

POLICY ADVISORY COMMITTEE

CONSENT ITEMS

AGENDA ITEMS II. A-M



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POLICY ADVISORY COMMITTEE Executive Minutes

Date: Friday September 14, 2007
Time: 10:00 a.m.
Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

Members Attending:

Ron Manfredi, City of Kerman
David Elias, City of Fowler
Dan Spears, City of Sanger
Lynn Gorman, Fresno County
Kathy Millison, City of Clovis
Lou Martinez, City of Parlier

Steve Curti, Caltrans
Alan Bengyel, City of Huron
Bruce Rudd, City of Fresno
Don Pauley, City of Kingsburg
Krystal Chojnacki, City of Mendota
Brian Nakamura, City of Reedley

Others Attending:

Jeff Reid, Valley Taxpayer's Coalition
Edward Krusey, California Highway Patrol
Barbara Goodwin, Fresno COG
Barbara Steck, Fresno COG
Les Beshears, Fresno COG
Renée DeVere, Fresno COG
John Downs, FAX/COG
Jeff Long, FAX/COG

Brenda Lauchner, Fresno COG
Jason Paukovits, Fresno COG
Stephanie Maxwell, Fresno COG
Marla Day, Fresno COG
Clark Thompson, Fresno COG
Kristine Cai, Fresno COG
Kathy Chung, Fresno COG

The meeting was called to order by Vice Chairman Ron Manfredi, City of Kerman.

I. PUBLIC PRESENTATIONS

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

- A. Presentation by Jeff Reid, Valley Taxpayer's Coalition, regarding both safety concerns and connectivity issues with one of Caltrans proposed alternatives for the 168/180/41 freeway project.
- B. Presentation by Cynthia Cooper, Planning Director for Fresno Coalition for Arts, Science and History (FCASH) Regarding upcoming FCASH Activities
- C. Presentation to Staff Member Mike Bitner for 20 Years of Service to COG – Board Meeting on 9-27-07

II. CONSENT ITEMS

All items on the consent agenda are considered to be routine and non-controversial by COG staff and may be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

- A. Joint TTC/PAC Executive Minutes of July 13, 2007
- B. 2006-07 Fourth Quarter Progress Report

Approve
Accept

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

- C. Transportation Development Act (TDA) Trust 2006-07 Declaration of Surplus Approve
- D. 2007-08 Transportation Funding Claims Approve
 - 1. City of Fowler, Resolution 2007-33
 - 2. City of Huron, Resolution 2007-34
 - 3. City of Kerman, Resolution 2007-35
 - 4. City of Mendota, Resolution 2007-36
 - 5. City of Parlier, Resolution 2007-37
 - 6. City of Sanger, Resolution 2007-38
- E. Safe Routes to School Information
- F. Census 2010 Local Update of Census Addresses (LUCA) Information
- G. Job Access Reverse Commute (JARC) Program Update Information
- H. Land Buffer Task Force/Farmland Conservation Update Information
- I. Monthly Legislative Update Information
- J. Financial Audit Contract Approve
- K. Status Report on Sacramento Lobbying Activities—Steve Samuelian, California Consulting LLC at the Board on 9-27-07 Information
- L. Regional Clearinghouse Information

	Project	Applicant
1.	USDA RD525 Grants	Self-Help Enterprises
- M. FORTA Items Info/Action
 - 1. Survey for South Sierra Transit

For a complete summary of these items please see the September 14, 2007 Annotated Agenda

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

III. ACTION / DISCUSSION ITEMS

A. 2007 Measure "C" Expenditure Plan, Resolution 2007-39, PUBLIC HEARING: 9-27-07

Les Beshears (COG) reported that the 45 day review process initiated in July has been completed for the Sixth Edition of the 1987-2007 Measure "C" Expenditure Plan. Adoption is scheduled for September and then it will be transmitted to the Fresno County Transportation Authority for their action.

A motion was made by Kathy Millison (Clovis) and seconded by Bruce Rudd (City of Fresno) to recommend adoption of the Sixth Edition of the 1987-2007 Measure "C" Expenditure Plan by approval of Resolution 2007-39. A vote was called for and the motion carried.

