demographics

The Department of Finance (DOF) released new demographic projections on July 9, 2007 that showed a significant increase in population projections for Fresno County, the San Joaquin Valley and California over what had previously been reported. Fresno COG staff compared the DOF population numbers and demographics with like data from 1960, and projected what Fresno County's demographics would be for the year 2050, which coincides with the planning horizon for the San Joaquin Valley Blueprint .

In 1960 Fresno County was a mostly rural, agricultural region with a population of about 366,000. Since then, the population has more than doubled, reaching over 900,000 people. Even more impressive are the recent population projections that show Fresno County more than doubling again in the next forty years, to reach nearly 2 million residents.



Population figures from California (Blue) and the San Joaquin Valley (Green) listed in millions



The eight county San Joaquin Valley region will house nearly 9.5 million residents by 2050, absorbing 25 percent of California's population increase.

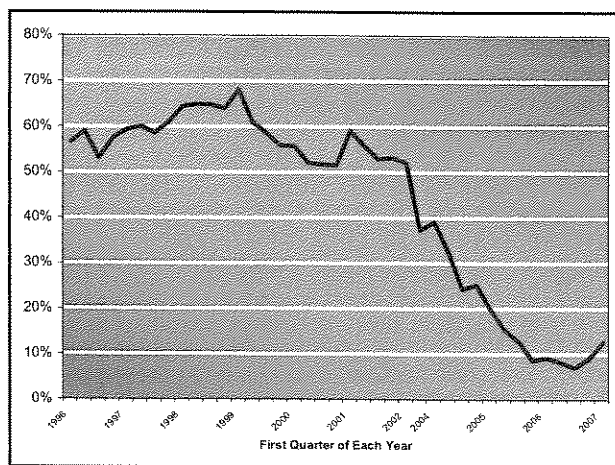
As the population increases, Fresno County's demographic profile will also change. In 1960, 15 percent of Fresno County's population was 55 years of age or older. The number of seniors has more than

tripled since then, and is projected to increase another three-fold by 2050 when they will comprise 27 percent of the total population -- the largest this segment has ever been.

The County's minority population has grown significantly in recent decades. In 1960, 32 percent of the population was considered minority, increasing to 65 percent today. By 2050, however, minority groups are projected to comprise 81 percent of the population.

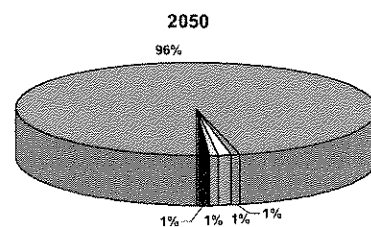
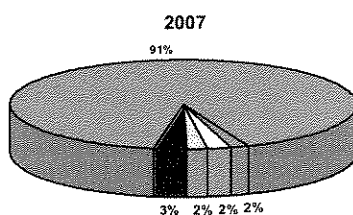
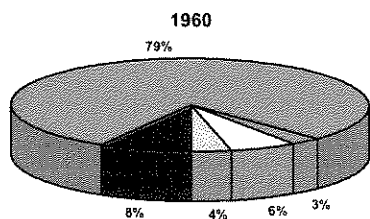
The changing composition of the household is another dynamic that will need to be considered. In 1960, 76 percent of households consisted of married couples with or without children. By 2050 that percentage is projected to decrease to 44 percent, with 56 percent of the households in Fresno County headed by single persons with or without children.

Recent Trends in Housing Affordability



As the percentage of single parent or one-person headed households increase, the demand for affordable housing will rise. In 1996, a household earning the local median income could afford 59 percent of homes available, whereas in 2007 only 13 percent of homes available are considered affordable.

If the trend in residents' commuting habits continues, it is projected that 96 percent of the County's population will commute by private auto, truck or van by the year 2050, compared with only 79 percent in 1960.



■ Private auto, truck or van, including carpool
■ Public transportation (bus, railroad, etc.)
□ Walked
□ Other means
■ Worked at home

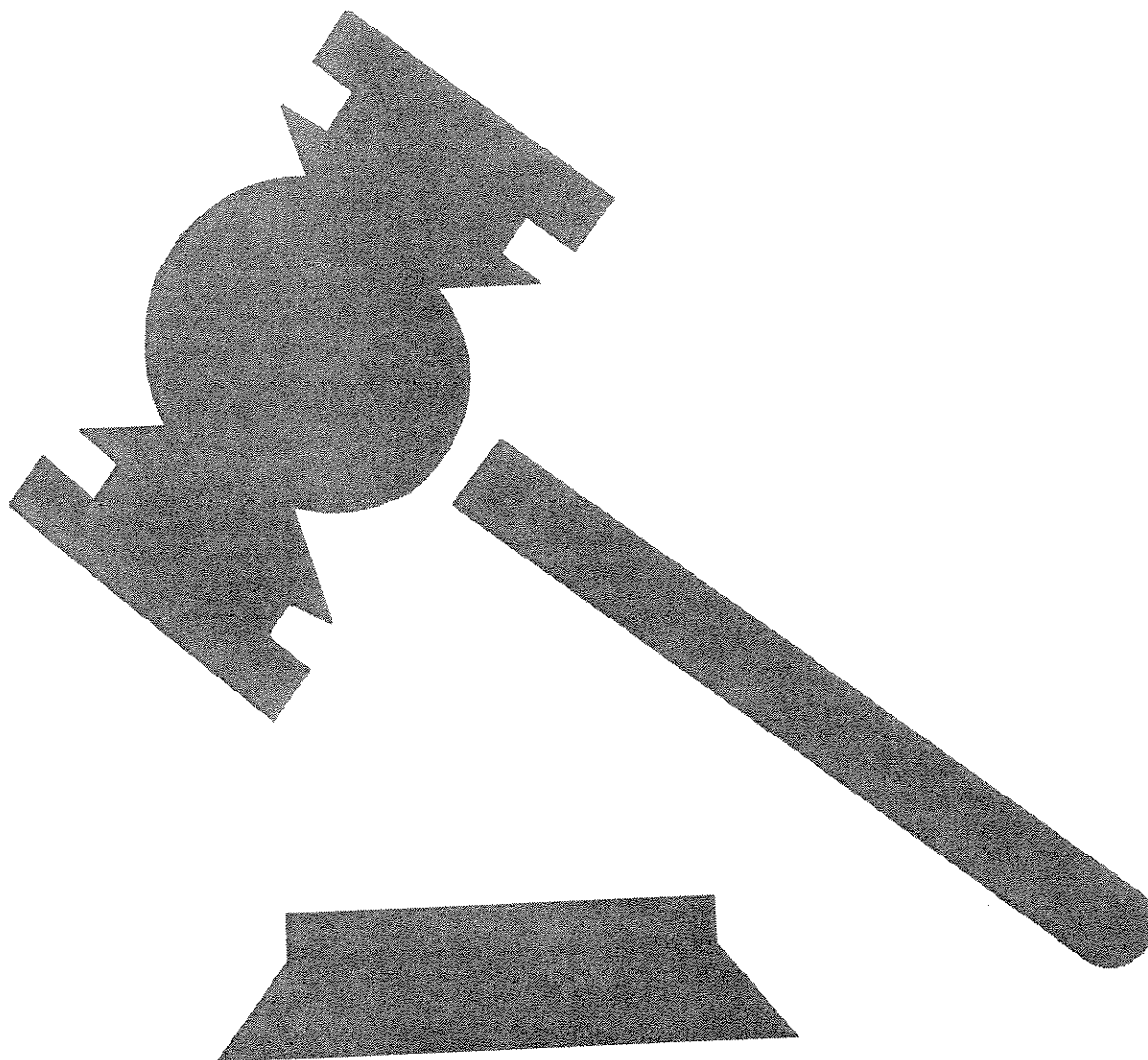
The San Joaquin Valley's air quality is among the worst in the country. A 2006 study estimated health and problems related to air quality cost the Valley \$3 billion per year, or \$1,000 per resident per year. Valley residents rank in the top 5 percent nationwide for pollution-related health risks, regularly suffering asthma attacks, acute bronchitis, lost work days, reduced activity, hospital admissions, school absences, and even premature death because of exposure to air pollution.

Fortunately, Fresno COG is engaged in a Valleywide planning process to respond to these very issues. The San Joaquin Valley Blueprint provides an opportunity for the Valley's Councils of Governments (COG's), in coordination with the San Joaquin Valley Air Pollution Control District and the Great Valley Center, to work together to develop a regional vision of land use and transportation that will be used to guide growth in the San Joaquin Valley through 2050.

Some of the issues we are discussing include the following:

- How will housing professionals estimate the needs and unique dynamics of minority groups and single heads of household within their market in order to provide appropriate housing choices in the future?
- What can the region do to provide affordable housing for the growing number of seniors?
- Do we have adequate transportation infrastructure to meet the population demand? What transportation modes will Fresno County's population embrace?
- Will growth and development mean paving over our vital agricultural land, natural habitats, and open space to the point of no return? How our region address the relationship between growth and conservation?

Fresno COG is in the process of developing scenarios of how Fresno County could grow between now and 2050. Those scenarios will go out for public review and feedback when they are released at the first of the year. After extensive public outreach and technical processes, data will be given to local decision makers, providing a tangible opportunity to ensure the San Joaquin Valley remains a desirable place to live. For more information on the data and projections, or on the Blueprint Planning Process visit Fresno COG's website at www.fresnocog.org.



***ADMINISTRATIVE
ACTION/DISCUSSION ITEMS
AGENDA ITEMS VI. E.***



2035 Tulare Street, Suite 201
Fresno, California 93721

Telephone: (559) 233-4148 ♦ Fax: (559) 233-9645
Website Address: www.fresnocog.org

August 24, 2007

NOTICE

Council of Fresno County Governments 2008 “One Voice” Call for Projects

Dear Interested Stakeholders,

Over the past several years, the Fresno COG has embarked upon an annual “One Voice” lobbying visit to Washington D.C. The purpose of the trip is to seek federal funding for projects of regional significance within Fresno County. To this end, a contingent of elected officials, public administrators and regional stakeholders from the public and private sectors travel to Washington D.C. for a week long visit. The goal of this “One Voice” delegation is to meet with our congressional and federal departmental representatives and advocate for the projects that have been identified and prioritized through a COG selection process. Ideally, the trip results in the Fresno region garnering federal earmarked funds that it might not receive otherwise. To date, we have been successful in acquiring over \$11 million toward funding the projects that the “One Voice” delegation has promoted.

We have repeatedly heard from our representatives in Washington that our efforts are welcomed and positively recognized. We have had strong encouragement to continue the effort, as our presence helps our representatives to prioritize and shepherd much needed regional projects through the federal budget process. With that encouragement in mind, we are in the midst of launching the 2008 “One Voice” endeavor. The trip is planned for February 9-14, 2008.

With input from our Washington, D. C. lobbyist, a task force, comprised of participants from earlier “One Voice” trips, has developed project selection criteria. The project selection criteria require that:

- Projects be of regional significance – advancing the goals of the region
- Projects be limited to transportation and infrastructure (*physical infrastructure/capital improvements*)
- Regional projects be limited in number and in dollar amount requested.
(*Local projects can be submitted separately and will be presented according to a predetermined format*)
- Priority may (with no guarantee) be given to those projects on the 2007 “One Voice” list that meet the criteria listed above and that have received partial funding. (These projects must be resubmitted by the project proponent.)
- Project proponent(s) must be part of “One Voice” delegation back to Washington D.C.

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

We are now ready to solicit projects for the 2008 trip. This letter is intended to serve as a call for projects. The process entails COG's contacting a large number of public agencies and regional stakeholders, allowing them 3 weeks to determine if they have regionally significant projects they would like to submit for potential federal earmark funding, convening the task force to select and prioritize projects, and gaining COG Policy Board approval of the priority project list. These efforts will culminate with the "One Voice" trip to Washington D.C.

Enclosed is a Project Application form that you will need if you have a project you would like to see considered for the regional priority list. **Proposed projects should meet the criteria listed above. In addition, projects should be shelf ready, ideally be collaborative in nature (i.e. more than one agency involved), cover a large service area, have potential to have a meaningful impact on the region, have support of decision makers, have quality leadership, fall within the community agenda and meet a "highest and best use" standard. Finally, project sponsors must be in attendance to speak in behalf of their project in Washington D.C.**

The deadline for submittal of project application forms is 5:00 PM on Friday, September 28, 2007.

Forms should be submitted to:

Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721
Attention: Barbara Steck

Thanks in advance for your interest in this important process. If you should have any questions regarding "One Voice", please feel free to contact me or COG staff member Barbara Steck at 559-233-4148.

Sincerely,



BARBARA GOODWIN, Executive Director
Council of Fresno County Governments

Enclosures: Application
 Sample project format
 Simon & Company Recommendations
 Appropriations Accounts

2008 "One Voice" ~ Project Application

Please answer the questions below in as much as detail as possible.

Organization making request: _____

Division: _____

Address: _____

Contact person(s) in organization _____

Phone number(s): _____

Email: _____

Project Name: _____

Project location: _____

Amount being requested (please include future years, if applicable; e.g.: "\$50,000 for FY 2005, \$250,000/3 years"; "\$100,000 for FY 1999; ongoing program"):

Prior federal funding history (e.g.: "\$0 in FY 1998; \$100,000 in FY 1997, last year authorized"): _____

Did you make a similar request last year for FY 2008, through 2007 "One Voice" or on your own (if yes, please note project name and amount) _____

Sources and amounts of matching funds (state, county and local contributions): _____

Possible funding sources: _____

Please identify the Congressional and Senate district(s) in which the project lies: _____

Current status of project for which request is made: _____

Will individual(s) from your organization be participating in the 2008 One Voice trip to Washington, D.C., either using your own funds or through the limited funds COG receives through scholarships (please provide names of possible delegates): _____

PLEASE ATTACH AS MANY OF THE FOLLOWING ITEMS AS APPLY TO YOUR PROJECT:

- ☐ Project Description, including purpose and need
- ☐ Background/Justification for this request (budget projections, reports, brochures, letters of support, etc.)
- ☐ Which representatives, departments, or organizations in Washington, D.C. would be most interested in this project?
- ☐ What other organizations, in California, Washington DC, or nationally, might be expected to support this request?
- ☐ What other organizations, in California, Washington DC, or nationally, might be expected to oppose this request?
- ☐ Other Comments/Misc. information?

SAMPLE PROJECT



GOLDEN STATE CORRIDOR PHASED IMPROVEMENTS AT SPECIFIC LOCATIONS

**REQUESTED
FUNDING:
\$2.75 MILLION**

PROJECT GOAL: To facilitate economic development and revitalization along the Golden State Corridor, a regional industrial and commercial corridor that parallels State Route 99 and links the three neighboring cities (Fowler, Selma, and Kingsburg) with the Fresno Metropolitan Area.

The proposed infrastructure improvements will create a positive environment along the Golden State/Freeway 99 Corridor where business may grow and thrive for the benefit of all of the corridor cities and the region as a whole.

PROJECT DESCRIPTION: The Golden State Corridor Economic Development Project will be phased to include segments of the ultimate plan and will include the following:

- Construct roadway and related improvements at specific locations along the master planned corridor to make it safer and more user-friendly for commercial users and local drivers. Improvements will include intersection improvements and traffic signals.
 - Temperance Avenue Intersection w/ Golden State Blvd. (Fowler)
 - Dockery Avenue (Selma)
 - Kamm/Bethel Avenues Intersection (Kingsburg)
- The ultimate plan will create a common vision for the attractive revitalization of the Golden State Corridor that will support job creation, preserve the surrounding agricultural lands, and enhance the environment of this important regional economic corridor.

SPECIFIC

- The Golden State Corridor is an area specifically planned for industrial and commercial development within the contiguous spheres of influence of the cities of Fowler, Selma, and Kingsburg. It is well suited for such use by virtue of its proximity and access to State Route 99 and Union Pacific Railroad, and the continuous linkage of Golden State Boulevard itself. The three cities have made a concerted effort to work together in developing a seamless project. In this proposed phase, each of the cities will construct staged improvements within their jurisdiction which will be part of the overall corridor master plan. These projects are the initial, and most critically needed, elements of the larger corridor enhancement plan.

RECIPIENT:

Council of Fresno County Governments

CONTACT:

Tony Boren, Deputy Director, Council of Fresno County Governments
(559) 233-4148 or email tboren@fresnocog.org

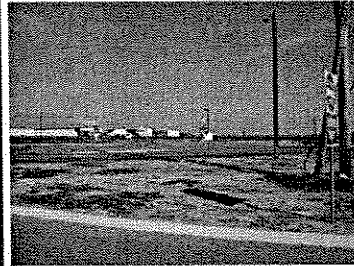


*Photo of Temperance
Avenue Intersection
with Golden State
Boulevard (Fowler)*

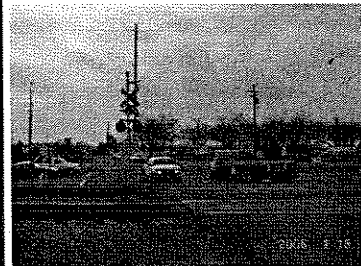


*Photo of the
Kamm/Bethel Avenues
Intersection
(Kingsburg)*

SIMON AND COMPANY

INCORPORATED

Intergovernmental Relations and Federal Affairs

1660 L Street, NW • Suite 501 • Washington, D.C. 20036

(202) 659-2229 • Fax (202) 659-5234 • e-mail: len.simon@simoncompany.com

MEMORANDUM

TO: Barbara Goodwin

FROM: Len Simon
Shannon Long

SUBJECT: 2007 Fresno COG "One Voice": *Observations and Recommendations*

DATE: April 17, 2007

Thank you again for the opportunity to work with the 2007 Fresno COG "One Voice" delegation. As with previous "One Voice" efforts, 2007 was very productive and the caliber of projects, presentations and meetings continue to grow each year.

In preparation of the 2008 "One Voice" meetings in Washington, we have outlined some recommendations that the COG staff and delegation members may wish to incorporate into next year's effort.

2008 "One Voice" Recommendations

1. **Format** - We recommend replicating the congressional briefing format. Next year will be a presidential election year and the very last year of the Bush Administration and the second year of a new congressional majority likely hitting its stride. We suggest that we concentrate on new policies likely to emerge from the Congress rather than programs in the federal agencies. It is highly recommended to resume the federal agency format in 2009, as a new administration will be in office with new programs to offer.

As with past years, the joint congressional briefing worked well and as you will recall, the congressional staff were thoroughly engaged in the discussion of projects, which continued among them subsequent to the "One Voice" visit.

We also recommend that we replicate the delegation-wide lunch where the "One Voice" group honors all four House members and congressional staff, as compared to individual dinners each night. We will once again work with the congressional offices to reserve an on site congressional banquet facility. As we discussed during this year's trip, we will definitely work on arranging COG group dinners each evening. As you know, there are great demands on the schedules of **Senators Feinstein** and **Boxer** and we suggest individual meetings with each office. We will work with state officials to hopefully have longer, more in-depth meetings with both Senators.

We will once again attempt to end each day's events around 3:00 p.m. to allow the delegation members some personal time before each night's group dinner. We could also work on a pre-dinner social/tourist event to ensure that the group remains together each evening.

2. **Discussion of Policy Issues** - We will structure the time with members and their staff to allow discussions of both appropriations and policy. Representatives of the Fresno County congressional delegation serve on a number of influential committees that have jurisdiction over important policy issues that impact the county. As we mentioned last year, for example, health care and tax issues continue to be

issues of importance to Fresno County and Rep. **Devin Nunes** is a member of the powerful Ways and Means Committee, with jurisdiction over both matters. Rep. **George Radanovich** is a member of the Energy and Commerce Committee, which has jurisdiction over air quality and telecommunications. Water issues are also important to the entire Central Valley and Rep. **Jim Costa** serves on the Resources Committee that handles water rights issues. We should take advantage of the time with the members of the delegation to discuss both appropriations and policy, which very often have a larger impact at the local level.

3. **Materials** - The materials that the COG staff provided each member of the delegation, their staffs and federal officials was quite impressive and we would advise that same general package be used next year. The materials should also include the details of both federal and non-federal funding sources for all projects. As we have previously suggested, the package for federal officials should not contain any reference to the project requests that the "One Voice" group is giving to the congressional delegation.

4. **Presentations** - We recommend that the COG continue the use a few PowerPoint backdrops when discussing the "One Voice" projects. The use of the slides made it easier for both the congressional staff to understand the funding requests and other unique factors which can be presented visually.

5. **Grants** - As we have previously suggested, the COG members briefing books should contain a list of federal grants that match up well with the "One Voice" federal funding priorities for COG members to review in advance. We also suggest that the COG staff do a "grants inventory" to determine what federal grants the COG members are currently receiving and/or interested in.

6. **Project Selection** - The COG was very successful in its efforts to only request funding for six appropriations projects and we were very pleased to see a number of policy issues also be included in the "One Voice" federal advocacy effort. Coming off a year in which all earmarks were cancelled Congress continues to face a tight budget for along with additional pressure to reduce earmarks. Recently both the House and Senate Appropriations Committee Chairman have stated there will be fewer earmarks in the FY08 appropriations bills putting greater pressure on the Fresno delegation. We would suggest that only four "One Voice" projects be submitted for Fiscal Year 2009.

Increased scrutiny on earmarks and congressional ethics will likely continue during the next session of Congress, therefore the "One Voice" projects should reflect this reality and remain in the \$2 to \$3 million range. The delegation should also only try to have one project in each appropriations bill and we can work with you during the project selection to ensure a variety of requests. This will increase the credibility of the requests and again, make it easier for the congressional offices to justify them.

6. **Towards SAFETEA-LU II** - Although the Fresno region will not submit projects for the next reauthorization of the surface transportation bill until 2009 when the current bill expires, it would be beneficial to begin discussions with your regional partners and the congressional staff on potential projects that will be submitted. Next year will be crucial for the development of key transportation projects, which will be officially submitted during the 2009 "One Voice" trip.

7. **Voices of Fresno County** - The many "voices" of Fresno County continue to be an issue for the congressional delegation, although the inclusion of "local projects" is a step in the right direction. The "One Voice" delegation will need to reiterate its message that the "One Voice" projects are regional in nature and have been agreed upon by the local governments represented by the COG. However, as we have mentioned, the same entities that support the "One Voice" projects will also be presenting their own list of projects to the congressional delegation, which often must decide which projects truly are a priority for the region.

We hope that you find this information helpful as you begin to think about your future "One Voice" efforts.

Please let us know if you have any questions or if we may be of further assistance. We look forward to talking with you soon.

"One Voice" Mission Statement

"One Voice" unites Fresno County communities and regional interests in a voluntary and collaborative effort to seek federal and state funds annually for projects of regional significance. All projects chosen shall contribute to an improved quality of life throughout the Fresno County region.