B. Measure "C" Extension Update

1. COG Policy Board Serving as Policy Advisory Committee to Fresno County Transportation Authority (FCTA)

Barbara Goodwin, Executive Director gave an update on this item. The Fresno County Transportation Authority Administrative Manual requires appointment of a Policy Advisory Committee to the Fresno County Transportation Authority. Specifically, "Section 142105(d) Division 15 of the code requires appointment of a Policy Advisory Committee composed of one representative of each City in the County and one representative of the County with each representative on the Committee required to be an elected official. If a representative ceases to be an elected official, that representative shall cease to be a member of the Committee, and another representative from that City of County shall be appointed. This Section further requires that no person shall serve on the Authority Board and the Committee at the same time.

In response to this Section of Division 15, the Transportation Authority hereby designates the Policy Board of the Council of Fresno County Governments as the Policy Advisory Committee of the Authority to advise the Board on all significant issues encountered in delivery of the Extension Program as requested or otherwise called for in this Administrative Code with the condition that any Authority Board Member simultaneously serving on the Policy Board of the Council of Fresno County Governments designate an alternate elected official from his or her jurisdiction to serve if the COG Board convened as the FCTA Policy Advisory Committee."

The Fresno COG Policy Board may serve in this capacity, given that its make-up meets the requirements identified in the administrative code. The only caveat to this approach is that conceivably there may be a situation where our current COG Policy Board Chairman Trinidad Rodriguez; Councilmember Rico Aguayo and Mayor Alan Autry (COG Board members), who also sit on the FCTA Board, may have to excuse themselves or designate an alternate on issues before the COG while it is acting in its capacity as the Policy Advisory Committee to the Authority. The FCTA Policy Advisory Committee will function much like the COG's Mayors' Select Committee which meets on an as-needed basis.

The Authority Board released its Draft Administrative Code for a 45 day review and comment period at their August 29, 2007 meeting.

At the TTC, Dr. John Donaldson commented that even though the COG Board may have functioned in the way described above for the last Measure, he feels it is clear that a Board member cannot sit on both the Fresno County Transportation Authority Board and the COG Board acting as the Policy Advisory Committee for the FCTA. He further requested that a legal opinion be sought before final action on the item.

A motion was made by Kathy Millison (Clovis) and seconded by Bruce Rudd (Fresno City) to recommend support of the Fresno COG Policy Board serving as the Policy Advisory Committee to the Fresno County Transportation Authority. A vote was called for and the motion carried.

2. Development of Strategic Implementation Plan

Barbara Goodwin, Executive Director provided a verbal update on the status of the Measure C Strategic Implementation Plan.

This was an information item and required no further action by the Committee.

C. Public Involvement Procedures Update

Brenda Lauchner (COG) gave an update on this item. Fresno COG is beginning the update process for its 2003 Public Involvement Procedures. Federal legislation (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, known as SAFETEA-LU) requires metropolitan planning organizations such as Fresno COG to adopt such a plan to provide the public with opportunities to be involved in the transportation planning process. As a result, Fresno COG is embarking on a four-month evaluation of its current public participation practices by requesting input and consultation on how to best engage the public and interested parties in its transportation planning process.

The Participation Plan must meet requirements noted in the federal regulations, including, but not limited to:

- Developed in consultation with "interested parties";
- Employ visualization techniques to describe plans and programs;
- Make information available in electronic means;
- Provide numerous and reasonable opportunities to comment on the planning process and its products;
- Hold meetings at convenient and accessible locations

SAFETEA-LU also updates the title of the document to a Public Participation Plan (PPP). Key dates leading up to the adoption of the Fresno COG Public Participation Plan are shown below:

Date	Update element
Thursday, August 9	Fresno COG staff begins consultation with all interested parties-mail and email invitation letter
Wednesday, August 22	Public Participation Survey available on website
Wednesday, September 12	Last day to submit surveys
Wednesday, October 3	Draft PPP update goes out with Transportation Technical Committee (TTC) package
Wednesday, October 10	45-day review initiated
Thursday, November 29	Final Draft PPP Adopted at COG Policy Board Meeting

In addition to the activities mentioned in the table above, Fresno COG will be holding a peer panel focus group with public information officers from a range of government agencies, non-profit organizations and private businesses. Fresno COG will also be hosting public meetings and additional focus groups with a wide variety of interested parties.