"One Voice" History

In 2003, the Council of Fresno County Governments (Fresno COG) decided to undertake a "One Voice" effort seeking federal and/or state funding for projects of broad community-wide benefit within Fresno County. The goal was to assemble a public-private delegation, select prioritized projects, and then visit our Congressional and federal departmental representatives in Washington, D. C. to pursue earmarked funds and grant opportunities. The Fresno COG proposed this as an annual effort and has made a similar effort at the State level in Sacramento.

The message we heard during each of our visits to Washington, D.C. was that we were welcomed and encouraged to return and to continue communications, building upon the broad-based coalition we were assembling. The "One Voice" approach is positively recognized and viewed as a means of assisting our federal representatives identify, prioritize and shepherd much needed projects through the federal budget process. No accomplishments in connection with "One Voice" activities would be possible without the outstanding leadership of the Fresno COG congressional delegation.

Although the "One Voice" effort does not represent the sole advocacy for the Fresno region (Fresno County, individual cities and other public authorities pursue important objectives in Washington as well), it does provide an opportunity to give special focus to a core group of projects around which the broadest group within the county can unite.

Fruits of "One Voice"

Total to Date: \$11,515,000

Four "One Voice" projects were included in the 2005 omnibus appropriation:

\$250,000 for the Non-Point Source Water Quality Management Program to Fresno COG to contract with the Fresno County Farm Bureau.
\$500,000 for the Friant Corridor Improvements Project to the County of Fresno.
\$200,000 for the Regional Jobs Initiative to CSUF
\$400,000 to the Workforce Investment Board
\$225,000 for the Rural Vocational Training Centers Project to the County of Fresno

Three additional "One Voice" projects were contained in the Federal Transportation Reauthorization Bill (SAFETEA-LU):

\$1,200,000 for Friant Road Widening
\$7,600,000 for Freeway 180 Improvements
\$240,000 for Willow and Herndon Traffic Flow Improvements

The 2006 Transportation, Treasury and Housing and Urban Development Appropriations bill included:

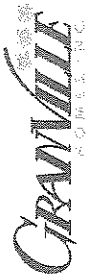
\$900,000 for State Route 180 East Improvements

"One Voice" projects included in either the House or Senate Appropriations bills prior enactment of a long-term Continuing Resolution without projects:

\$500,000 for State Route 180 Improvements
\$250,000 for the construction of a vocational training facility in Mendota
\$1,000,000 for Friant Road Widening
\$200,000 for the West Side Vocational Training Center in Fresno County



2007 One Voice Sponsors:



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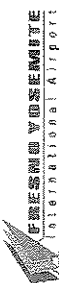
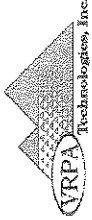


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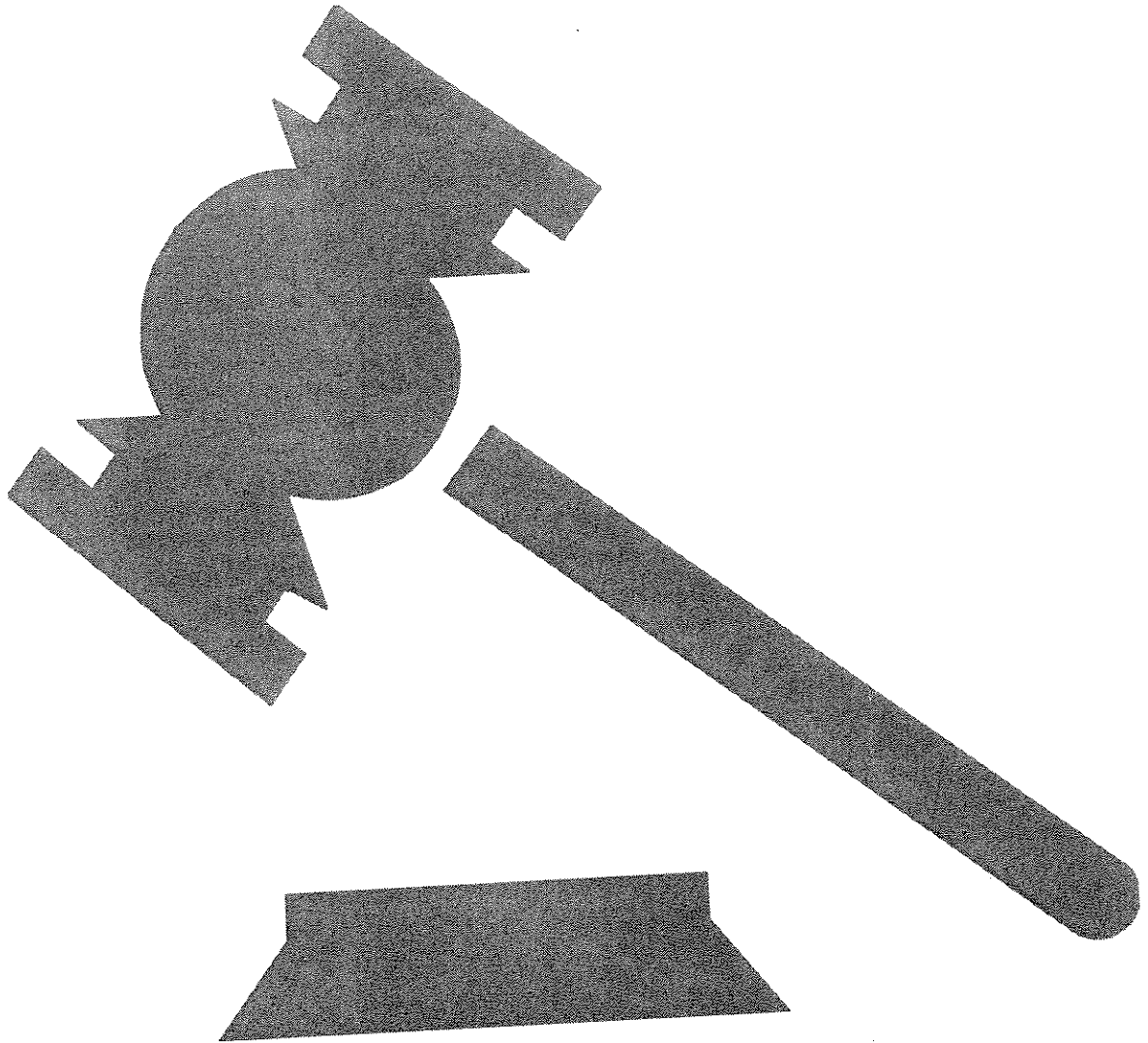
2035 Tulare Street, Suite 201

Fresno, California 93721

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Website Address: www.fresnocog.org



***ADMINISTRATIVE
ACTION/DISCUSSION ITEMS
AGENDA ITEMS VI. F.***

San Joaquin Valley Regional Planning Agencies

555 Weber Avenue, Stockton, California 95202 - (209) 468-3913 - FAX (209) 468-1084

July 13, 2007

**Kern Council of
Governments**

**Merced County
Association of
Governments**

**Kings County
Association of
Governments**

**Stanislaus Council
Of Governments**

**Council of
Fresno County
Governments**

**Madera County
Transportation
Commission**

**San Joaquin
Council of
Governments**

**Tulare County
Association of
Governments**

The Honorable Ellen Corbett
Senator, District 10
State Capitol, Room 3092
Sacramento, CA 95814

The Honorable Lloyd Levine
Assembly Member, District 40
P.O. Box 942849
Sacramento, CA 94249-0040

The Honorable Don Perata
Senator, District 9
State Capitol, Room 205
Sacramento, CA 95814

The Honorable Fabien Núñez
Assembly Speaker, District 46
P.O. Box 942849
Sacramento, CA 94249-0046

RE: Support specific points for State/Local Partnership Funds

Dear Senators Corbett and Perata, Assembly Member Levine, and Speaker Núñez,

On behalf of the Policy Council for San Joaquin Valley Councils of Government, which is comprised of elected representatives from the eight SJV counties, I am writing to support particular points concerning state/local partnership funding guidelines. We have agreed to support the following:

- Toll road and bridge toll fees may not qualify as matching funds.
- Funds may not be used for road rehabilitation or maintenance.
- Size of projects to receive State-Local Partnership funding should have a total cost of no less than \$15 million.
- Decisions on funding should be delayed until 2009-10.

While we have not taken a formal stance on any particular bill, we do agree to support the listed points.

Sincerely,



Michael Rubio, Chair

cc. The Hon. Alan Lowenthal, Chair, Senate Comm. on Transportation & Housing
The Hon. Tom McClintock, Vice Chair, Senate Comm. on Transportation & Housing
The Hon. Pedro Nava, Chair, Assembly Committee on Transportation
The Hon. Michael D. Duvall, Vice Chair, Assembly Committee on Transportation
The Hon. Jeff Denham, Senate District 12
The Hon. Dave Cogdill, Senate District 14
The Hon. Dean Florez, Senate District 16
The Hon. Roy Ashburn, Senate District 18
The Hon. Cathleen Galgiani, Assembly District 17
The Hon. Tom Berryhill, Assembly District 25
The Hon. Greg Aghazarian, Assembly District 26
The Hon. Nicole Parra, Assembly District 30
The Hon. Juan Arambula, Assembly District 31
The Hon. Jean Fuller, Assembly District 32
The Hon. Bill Maze, Assembly District 34



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Website Address: www.fresnocog.org

August 29, 2007

Senator Alan Lowenthal
27th District
State Capitol, Room 2032
Sacramento, CA 95814

Attention: Joshua Tooker, Legislative Director
Jennifer Gress, Art Bauer, Consultants, Transportation & Housing Committee

Dear Senator Lowenthal:

On behalf of the Fresno COG I want to thank you, Mr. Tooker, Ms. Gress, and Mr. Bauer for the meetings we had Monday with regards to Senate Bill 9 and Senate Bill 974. While listening to our comments on these particular bills your representatives were very gracious to our Fresno COG representatives and other Valley representatives present (California Partnership for the San Joaquin Valley Member Peter Weber and Seyed Sadredin and Tom Jordan of the San Joaquin Valley Air Pollution Control District).

In this follow-up letter, we would like to reiterate our comments on Senate Bill 9 dealing with the Trade Corridors Improvement Fund. These comments also have the support of the other seven Valley COGs, all of whom wish to see their agencies included as stakeholders, and the corridor description to be changed from its current version.

The State's Goods Movement Action Plan identifies four Trade Corridors, and we believe SB 9, as it refines the corridor descriptions, should ensure the language identifies the corridors accurately and consistent with the State Plan, including all stakeholders. We recognize the effort to ensure that the funds are targeted to major and meaningful investments, and we concur. However we are concerned about the current August 20 version and the precedent it would set by not recognizing the full corridor and the major stakeholders. We would like to see the language changed as follows:

8879.23

(f)

(2) The corridor commencing at the Port of Oakland and extending ~~to~~ **through** the San Joaquin Valley, and including the Tehachapi Pass.

8879.44

(a)

(2) Corridor commencing at the Port of Oakland and extending ~~to~~ **through** the San Joaquin Valley, **and including the Tehachapi Pass.**

- (G) San Joaquin Council of Governments
- (H) San Joaquin Valley Air Pollution Control District
- (I) Stanislaus Council of Governments

[add]

- (J) **Merced County Association of Governments**
- (K) **Madera County Transportation Commission**

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

- (L) *Council of Fresno County Governments*
- (M) *Tulare County Association of Governments*
- (N) *Kings County Association of Governments*
- (O) *Kern Council of Governments*

Legislation is often used as the defining point for future legislative and other policy efforts, and to define the San Joaquin Valley's contribution to Goods Movement as coming "to" the Valley rather than "through" the Valley may set precedent that glosses over the current 11.6 million heavy-duty diesel truck miles per day that now occur in the Valley, and the impacts that follow that high level of goods movement. In addition the other six Regional Transportation Agencies within the Valley should be named as stakeholders since any improvements either within or at the southern and northern ends of the Valley affect us all.

We respectfully request these changes be made to SB 9, or any other legislation which may emerge with respect to the Trade Corridors Improvement Fund.

I should also mention we shared with staff an excerpt from our Valley's Draft Regional Goods Movement Action Plan, 2007, that lists factors that the State should consider when programming the Proposition 1B Trade Corridor and Air Quality Mitigation Funding. We hope to take joint (i.e. eight COGs) action on a final version in October.

Factors the State Should Take Into Consideration when Programming Proposition 1B Trade Corridor and Air Quality Mitigation Funding

- The air quality status of a region
- The percentage and projected growth in truck traffic
- The expanded opportunities for economic development
- The health of communities within close proximity of trade corridors
- Measurements of improved access
- Bonus points for "Made in California" Exports

Thank you very much for considering our comments and for the meetings where we were able to present them.

Sincerely,



Barbara Goodwin, Executive Director
Council of Fresno County Governments

cc: Valley Legislators
Fresno COG Policy Board
Valley COGS
California Consulting

AMENDED IN ASSEMBLY AUGUST 20, 2007
AMENDED IN ASSEMBLY JULY 19, 2007
AMENDED IN ASSEMBLY JULY 16, 2007
AMENDED IN SENATE JUNE 4, 2007
AMENDED IN SENATE APRIL 10, 2007

DECEMBER 4, 2006

LEGISLATIVE COUNSEL'S DIGEST

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

Bill/Amendment 0001 0050/ch 0 bill 20070820 amended asm 9/6/2007

SECTION 1. The Legislature finds and declares all of the following:

(a) The state has experienced tremendous growth in international trade, which is expected to continue in the foreseeable future. Between 2000 and 2004, the number of 20-foot equivalents increased by 40 percent at the Ports of Long Beach and Los Angeles, and that number is expected to double and perhaps triple by 2020. At the Port of Oakland, the volume of freight doubled between 1990 and 2004, and is expected to double again by 2020.

(b) Goods movement contributes substantially to the economic prosperity of the state. The economic benefits of trade are threatened by congestion, constrained capacity, and environmental and community impacts that have degraded the health and quality of life of Californians.

~~(c) The economic benefits of trade are threatened by congestion, constrained capacity, and environmental and community impacts that have degraded the health and quality of life of Californians.~~

~~(d)~~

(c) The growth in international trade has created a public health crisis in communities located near ports and along trade corridors. Goods movement activity is responsible for approximately 30 percent of emissions of oxides of nitrogen and 75 percent of emissions of diesel particulate matter statewide. The pollution produced by goods movement is associated with premature death, cancer risk, respiratory illness, and heart disease. On an annual basis, this pollution contributes to approximately 2,400 premature deaths, 360,000 days of lost work, and 1,100,000 school absence days, among many other health outcomes.

~~(e)~~

(d) It is the intent of the Legislature that projects selected pursuant to this act contribute to a transportation system that supports the movement of freight in a manner that reduces the environmental, public health, and community impacts of trade activity.

~~(f)~~

(e) The transportation and environmental challenges posed by the movement of goods vary in each of the four trade corridors in the state. It is the intent of the Legislature to allocate funds in a manner that is sensitive to the unique transportation and air quality needs of each corridor.

~~(g)~~

(f) It is the intent of the Legislature to foster regional collaboration to address the mobility and environmental challenges in each of the four trade corridors identified by this act.

SEC. 2. Chapter 12.491 (commencing with Section 8879.40) is added to Division 1 of Title 2 of the Government Code, to read:

CHAPTER 12.491. TRADE CORRIDOR IMPROVEMENTS

8879.40. As used in this chapter, the following terms have the following meanings:

(a) "Commission" means the California Transportation Commission.

(b) "Corridor plan" means the plan prepared by each corridor planning agency pursuant to Section 8879.44 that is required to be submitted to the commission.

(c) "Eligible projects" are those projects enumerated in subparagraph (A) of paragraph (1) of subdivision (c) of Section 8879.23, subject to the conditions of this chapter.

(d) "Fund" means the Trade Corridors Improvement Fund, created pursuant to subparagraph (A) of paragraph (1) of subdivision (c) of Section 8879.23.

(e) "Recipient" means ~~an~~ any public entity to which the commission allocates funds from the fund for an eligible project.

(f) "Trade corridors" refers to the following four corridors:

(1) The corridor commencing at the Port of Oakland and extending through Donner Pass to the California-Nevada state line.

(2) The corridor commencing at the Port of Oakland and extending to the San Joaquin Valley, and including the Tehachapi Pass.

(3) The corridor commencing at the Ports of Los Angeles and Long Beach and extending through Los Angeles, Orange, San Bernardino, and Riverside Counties to the California-Nevada state line.

(4) The corridor commencing at the Port of San Diego and the land ports of entry at the California-Mexico border and extending to the Orange County and Riverside County lines.

8879.43. (a) The commission shall select eligible projects ~~that improve the mobility of freight and reduce exposure to emissions of diesel particulate matter and oxides of nitrogen,~~ in a manner that achieves the following objectives:

(1) Improves the mobility of international, containerized freight through the state's seaports and land ports of entry and along the state's primary trade corridors.

(2) Reduces the public health risk due to emissions associated with goods movement.

(3) Ensures that the distribution of mobility and air quality benefits achieved with funds allocated pursuant to this chapter reflects the impacts of goods movement in each of the primary trade corridors.

(4) Ensures that funds invested in infrastructure improvements pursuant to this chapter yield mobility and emissions benefits that are long term in nature.

(b) The commission shall collaborate with the State Air Resources Board to develop a methodology for assessing the air quality impacts of eligible projects ~~for which funding is applied under this chapter~~.

(c) The commission shall allocate moneys from the fund to eligible projects that have identified and committed supplemental funding from local, state, federal, and private sources, including fees charged for the movement of containerized cargo. Except for border access improvements with committed federal funding and grade separation projects, projects funded with moneys from the fund shall have supplemental funding that is at least equal to the contribution from the fund.

(d) To be eligible for funding, a project shall meet all of the following conditions:

(1) ~~Facilities~~

A project subject to inclusion in a regional transportation plan ~~are~~ is included in a conforming regional transportation plan at the time an application for funding is made to the commission.

(2) The project is included in a corridor plan developed in accordance with Section 8879.44.

(3) The project, with funds from the fund, will be fully funded and ready for construction by June 30, 2013.

(e) The commission shall use the following criteria for selecting eligible projects ~~within each trade corridor~~:

(1) The extent to which a proposed project reduces emissions of

diesel particulate matter, oxides of nitrogen, sulfur oxides, reactive organic gases, and carbon dioxide.

(2) The extent to which a proposed project achieves or makes progress towards the achievement of performance objectives established in the corridor plan in which the proposed project has been incorporated.

(3) The durability of mobility and emission reduction benefits.

(4) The cost-effectiveness of mobility and emission reduction benefits relative to moneys received from the fund.

(5) The extent to which the proposed project utilizes new or emerging technology to support the movement of freight in a manner that is less polluting than conventional modes.

(6) The extent to which the proposed project reduces the impacts of goods movement on passenger traffic in local communities.

(f) When evaluating eligible projects for funding, the commission shall compare the relative merits of each project with other projects situated in the same trade corridor.

(g) The commission shall prioritize eligible projects that simultaneously demonstrate mobility and emission reduction benefits.

(h) Prior to selecting projects, the commission shall make available to the public a list of all projects, along with the commission's assessment of each project, that the commission is considering for funding.

~~(h)~~

(i) The following additional conditions shall apply to capacity-expanding rail infrastructure projects.

(1) The commission shall ensure that rail projects provide additional public benefits in excess of the requirement for supplemental funding. In doing so, the commission shall place conditions on funding for rail infrastructure projects that may include, but are not limited to, the following requirements:

(A) All diesel-powered switcher and helper locomotives using the facility shall ~~be 90 percent controlled beyond~~

meet Tier 2 standards for emissions of diesel particulate matter and oxides of nitrogen by 2011, and use 15-minute idle restrictors and ultralow sulfur diesel fuels.

(B) The fleet average of all long-haul locomotives using the facility shall ~~be 90 percent controlled beyond~~

meet Tier 2 standards for emissions of diesel particulate matter and oxides of nitrogen beginning in 2012 and fully implemented by 2014, and use 15-minute idle restrictors and ultralow sulfur fuels.

(C) Provide funding for or otherwise construct, as determined by the commission, grade separation projects at locations within the same trade corridor as the rail infrastructure project ~~as determined by the commission~~.

(D) Allow for increased use of ~~or control over the railroad~~ the rail line, or a portion thereof, by passenger rail service.

(2) The commission shall establish these conditions in coordination with the appropriate agencies located in the same trade corridor as the rail infrastructure project.

(3) The commission may increase the required level of supplemental funding for rail infrastructure projects.

~~(i) Fifty~~

(j) Notwithstanding paragraph (2) of subdivision (d) and Section 8879.44, fifty million dollars (\$50,000,000) shall be available for projects ~~in any part of the state~~ located in areas outside of those primary

trade corridors described in subdivision (f) of Section 8879.40 that meet the conditions and criteria of this chapter, as determined by the commission.

~~(j)~~

(k) Funds allocated pursuant to this chapter may only be used for the costs of construction.

8879.44. (a) To be eligible for funding pursuant to this chapter, an eligible project must be included in a corridor plan developed by affected agencies that articulates infrastructure improvements for the corridor. Agencies involved in the development of plans in each corridor shall include, but not be limited to, the following:

(1) Corridor commencing at the Port of Oakland and extending through Donner Pass to the California-Nevada state line:

- ~~(A) Bay Area Air Quality Management District.~~
- ~~(B) Department of Transportation.~~
- ~~(C) Metropolitan Transportation Commission.~~
- ~~(D) Port of Oakland.~~
- ~~(E) Port of Sacramento.~~
- ~~(F) Sacramento Area Council of Governments.~~

- (A) Alameda County Congestion Management Agency.
- (B) Bay Area Air Quality Management District.
- (C) Department of Transportation.
- (D) Metropolitan Transportation Commission.
- (E) Port of Oakland.
- (F) Port of Sacramento.
- (G) Sacramento Area Council of Governments.
- (H) Sacramento Metropolitan Air Quality Management District.

(2) Corridor commencing at the Port of Oakland and extending to the San Joaquin Valley:

- ~~(A) Bay Area Air Quality Management District.~~
- ~~(B) Department of Transportation.~~
- ~~(C) Metropolitan Transportation Commission.~~
- ~~(D) Port of Stockton.~~
- ~~(E) San Joaquin Council of Governments.~~
- ~~(F) San Joaquin Valley Air Pollution Control District.~~

- (A) Alameda County Congestion Management Agency.
- (B) Bay Area Air Quality Management District.
- (C) Department of Transportation.
- (D) Metropolitan Transportation Commission.
- (E) Port of Oakland.
- (F) Port of Stockton.
- (G) San Joaquin Council of Governments.
- (H) San Joaquin Valley Air Pollution Control District.
- (I) Stanislaus Council of Governments.