This was an information item and required no further action by the Committee.

D. SAFETEA-LU Compliance

Jason Paukovits (COG) reported on this item. Earlier this year, Fresno COG and the other San Joaquin Valley Metropolitan Planning Organizations (MPOs) developed and submitted Regional Transportation Plans (RTPs). These long-range plans were developed in a "good faith effort" to achieve compliance with the provisions of SAFETEA-LU. In August 2007, Fresno COG received a letter indicating that our planning efforts are compliant with the requirements of SAFETEA-LU (a copy of the letter is included in the package). Four of the eight Valley MPOs received SAFETEA-LU compliance, while the others must make updates to various plans and programs. This compliance letter allows us to continue to make updates, as necessary, to the 2007 RTP.

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

E. Greenhouse Gases – Attorney General Visit to Fresno COG

Jason Paukovits (COG) reported on this item. During the development of the Environmental Impact Report (EIR) for Fresno COG's 2007 Regional Transportation Plan, the Attorney General's Office submitted comments on the need to address greenhouse gases. A response and additional information on greenhouse gases were included in the Final EIR that was adopted by the Fresno COG Policy Board in May 2007. To date, the Attorney General has submitted formal California Environmental Quality Act (CEQA) comments to San Bernardino, San Diego, Sacramento, Orange County, Merced, Kern, Fresno, San Joaquin, Contra Costa, Yuba, Richmond, and San Jose.

Fresno COG staff was recently contacted by the Attorney General's Office. Attorney General Jerry Brown visited Fresno COG on September 13th to discuss additional options to address greenhouse gases. In August 2007, a settlement was announced in the lawsuit against San Bernardino County. The settlement requires the county to measure how much it contributes to global warming and set targets to begin cutting its greenhouse gas emissions. The settlement plan includes (1) an inventory of all sources of greenhouse gases in the County, (2) an inventory of the greenhouse gas emissions level in 1990, currently, and projected for the year 2020, and (3) a target for emissions reductions. The press release from the Attorney General includes some of the feasible mitigation measures:

- High-density developments that reduce vehicle trips and utilize public transit.
- Parking spaces for high-occupancy vehicles and car-share programs.
- Limits on parking.
- Transportation impact fees on developments to fund public transit service.
- Regional transportation centers where various types of public transportation meet.
- Energy efficient design for buildings, appliances, lighting and office equipment.
- Solar panels, water reuse systems and on-site renewable energy production.
- Methane recovery in landfills and wastewater treatment plants to generate electricity.
- Carbon emissions credit purchases that fund alternative energy projects.

Ms. Goodwin provided an update on the Attorney General's visit and greenhouse gas discussion.

This was an information item and required no further action by the Committee.

F. San Joaquin Valley Regional Goods Movement Action Plan

Renee DeVere (COG) reported on this item. Fresno COG is currently the Project Manager for the San Joaquin Valley Regional Goods Movement Action Plan. The draft plan will be reviewed by the eight Valley COGs in September and adopted in October.

A motion was made by Bruce Rudd (City of Fresno) and seconded by Kathy Millison (Clovis) to recommend initiating the 45 day review period with adoption of the San Joaquin Valley Goods Movement Action Plan in October. A vote was called for and the motion carried.

G. High Speed Rail Update

Clark Thompson (COG) gave an update on several matters regarding high-speed rail to report:

The approved State budget includes \$20.7 million for the California High-Speed Rail Authority to continue engineering and environmental work on the high-speed rail project. The \$9.95 billion bond measure remains scheduled for the November 2008 ballot.

A meeting of the San Joaquin Valley Regional Planning Agencies' Policy Council was convened via teleconference on August 22, 2007. Representing Fresno County were Rico Aguayo, Richard Fosse, Allie Kessler (for Supervisor Perea), Stan Nakagawa, Barbara Goodwin, Tony Boren, and Clark Thompson. The Policy Council adopted a high-speed rail policy position consisting of several elements noted in the enclosure for this item. The Policy Council policy position is nearly identical to the policy position adopted by the California Partnership for the San Joaquin Valley on August 10. Of particular note are that high-speed rail needs to serve the entire San Joaquin Valley (Bakersfield to Sacramento) and the region must stay together as it works towards implementation of the initiative; that Amtrak would remain as a complimentary service to high-speed rail; that \$15.5 million must stay in the 2007-08 budget as a minimum funding level; that the high-speed rail ballot measure must stay on the November, 2008 ballot; and, that a letter be submitted to the High-Speed Rail Authority supporting connection for the whole Valley from Bakersfield to Sacramento recommending that the Altamont corridor is the preferred alternative route. These positions were personally communicated at various public hearings held between August 23 – 30 on the Bay Area to Central Valley Draft Program EIR/EIS. The final decision on the route between the San Joaquin Valley and the Bay Area will be made by the Authority and the Federal Railroad Administration in October or November of this year.

The San Joaquin Valley Regional Planning Agencies' Directors' Committee will convene its Fall Conference on November 1 and 2 in Stockton. At that meeting a report will be presented that discusses the importance and possible impacts of high-speed rail to the eight counties comprising the San Joaquin Valley. The report will summarize valleywide, county, community and environmental issues; recommendations on project mitigation; valley expectations for high-speed rail; and, each COG's position on a high-speed rail bond proposal.

This was an information item and required no further action from by Committee.

H. National Community Planning Month – Resolution 2007-40

Renee DeVere (COG) informed the Committee that October 2007 will be the second annual National Community Planning Month. Sponsored by American Planning Association (APA), the purpose of this month is to raise the visibility of planning efforts in communities across the U.S. and throw a spotlight on the many residents, leaders, officials, and professionals who contribute to making great communities. Staff recognizes this occasion as a great opportunity to increase exposure and awareness of the San Joaquin Valley Blueprint and the efforts and the contributions of all of those involved in this 2050 visioning process. The Blueprint is a demonstration of how planners, community leaders, and community members are playing an instrumental part in addressing the foreseeable planning challenges of maintaining a balance between demands of growth and change, and residents' needs and desires.

From now until October, APA will be providing via their website www.planning.org both resources and suggested activities on how to incorporate National Community Planning Month into local activities. Ms. DeVere pointed out that this year represents a perfect time to highlight to our community the ongoing efforts of the Regional Blueprint Planning Process. To take the first steps in increasing this awareness, a sample resolution that may be taken to each city's individual councils proclaiming October National Community Planning Month was included in the package.

A motion was made by Kathy Millison (Clovis) and seconded by Don Pauley (Kingsburg) to recommend the endorsement of National Community Planning Month through the adoption of Resolution 2007-40. A vote was called for and the motion carried.

I. San Joaquin Valley Blueprint - Update

Barbara Steck (COG) and Brenda Lauchner (COG) gave an update on this item. Fresno COG's Blueprint planning process has completed Phase I where we identified community values and vision. The other Valley COGs have also completed this task as we move forward with our joint Blueprint venture. COG staff is currently working with local agency planning staff to develop the goals, objectives and performance measures that will reflect the community's expressed values. In addition, we have commenced the modeling phase of the project where we will begin to look at alternative growth scenarios and analyze the outcomes associated with each. We have made preliminary model runs on "single focus" growth options and will be presenting those to you next month. On the Valleywide front – Clovis Development Services Director John Wright is working with us to convene the second Valley Professional Planners meeting at the COG offices on Thursday, September 27th from 10:00 AM – 3:00 PM. For more information on that meeting contact Barbara Steck at bjsteck@fresnocog.org

One of the challenges we continually face is keeping our member agencies and the general public informed about the Blueprint planning process. COG staff is scheduling another round of presentations to all of our member agencies' elected bodies this fall. We have also embarked on a media strategy in an attempt to reach the community at large. Executive Director Barbara Goodwin submitted an op. ed. piece that was printed in the Fresno Bee (included in package). We have also distributed a news release (included in package) that talks about higher projected population growth and compares demographic changes occurring in Fresno County and the Valley. KSEE-Channel 24 picked up on this and interviewed Fresno COG's demographer Kathy Chung. Our Blueprint Roundtable members from the building industry are preparing a follow-up opinion piece about housing issues associated with growth and affordable housing. We need our member agencies to assist us with getting the word out on Blueprint activities. We will discuss options for outreach at the meeting.