(3) Corridor commencing at the Ports of Los Angeles and Long Beach and extending through the Counties of Los Angeles, Orange, San Bernardino, and Riverside:

- (A) Alameda Corridor Transportation Authority.
- (B) Alameda Corridor East Construction Authority.
- (C) Department of Transportation.
- (D) Los Angeles County Metropolitan Transportation Authority.
- (E) Orange County Transportation Authority.
- ~~(F) Port of Long Beach.~~
- ~~(G) Port of Los Angeles.~~
- ~~(H) Riverside County Transportation Commission.~~
- ~~(I) San Bernardino Association of Governments.~~
- ~~(J) South Coast Air Quality Management District.~~

- (F) Port of Hueneme.
- (G) Port of Long Beach.
- (H) Port of Los Angeles.
- (I) Riverside County Transportation Commission.
- (J) San Bernardino Association of Governments.
- (K) South Coast Air Quality Management District.
- (L) Southern California Association of Governments.
- (M) Southern California Regional Rail Authority.
- (N) Ventura County Transportation Commission.

(4) Corridor commencing at the Port of San Diego and land ports of entry and extending to the Orange County and Riverside County lines:

- (A) Department of Transportation.
- (B) Imperial Valley Association of Governments.
- (C) Port of San Diego.
- (D) San Diego Association of Governments.
- (E) San Diego County Air Pollution Control District.

(b) The commission may, at its discretion, require that specific agencies or organizations be included in the planning group developing the corridor plan.

(c) Corridor plans shall include, but not be limited to, the following elements:

(1) A description of the flow of trade through the corridor, including the modes used and the specific railroads and highways considered to be part of the corridor.

(2) The ~~enumeration~~ identification of not more than four specific objectives for enhancing system performance of the corridor. Enhancing system performance means improving the mobility of goods through the corridor and reducing the community and environmental impacts of goods movement. The performance standards established therein shall be, or include, quantifiable measures and take into consideration current demand for the system and projected trade and population growth.

(3) A discussion of the constraints or problems that prevent the achievement of these objectives or standards, ~~disrupting~~ ~~disrupt~~ the flow of trade ~~and impacting~~, and impact communities along the corridor.

(4) A description of the infrastructure projects needed to achieve the performance standards established by the plan, including a discussion of the specific objective or objectives the project is intended to achieve.

(d) Prior to the selection of projects by the commission, corridor plans shall be made available for public review and comment at a duly noticed public meeting in the region applicable to the corridor plan.

8879.45. (a) Agencies applying for funds under this chapter shall submit with their proposals for funding a plan to mitigate the emissions associated with the construction and operation of the project. Mitigation plans may include, but not be limited to, the replacement or retrofit of heavy-duty diesel trucks or construction equipment, the replacement or retrofit of locomotives, or the use of ultralow sulfur fuel in locomotives.

(b) Recipients shall prepare and submit, on an annual basis and in a manner determined by the commission, a report that describes the status of projects, including the achievement of project milestones and performance objectives on which the allocation for funding was made. Recipients shall also provide to the commission estimates of ~~emission~~ emissions reductions made in conjunction with updates to the regional transportation plan in which

8879.46. (a) On or before April 1, 2008, the commission, in a duly noticed public meeting, shall adopt guidelines and funding criteria for the allocation of funds consistent with the requirements of this chapter.

(c) Guidelines adopted pursuant to this section shall include, but not be limited to, all of the following:

(2) Project monitoring and accountability requirements to ensure that the expenditure of funds by recipients meets quantifiable mobility and emission reduction objectives in a timely manner.

(4) Standards for the development and submission of corridor plans.

8879.47. On or before January 1, 2009, and annually thereafter, the commission shall prepare and submit to the appropriate policy and fiscal committees of the Legislature and to the Governor, a report that summarizes its activities related to the administration of the program. The report shall include, at a minimum, a description of the projects funded by the program, the amount of funds allocated to each eligible project, and the status of each project including the extent to which the project is achieving the performance standards for which it received funding.



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Legislative Update

Sample

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MTC's 2007 Legislative Program

STATE		
Subject	Objective	Comments
1. Infrastructure-Bond Implementation	A. Maximize region's share of funding from the Trade Corridors and Air Quality funds (Proposition 1B)	MTC will closely monitor development of the statutory guidelines for the Trade Corridors program to ensure compatibility with the Bay Area's regional goods movement needs and priorities. Consistent with the statute's primary focus, we will advocate that the program target developing infrastructure improvements related to international trade, including Northern California international, national, and interregional gateway improvements. In addition, MTC will advocate for geographic balance to be a consideration in the statutory guidelines for the \$1 billion fund for air quality improvements related to goods movement.
	B. Ensure a risk-based approach to the Transit Security Program (Proposition 1B)	MTC will promote a policy that distributes funds on the basis of risk, threat and consequence, as well as providing a minimum level of funding to all operators to meet federal transit security requirements. Recognizing that no transit system can be 100 percent secure, MTC will advocate that funds should be eligible for emergency response needs as well as preventive efforts to make the Bay region more prepared.
	C. Make toll funds eligible for State-Local Partnership Program and develop a formula-based program	MTC will advocate for a program that rewards local agencies for imposing taxes and fees for transportation. In addition to voter-approved sales tax revenue, eligible local match fund sources should include developer fees and voter-approved toll increases and property taxes. Legislation should require that funds be administered on a formula basis — based on prior-year revenue generations — that provides eligible recipients with a predictable level of funding over the program's five-year timeframe.
	D. Enable more public-private partnerships	MTC will support efforts to allow the state to broaden its use of design-build contracting through an expanded pilot program and to remove other barriers to the expansion of public-private partnerships for the construction of roadways, high-occupancy vehicle and high-occupancy toll lanes, transit improvements and other programs and projects as appropriate.

	E. Expedite bond funding	MTC will work to ensure that the Legislature expedites the flow of bond revenues to projects, particularly in the case of the \$2 billion designated for local streets and roads, where repairs made today will result in substantial long-term savings.
	F. Reward regional smart growth efforts	Proposition 1C (the housing bond) contains \$850 million for a "Regional Planning, Housing and Infill Incentive Account" while Proposition 84 (the park bond) includes \$90 million for planning grants and revolving loan funds for local and regional agencies to reduce automobile use, among other goals. In coordination with the Joint Policy Committee (JPC), MTC will work to ensure that legislation adopted to guide the distribution of these funds complements and rewards the region's ongoing smart growth efforts, such as our Transportation for Livable Communities and Housing Incentive Program, our Transit Oriented Development Policy, and the Focusing Our Vision effort spearheaded by the Association of Bay Area Governments (ABAG).
2. Regional Funding	Develop new fund source for local streets and roads	MTC will seek an author for "Pennies for Potholes" legislation that would authorize the Commission to ask Bay Area voters to impose — with a simple majority approval — up to a 10-cent/gallon local road user fee that would be levied on the purchase of gasoline. As a fee proposal, instead of a tax, eligible expenditures would be required to meet a strict connection to the source of the fee and the benefit conveyed to the fee payer. We propose "Pennies for Potholes" be limited to the maintenance and rehabilitation of local streets and roads, including both pavement and non-pavement needs because it meets the strict test and because a large shortfall remains in pavement repairs even after the recently passed transportation measures.
3. State Transit Assistance Funding	A. Broaden State Transit Assistance (STA) eligibility for Lifeline purposes	The Transportation 2030 Plan includes a commitment to provide \$216 million for a Lifeline Transportation Program that is difficult to implement using our existing fund sources. For example, many ideas emerging from our Community Based Transportation Plans are not eligible for State Transit Assistance (STA) funding, the primary fund source for the Lifeline Program. MTC will pursue legislation to broaden the eligibility of STA funds for Lifeline purposes.
	B. Improve STA funding predictability	MTC will support legislation to simplify the administration of STA with respect to the timing of the State Controller's official revenue estimate that is used to calculate each operator's annual share. This will improve efficiency as well as increase funding predictability for transit operators statewide.
4. Transit Coordination	Improve coordination	Four commuter rail operators (ACE, BART, Caltrain, and Capitol Corridor) serving ten counties with overlapping jurisdictions now

and Efficiency	among the Bay Area's commuter rail agencies	exist. To address the multitude of challenges related to coordinating these services and potential future services, MTC, in conjunction with Caltrain, BART and the California High Speed Rail Authority, is undertaking a Regional Rail Study that must be adopted and submitted to the Legislature by October 2007. As the governance-related elements of the draft plan are released next spring, MTC will propose legislation to implement the study's findings related to coordination and improved governance for consideration by the Legislature in 2008.
5. Access to Health Care Via Transit	Explore merits of regional brokers for non-emergency medical transportation under Medi-Cal	Pursuant to the current federal surface transportation act — Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA) — the federal government is requiring agencies such as MTC to adopt a plan for better coordination between transportation agencies and human services agencies. This Coordinated Public Transit-Human Services Transportation Plan must be the basis for the expenditure of certain federal funds beginning in FY 2008. Consistent with this effort to promote greater coordination between transportation agencies and social services, MTC will explore the benefits of developing a pilot program to test the benefits of regional brokerages for the non-emergency medical transportation category of the federal Medicaid program (known as Medi-Cal in California). A number of other states use regional brokers that refer Medicaid clients to fixed-route transit (at a 50 percent match from the federal government), including Colorado, Connecticut, Florida, Michigan, New York, Oregon, Pennsylvania, Rhode Island, Washington and Utah.
6. FasTrak® Enforcement	Modify state law to facilitate better enforcement of FasTrak® violations	In coordination with the Transportation Corridors Agency in Southern California, MTC will support legislation to facilitate better enforcement of FasTrak® violators. This will include the following: 1) requirement that out-of-state vehicles comply with California law with regard to tolls (under current law, toll enforcement is restricted to vehicles registered in the state), and 2) changes to the definition of a "repeat offender" from a motorist who has been "issued" more than five notices to one for whom more than five violations have been observed.
7. Security and Emergency Preparedness	Consolidate the State Office of Emergency Preparedness with the State Office of Homeland Security	The current structure for responding to earthquakes and other natural emergencies is vested with the State Office of Emergency Services, while the State Office of Homeland Security is responsible for preventing and responding to a terrorist attack. Consistent with the nine legislative principles that MTC, ABAG and other local agencies adopted last year, we will support efforts to consolidate the State Office of Emergency Preparedness and the State Office of Homeland Security so that responsibility for preparation for, coordinated response to and recovery from all

		hazards is vested in a single entity in the executive branch.
FEDERAL		
Subject	Objective	Comments
SAFETEA	Work to influence clean-up legislation and rule-making to maximize funding and flexibility for metropolitan areas	In August 2005, President Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (better known as SAFETEA). MTC will monitor and influence clean-up legislation as needed and comment on federal rulemaking as the new bill is implemented by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).
FY 2007-08 U.S. DOT Appropriations	Maximize the flow of New and Small Starts Funds	MTC will continue its advocacy efforts to implement the Regional Transit Expansion Plan, Resolution 3434, by advocating for federal New Starts funds for San Francisco Muni's Third Street Light Rail/Central Subway project, the region's top priority for New Starts funding in FY 2007-08 while the Santa Clara Valley Transportation Authority has temporarily withdrawn from the New Starts process. In 2006, Congress shifted funding authorized for the new Small Starts program in FY 2007 to the New Starts program on the grounds that FTA had not yet finalized the program's guidelines. With an interim guidance expected to be finalized in early 2008, MTC will work with our transit partners, and in particular, with AC Transit to provide funding for their Rapid Bus project (theregion's top Small Starts candidate), to ensure that Congressional appropriators honor the legislative intent of SAFETEA and fully fund the Small Starts program in FY 2007-08 at the authorized level of \$200 million.
Transit Security and Emergency Response	Seek a multi-year transit security authorization bill	MTC will continue to support efforts to secure a multi-year transit security authorization bill — for both operating and capital security needs. MTC will promote a policy that distributes funds on the basis of risk, threat and consequence, as well as providing a minimum level of funding to all operators to meet new federal transit security requirements.
Port Security	Maximize federal funding for Bay Area port security	In 2006, the DHS provided the Port of Oakland with none of the \$168 million distributed for port security improvements nationwide. Since 2002, the Port of Oakland has received only \$11 million from DHS for security improvements — less than 7 percent of the \$169 million requested. The risk factors assigned to each port for determining how funds are distributed are classified, leaving no ability for those outside of DHS to analyze

	it. Next year, MTC will support efforts to meet all Bay Area ports' security needs by ensuring that port security grants are truly distributed on the basis of risk, threat and consequence.
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info@mtc.ca.gov • Report Web site comments
Información en Español