This was an information item and required no further action by the Committee.

J. 2008 Washington D.C. "One Voice" - Call for Projects

Barbara Steck (COG) gave an update on this item. Mrs. Steck reported that it is again time to begin the process of planning for our annual "One Voice" trip back to Washington DC where we will present a list of priorities for our region. Our trips over the past five years have been quite fruitful as noted in the enclosed brochure and in the *Fresno COG "One Voice" 2007 Summary and 2008 Recommendations* on our website at www.fresnocog.org.

The 2008 "One Voice" trip will take place February 9-14, 2008. In preparation, we have been in communication with our D.C. lobbyist, Simon & Company, to discuss their recommendations for project selection criteria. As noted in their memo, they are suggesting that we limit the number of projects to one in each appropriations category and that we remain in the \$2 to \$3 million maximum range for each. In addition, we need to solicit information on policy issues and regulatory reform that our member agencies and community partners may be concerned with so that we can raise those issues with our Washington delegation and their staff. We have mailed the call for projects, with proposals due to us on September 28th. (The information is also available on our website at www.fresnocog.org). COG staff will schedule a project selection committee meeting on October 17th to review project proposals and make recommendations to the Policy Board in November.

This was an information item and required no further action by the Committee.

K. Public Transportation Regional Agency Formation Study Results

John Downs (FAX) gave a report on this item. The Study, which included peer evaluations, policy level stake holder interviews, an evaluation of existing system performance and coordination efforts, found that Fresno County public transportation operators already have a high level of cooperation and coordination. Additionally, based on peer evaluations, Fresno County Operators are providing a cost effective and productive service. The Study recommends the formation of a "Transit Coordinating Council" which would consist of policy level members and technical staff support. The purpose of the Council would be to continue to explore improved coordination potentially leading a regional transit agency.

A motion was made by Bruce Rudd (City of Fresno) and seconded by Alan Bengyel (Huron) to recommend the Fresno COG Policy Board accept the Public Transportation Regional Agency Formation Study final report. A vote was called for and the motion carried.

L. Public Transportation Infrastructure Study (PTIS) (Phase II) Request for Proposals

John Downs (FAX) gave a report on this item. The purpose of the PTIS is to evaluate long term mobility needs and opportunities within Fresno County, and also identify strategies for public transportation and transportation infrastructure development that will result in wider acceptance and use of public transportation as a mobility option. The study will evaluate route alignments and provide cost estimates for capital costs, operating costs and ridership projections. The results and recommendations of the study can then be used by policy makers to determine how best to pursue a public mass transportation system for Fresno County.

Phase I of the PTIS evaluated existing and planned land uses, mapped residential and employment densities, and identified primary travel corridors for communities outside of the Fresno/Clovis Metropolitan Area (FCMA). Phase I also reviewed existing land use policies and developed a set of transit supportive recommendations. Phase I reports are available on the Fresno COG website at www.fresnocog.org.

The Measure C Extension Plan includes a projected \$5.1 million (\$255,000 annually) for the completion of the PTIS and the formation of a regional transit agency. A General Planning Task Order Request for Proposal (TORFP) has been developed for this process.

The advantages of a General Planning Task Order include: maximizing the benefit of the Consultant's knowledge and experience; maintaining flexibility in the process so that new information, public comment and changing circumstances such as advances in technology can be addressed by adjusting work tasks; and lastly, it only encumbers funds for ordered tasks rather than for the entire project.

The TTC has recommended that the RFP be amended to include significant discussion of the Blueprint Planning process now underway. Additionally, in order to better integrate the PTIS and the Blueprint Planning Process, the Blueprint Steering Committee should also act as the Technical Advisory Committee for the PTIS. Staff will integrate the PTIS goals into the Blueprint Major Concepts Template to facilitate this process, and work with the Blueprint Steering Committee to develop a discussion of the Blueprint Planning effort for the PTIS RFP.