Metropolitan Transportation Commission • 101 Eighth Street, Oakland, California 94607
Phone: 510.817.5700, Fax: 510.817.5848

This page was last modified Tuesday January 16, 2007

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Sample

KERN COUNCIL OF GOVERNMENTS
2007-08 LEGISLATIVE PLATFORM

GENERAL PRINCIPLES

1. Protect and enhance government decisionmaking at a level closest to the people whenever it is likely to produce the most effective and efficient results.
2. Reduce or eliminate costly and duplicate administrative and regulatory requirements.
3. Protect and enhance current funding levels for transportation programs.
4. Protect and enhance flexibility in the use of transportation revenues.

REGIONAL PLANNING

Housing

5. In coordination with local agencies, participate in activities related to legislative and administrative reforms of the state housing element law, including reform of the regional housing allocation provisions.

Alternative Growth Strategies

6. Support federal and state initiatives that provide funding for local agencies to implement alternative growth and affordable housing initiatives.
7. Support federal and state policies and incentives that discourage sprawl, and encourage compact growth, mixed use development, better transit connections and walkable communities.

TRANSPORTATION

Funding – Federal

8. Monitor Congressional actions related to guaranteed funding levels established in SAFETEA-LU and support increased annual appropriation levels up to the maximum amounts authorized in SAFETEA-LU. Support increased funding above SAFETEA-LU from new or increased federal sources. Support legislation providing flexibility and control at the regional level and legislation that streamlines the project delivery process.
9. Support specialized funding for goods movement projects of national and interregional significance that are beyond the funding ability or responsibility of local and state transportation programs and budgets.

10. Support legislation to provide funding for innovative, intelligent/advanced transportation, good movement and air quality programs which relieve congestion, improve air quality and enhance economic development.
11. Support legislation for any economic stimulus or jobs creation package that includes funding for transportation needs to support those programs.

Funding – State

12. Support increased funding by the state for transportation purposes.

Funding – Local

13. Support legislation that would authorize local sales taxes or other new revenue sources for transportation projects and purposes to be approved by a majority vote.
14. Oppose revisions to state transportation programming and funding reform legislation not consistent with SB 45 (1988).

Planning and Operations

15. Support legislation and/or administrative reforms that result in cost savings to the environmental clearance process for transportation construction projects.
16. Support streamlining of federal reporting/monitoring requirements to ensure efficiency and usefulness of data collection and to eliminate unnecessary and/or duplicative requirements.
17. Support the development of a statewide call box network that is coordinated with existing Service Authority for Freeway Emergency (SAFE) call box programs.

Public Transportation

18. Support local and regional government's increased participation in the design and operation of a high-speed rail system through the Kern Region.
19. Monitor efforts related to high-speed rail legislation, including potential funding proposals, so that the region can evaluate consistency of the project with regional transportation plans and programs.
20. Support state and regional efforts pertinent to improvements in service, operations and funding along the San Joaquin Rail passenger (Amtrak) corridor.
21. Support legislation and/or administrative reforms to streamline the Caltrans, FHWA and FTA project delivery process.
22. Support, in coordination with the local transit operators, efforts to identify additional transit operating funds to meet long-term needs.

23. Support legislation to ensure funding for transit operations is commensurate with existing and new demands placed on public transit by air quality and congestion management programs, CalWORKS, and the Americans with Disabilities Act – including the use of social service funding sources.

AIR QUALITY

24. Support efforts to pursue funds for timely conversion of public sector fleets to alternative fuels.
25. Work with the San Joaquin Valley COGs and the San Joaquin Valley Unified Air Pollution Control District to avoid sanctions.
26. Work with the Kern County Air Pollution Control District to avoid sanctions.

OTHER

27. Support legislation and/or executive orders that would provide funding for framework geographic information system (GIS) databases. The funding would facilitate the development of additional GIS information and meet requirements to place it the public domain.
28. Support funding for an ongoing program for the acquisition and development of high-resolution digital imagery. This funding would support a wide range of regional and interregional planning efforts, including those in the areas of transportation, environmental and habitat monitoring.
29. Oppose unfunded federal and state mandates on local and regional governments, and support proposals that would prohibit the passage of legislation that impose new unfunded mandates.
30. Oppose the appropriation of, or cuts in, local revenues by the State of California for purposes of balancing or enhancing the state budget.

Legislative Platform 2007

...Leading the Way to a Clearer Future.



Developed By: San Joaquin
Valley Air Pollution Control District



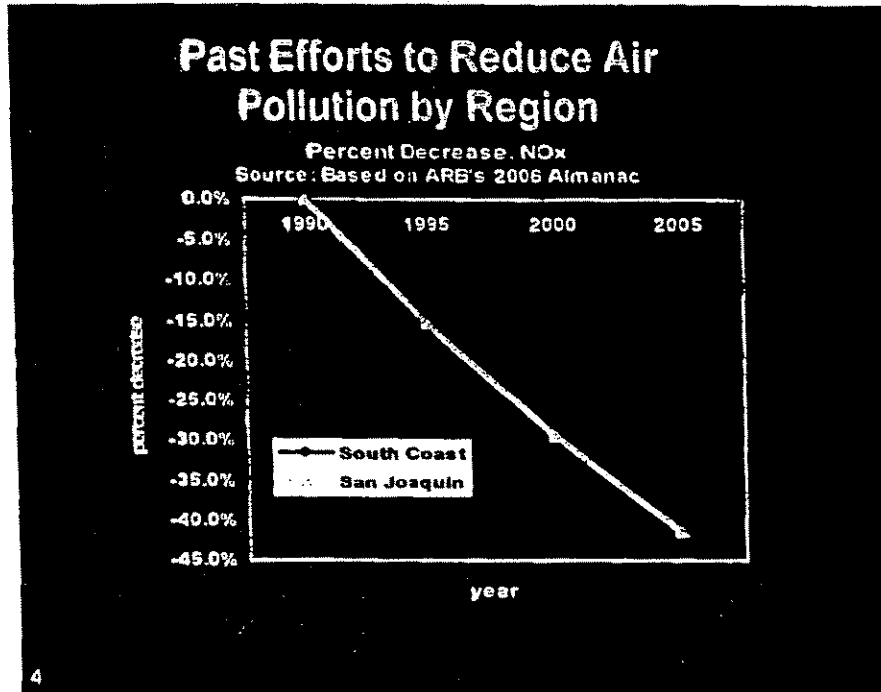
San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

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SAN JOAQUIN VALLEY
AIR POLLUTION CONTROL DISTRICT

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The Valley has reduced its ozone and particulate causing pollutants (Oxides of Nitrogen) at a faster rate than Southern California. Since 1990, Valley's total oxides of nitrogen emissions have been reduced by 41% compared to a 37% reduction in South Coast. This is despite the fact the Valley experienced a much higher rate of growth (65% higher than the state's average).



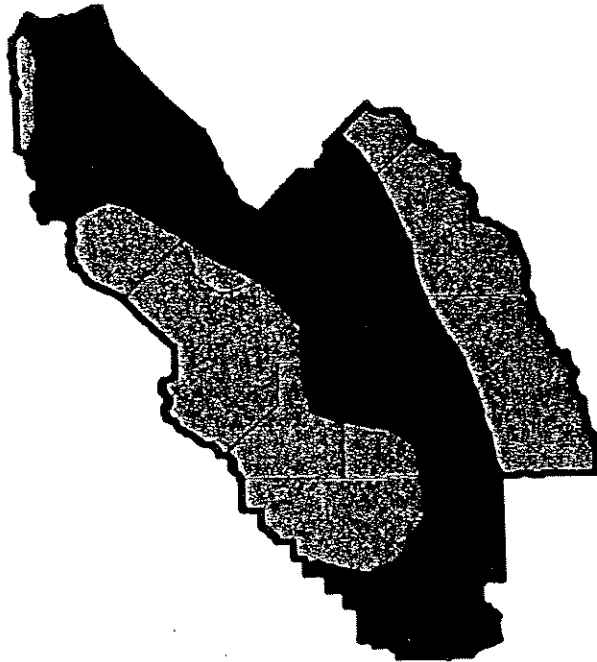
In the coming years the District will be developing plans to attain the new National Ambient Air Quality Standards for ozone and particulate matter less than 2.5 microns in size (PM2.5). Initial estimates indicate that even with new local, state, and federal regulations there will still be a shortfall in necessary emissions reductions in order to attain the standards. The District's 2007-2008 legislative priorities are focused upon achieving emissions reductions beyond those available to the regulatory agencies in order to bring cleaner air to the residents of the San Joaquin Valley as expeditiously as possible.

Summary of Past Accomplishments

While substantial challenges lay ahead, the District, the business community, and San Joaquin Valley residents have made significant progress improving air quality in the San Joaquin Valley. The following is a summary of past air quality accomplishments:

- Since its inception the District has adopted over 500 rules or rule amendments that have achieved approximately a 50% reduction in emissions. These reductions have led to substantial improvements in air quality.

**Figure 3 Improvement in 1-hour ozone levels
1990 – 2005**



1990 –

**45 days per year
over the standard.**

**170 ppb peak
measurement**



2005 –

**8 days per year
over the standard.**

**134 ppb peak
measurement**

Additional information about the state of air quality in the San Joaquin Valley, and the efforts to solve the air quality challenge can be found at www.valleyair.org.

- b. Tax Incentives Plant/Fleet Modernization-**In order to attain the federal standards for ozone and PM2.5, the District, ARB, and EPA have identified opportunities for emissions reductions from existing and new regulations. The regulations identified to date are not sufficient to bring the Valley into attainment in a timely manner. In order to attain the standard it will be necessary to go beyond regulation and replace existing industrial and mobile source equipment with cleaner equipment prior to the end of its useful life. The District supports the creation of tax incentives in order to obtain cost-effective emissions reductions by encouraging the early retirement of this equipment.
3. **Funding for School Bus Replacement-**The San Joaquin Valley has a disproportionate share of older high emitting school buses. Over 30% of the school buses in the Valley are 1987 or older. Pre-1987 buses expose students to high levels of carcinogens from diesel exhaust and add to the Valley's ambient air quality pollution. Current funding levels are inadequate to allow school districts to replace these buses. The District supports increased funding to replace the oldest school buses in the State and adding flexibility to existing funding programs to allow for the replacement of more school buses.
4. **Port Regulation-**The San Joaquin Valley Air District supports increased authority to control emissions from Bay Area Ports that are up-wind of the San Joaquin Valley Air Basin. Additionally, efforts to raise funds to reduce the impact of goods movement through the ports should also address the downstream impacts of goods movement in trade corridors. The San Joaquin Valley Air District may also support container fees if fair shares of such revenues are made available to the San Joaquin Valley to mitigate the emissions associated with freight movement to and from the ports through the Valley.

3. Support legislation to streamline the permitting process at the local level that is efficient and effective. Oppose legislation that negatively affects the District's ability to protect and improve air quality.
4. Support legislation to reduce the duplicative oversight responsibilities of state agencies and boards vis a vis the regional air districts.
5. Support legislation that eliminates duplication between state and federal air quality agencies. Allow a single permit system that satisfies both state and federal regulations. California has the strictest air quality standards in the country. Federal duplication only hinders business and does not improve air quality.
6. Sponsor or support legislative options that would increase funding to the District to develop Valley-specific options for attainment.
7. Support legislation that promotes energy conservation and efficiency programs for energy end-users. Reduced energy use will result in lower pollutant emissions and a more stable electrical distribution system.
8. Support legislation that encourages the generation of power through net energy metering as an alternative to waste gas venting or flaring.
9. Support legislation that provides a cost-effective mechanism for environmentally responsible disposal of treated grape stakes.
10. Support legislation that requires federal sources, including trains, trucks and ships, to contribute their "fair share" of the emission reductions required for attainment of air quality standards in the San Joaquin Valley. This would include mitigating the emissions associated with the implementation of the North American Free Trade Agreement, requiring more stringent controls on locomotives, and reducing the emissions from ships while they are in port.

MOBILE TRANSPORT/TRANSPORTATION: To address issues dealing with interdistrict pollutant transport, mobile sources reductions and transportation alternatives; to achieve mobile source reductions in addition to those currently approved in air attainment plans; to create market-based incentives for mobile source emissions; and to encourage and promote public transportation improvements; the following principles will guide District policy:

1. Support legislation that provides options for local air districts for pilot incentives to reduce mobile source emissions.
2. Support state and federal legislation and regulations to further promote cost-effective and clearly defined strategies associated with vehicle emission reductions and effective statewide vehicle Inspection & Maintenance programs.

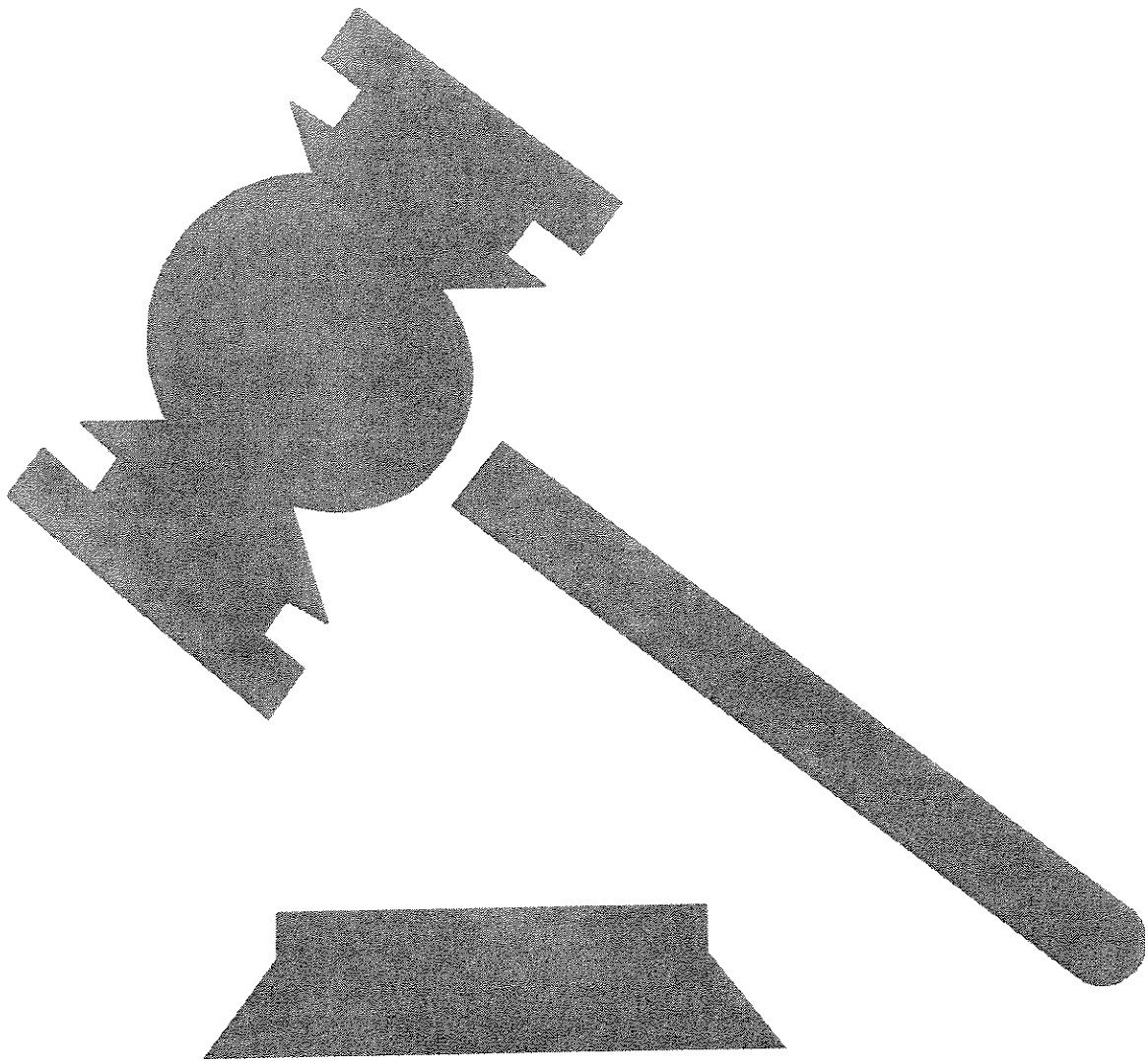
3. Support legislation that would encourage or enable cities, counties and the building industry to implement smart growth principles by providing incentives for adopting and implementing smart growth policies, and by eliminating fiscal and legal impediments to its implementation.
4. Oppose legislation that restricts the District's authority to adopt and implement cost effective indirect source mitigation programs.
5. The District shall explore support of legislative initiatives that provide appropriate litigation relief on air quality issues in conjunction with the California Environmental Quality Act (CEQA) process for new development projects that satisfy the District emission reduction requirements of rule 9510 or more stringent standards set by local communities and land-use agencies.

BIOMASS: The biomass industry helps the environment by reducing pollutants created by open burning and landfilling of potential biofuels such as agricultural, urban, and forest wood waste products. To maintain the viability of biomass power-generating plants to prevent further degradation of the District's air quality, the following principles will guide District policy:

1. Support legislation that would provide for the continued operation of strategically located biomass facilities to provide disposal options for agricultural, urban, and forest wood waste.

ALTERNATIVE COMPLIANCE OPTIONS: To have the ability to provide for compliance flexibility when dealing with businesses addressing air quality rules and regulations, and to ensure that alternative compliance options provide adequate measures to at least meet the required emission reductions necessary, the following principles will guide District policy:

1. Support legislation that provides for market-based incentives that achieve equivalent reduction in air emissions in a more cost-effective fashion.
2. Oppose legislation that diminishes the District's ability to write permits that are practical and enforceable.
3. Support legislation that would prohibit an increase in assessed property value for new equipment installed solely for the purpose of meeting the requirements of District Rules and Regulations.
4. Support legislation that encourages the generation of mobile source emission reduction credits.



*VII.
ABANDONED VEHICLE
ABATEMENT REQUEST*

Clark Thompson

From: Muir, Lori [Lori.Muir@fresnosheriff.org]
Sent: Thursday, September 06, 2007 3:35 PM
To: Clark Thompson
Cc: Barrimond, Ian; Anderson, Bruce; Wilkins, Steve; Horton, Jennifer
Subject: COMPUTER REQUEST JUSTIFICATION

Clark,

Per your request, we are summiting a requisition for the two Dell Laptop Computers (Model#XPSM1710) to be used exclusively for the State of California AVA Program for the Fresno County Sheriff's Dept. The computers will be used in conjunction with a photo program to document the AVA Program. The Sheriff's Dept. requires full documentation of all vehicle abatements.

On July 26, 2007 the Sheriff's Dept started an aggressive vehicle abatement program and to date the results have been very impressive. In one three block area, we recorded 15 Vehicle Code/Fresno Co. Ordinance Code violations and in less then two weeks 12 of the 15 violations had been voluntarily abated. The neighborhood involved has a much cleaner appearance and the residences are seeing a difference. As you review the quarterly reports you will continue see a significant increase in the Sheriff's Dept. participation in the program.

In closing the Fresno County Sheriff's Dept. would like to thank you for your support in the continuation of the AVA Program. Any further questions please feel free to contact Bruce Anderson or myself at 292-1138

CSO LORI MUIR-GUTIERREZ
FRESNO COUNTY SHERIFF'S DEPARTEMENT
CODE ENFORCEMENT/VEHICLE ABATEMENT UNIT
559-292-1138
559-693-2437

DELL**QUOTATION**

QUOTE #: 382642050

Customer #: 4899878

Contract #: N39913654

Customer Agreement #: NASPOWSCA # A63307

Quote Date: 8/23/07

Date: 8/23/07 4:22:53 PM

Customer Name: COUNTY OF FRESNO

TOTAL QUOTE AMOUNT:	\$7,690.46		
Product Subtotal:	\$7,107.60		
Tax:	\$566.86		
State Environmental Fee:	\$16.00		
Shipping & Handling:	\$0.00		
Shipping Method:	Ground	Total Number of System Groups:	1

GROUP: 1	QUANTITY: 2	SYSTEM PRICE: \$3,561.80	GROUP TOTAL: \$7,123.60
Base Unit:	XPS M1710, Intel Core 2 Duo Processor T7600 (2.33GHz/667MHz/4MB) (222-4630)		
Processor:	17 inch UltraSharp TrueLife Wide-screen WUXGA with Black LCD Cover, for XPS M1710 (320-4755)		
Memory:	1GB Shared Dual Channel DDR2 SDRAM 667MHZ, 2 DIMM, for XPS M1710 (311-5891)		
Video Card:	512MB NVIDIA GeForce Go 7950 GTX, for XPS M1710 (320-5159)		
Hard Drive:	80GB 5400RPM SATA Hard Drive for XPS M1710 (341-3341)		
Operating System:	Microsoft Windows Vista Ultimate 32-bit Edition English, Inspiron (420-6815)		
Operating System:	Vista, PC-Restore, Dim/Insp (420-6436)		
Operating System:	DELL SUPPORT 3.4, DIM/INSP (420-6995)		
Operating System:	Internet Search and Portal (420-5769)		
Operating System:	Dell Owners Manual installed on your system, click on icon after system set-up to access (463-2282)		
Operating System:	Dell Resource DVD with Application Backup (313-4910)		
Operating System:	Icon Consolidation Application (420-5924)		
Operating System:	Dell Support Center 1.0 (420-7244)		
NIC:	Integrated 10/100/1000 NetworkCard and Modem for Inspiron (430-1277)		
TBU:	Adobe Acrobat Reader 7.0, for Inspiron (412-0917)		
CD-ROM or DVD-ROM Drive:	8X DVD+/-RW Drive, for XPS M1710 (313-4079)		
CD-ROM or DVD-ROM Drive:	Roxio Creator Basic (420-6464)		
Processor Cable:	Intel PRO/Wireless 3945 802.11a/g Mini Card (54Mbps) for XPS M1710 (430-1931)		
Bundled Software:	Microsoft Office 2007 Professional Edition (420-6588)		
Factory Installed Software:	Norton Internet Security 2007 15 Month (412-0959)		
Feature	80 WHr 9-cell Lithium Ion Primary Battery, for XPS M1710 (312-0422)		
Feature	80 WHr 9-cell Lithium Ion Additional Battery, for XPS M1710 (312-0423)		
Service:	Soft Contracts - Business Complete Care (412-0357)		
Service:	CompleteCare Accidental Damage Service, Inspiron, 4 Year (960-1938)		
Service:	Dell Hardware Warranty Plus Onsite Service, Initial Year (983-8487)		
Service:	Type 3 Contract - Next Business Day Parts and Labor On-Site Response, Initial Year (970-2310)		
Service:	Dell Hardware Warranty Plus Onsite Service, Extended Year (983-8488)		

Service:	Type 3 Contract - Next Business Day Parts and Labor On-Site Response, 3YR Extended (902-5423)
Service:	Warranty Support,3 Year Extended (902-2483)
Service:	Warranty Support,Initial Year (960-8710)
Misc:	No Internet Service Provider Requested (412-0148)
	You have chosen a Windows Vista Premium System (310-8628)
	Intel Centrino Core Duo Processor (310-8314)

SALES REP:	Chris Evers	PHONE:	1-800-981-3355
Email Address:	chris_evers@Dell.com	Phone Ext:	7233652

For shipments of certain products to California, a State Environmental Fee of up to \$10 per item has been added to your quote.

For your convenience, your sales representative, quote number and customer number have been included to provide you with faster service when you are ready to place your order. You may also place your order online at www.dell.com/quote

Unless you have a separate agreement with Dell, the terms and conditions found at <http://ftpbox.us.dell.com/slg/resellers/resellertcs.htm> shall govern the sale and resale of the Products and Services referenced in this quotation.

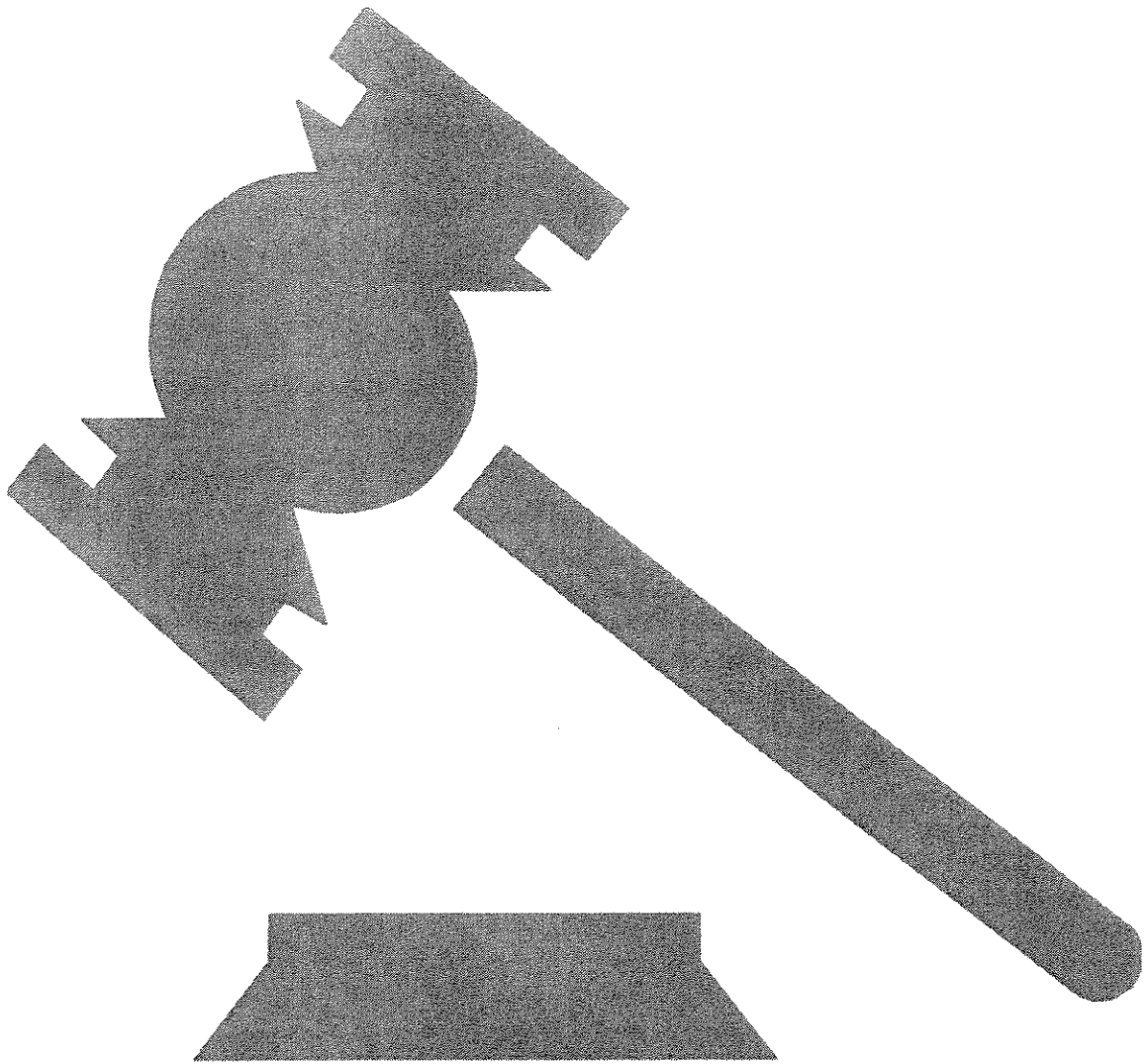
Prices and tax rates are valid in the U.S. only and are subject to change.

*****Sales/use tax is a destination charge, i.e. based on the "ship to" address on your purchase order. Please indicate your taxability status on your PO. If exempt, please fax exemption certificate to Dell Tax Department at 512-283-9276, referencing your customer number. If you have any questions regarding tax please call 800-433-9019 or email Tax_Department@dell.com. *****

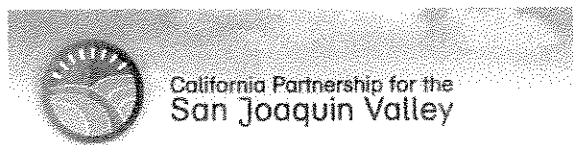
All product and pricing information is based on latest information available. Subject to change without notice or obligation.

LCD panels in Dell products contain mercury, please dispose properly. Please contact Dell Financial Services' Asset Recovery Services group for EPA compliant disposal options at US_Dell_ARS_Requests@dell.com. Minimum quantities may apply.

Shipments to California: For certain products, a State Environmental Fee Of Up to \$10 per item may be applied to your invoice as early as Jan 1, 2005. Prices in your cart do not reflect this fee. More Info: or refer to URL www.dell.com/environmentalfee



VIII. OTHER BUSINESS



First Annual Summit California Partnership for the San Joaquin Valley

Summit Overview

The Annual Summit for the California Partnership for the San Joaquin Valley will be held on Thursday, Oct. 4, 2007 at the Visalia Convention Center in Visalia, California.

Major Speaker



Dr. Mark Drabenstott
Director & Research Professor
RUPRI Center for Regional Competitiveness
University of Missouri-Columbia
[Download Bio >>](#)

The Summit program begins at noon and continues to 5:00 PM. The event is an opportunity for the Partnership to report to the community at large on the work, progress, and accomplishments of this unprecedented regional collaborative effort. The Summit will include a keynote address by an expert on regions and regional actions, an overview of the partnership actions to date and the presentation of the partnership annual report. The program will also include interactive breakout sessions presented by each of the 10 Partnership Work Groups.

Advanced Communications Services
Air Quality
Economic Development
Energy
Health & Human Services
Higher Education & Workforce Development
K-12 Education
Land Use Housing & Agriculture
Transportation
Water Quality Supply & Reliability

The summit will be held in conjunction and coordination with two related and compatible events also being held in Visalia that same week by the San Joaquin Valley Air Pollution Control District (Oct. 3-4) and BizTalk '07 (Oct. 5)

Questions? Contact Heidi Arno at the Great Valley Center at heidi@greatvalley.org or (209) 522-5103.

Registration

[Register Online >>](#)

[Download Printable Registration Form >>](#) and mail or fax to:

Great Valley Center
201 Needham Street
Modesto CA 95354

2007 PARTNERSHIP SUMMIT

DATE: OCTOBER 4, 2007
TIME: NOON - 5 PM
LOCATION:
VISALIA CONVENTION CENTER
PRICE: \$35 PER PERSON

[Registration >](#)

[Press Registration >](#)

[Scholarships >](#)

Fax (209) 522-5116

Press Registration

Download Printable Registration Form >> and mail or fax to:

Great Valley Center
201 Needham Street
Modesto CA 95354
Fax (209) 522-5116

Scholarships

Eligibility

Staff and/or volunteers who work for local San Joaquin Valley nonprofit organizations on community projects or programs may apply for complimentary attendance. Applicants should demonstrate that attending will be a benefit for themselves, their organization and their community as well as financial need.

How to Apply

Download Scholarship Form >>

Accommodations

Visalia Marriott
300 South Ct.
Visalia, CA 93291

Price per room: \$99

Online Group Code: cpscpa

<http://www.marriott.com/hotels/travel/vismc-visalia-marriott/>



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Volunteer Center of Fresno County

Mr. Trinidad Rodriguez
Committee Chairman
Council of Fresno County Governments
2035 Tulare St., Suite 201
Fresno, CA 93721

September 18, 2007

Dear Mr. Rodriguez:

I recently met with Mr. Tony Boren, Deputy Director for the Council of Fresno County Governments (COG), to discuss how the Volunteer Center of Fresno County could be utilized by the Council.

In January Governor Schwarzenegger's office designated the Volunteer Center of Fresno County as the official Hub for the recruitment of volunteers for the "January Freeze" that affected many California counties. The Volunteer Center was given the responsibility by the Governors office to provide information and services to those affected by the disaster. In addition to this, the Volunteer Center of Fresno connects people with opportunities to serve, promotes volunteerism, builds capacity for effective local volunteering, and participates in strategic initiatives to meet local needs. We have working relationships with over 200 non-profit organizations, schools and government agencies.

At a time government resources are being stretched it is important that we mobilize a strong volunteer force to meet our community's needs. We would like the opportunity to come before your committee and present what the Volunteer Center of Fresno is and how it can be a tool for government agencies in the Central Valley. Allowing us to present to the COG board would enable us to provide vital information to city leaders and grant us a vehicle to disseminate the information to local communities.

Enclose you will find a copy of the presentation and supporting materials. Thank you so much for your time and consideration. I look forward to your response.

Sincerely,

Michael E. O'Hare
Field Coordinator
ENCLOSURE

cc: barbara goodwin
tony boren