A motion was made by Kathy Millison (Clovis) and seconded by Lynn Gorman (Fresno County) to recommend adopting the TTC recommendations. A vote was called for and the motion carried.

M. Fulton Streetcar Request for Proposals

John Downs (FAX) reported on this item. The Council of Fresno County Governments at the request of the City of Fresno is proposing to issue a Request for Proposals (RFP) to plan and design a streetcar line to link Downtown Fresno to Fresno's Tower District. The requested scope of work consists of a feasibility analysis that includes the evaluation of alternative routes and equipment, preparation of preliminary planning and feasibility studies, conducting an environmental screening, and preparing a financing plan. The work will be conducted in two phases: the first phase, the feasibility analysis, will conclude with selection of a preferred alternative and preparation of a project description; the second phase of work will include the preliminary design and engineering, and preparation of all appropriate environmental documents. Both phases will include public outreach and involvement tasks.

The City of Fresno wishes to fast track the project and be in construction on the first rail leg between Downtown Fresno and Fresno's Tower District within five years. In the interest of accelerating the project, federal funding will not be sought. A private public partnership is proposed to fund the construction on the final project.

If the RFP is approved after completing the required process including review by the TTC, PAC, COG Policy Board, Citizens Oversight Committee, and FCTA Board, the study would be paid for by Public Transportation and Infrastructure Study funds from Measure C. Phase I of the study is anticipated to be \$500,000, and the second phase has been estimated to be between \$2.5 and \$3.5 million.

As a matter of process, if the project obtains its required approvals, the actual expenditure of those funds would be tied to the formal adoption of the next 'chapter' in the Measure "C" Strategic Implementation Plan by the COG Policy Board and the FCTA Board.

Discussion at TTC focused on two primary issues:

- "Lack of sufficient information" available in order for the TTC to make an "informed" decision on the project.
- Belief that any streetcar or similar projects should logically evolve from the overall Public Transportation Infrastructure Study; and to do otherwise would be putting the "cart before the horse" with regards to the transportation planning process required to move forward with a project of this magnitude.

The Citizen Oversight Committee narrowly supported the item with a split vote (eight to five). The dissenting comments were similar to those expressed at the TTC saying the streetcar study RFP appears to find the streetcar a preferred alternative without the appropriate level of preliminary planning. There was also concern that the streetcar study could reduce resources needed to complete the PTIS.

The PAC shared the concerns of the TTC and the Citizen Oversight Committee regarding the potential to reduce PTIS resources. The PAC was also concerned that the RFP, then titled 'Fulton Streetcar Study' did not reflect the scope of services that City of Fresno staff discussed at the PAC meeting, which was more of a downtown circulator intended to connect downtown destination points and encourage economic development.

A copy of the RFP for the Fulton Streetcar Study was included in the agenda package.

A motion was made by Don Pauley (Kingsburg) and seconded by Kathy Millison (Clovis) to recommend to the COG Policy Board that FAX staff amend the Study RFP so that the outlined vision is greater than the current predetermined route, the cost be no more than \$250,000 from the PTIS, and it not delay or diminish the PTIS. A copy of the amended RFP was included in the agenda package. A vote was called for and the motion carried.

N. Legislative Affairs

Barbara Goodwin, Executive Director reported on this item. In an effort to be responsive to pending legislation Fresno COG is actively reviewing and making recommendations on priority legislation. As pieces of legislation are brought to COG staff's attention by action request or by research, staff will make available the necessary background information to allow for formal position recommendation by the Policy Board.

Proposition 1B: State- Local Partnership Program Funds

Included in the agenda package was a letter dated July 13, 2007 sent from the Valley COG Director's Policy Council to various state assembly and senate members regarding the State-Local Partnership Program (SLPP).

As a result of the passage of Proposition 1B in November of 2006, there is \$1 billion in bond proceeds available for the SLPP. Proposition 1B requires that the legislature must appropriate funds from the SLPP and that the funds are to be allocated by the California Transportation Commission over a five-year period and must be matched on a one-to-one basis with local funds. The state legislature is currently reviewing two proposals: SB 748 and AB 1351. Different approaches exist between the two bills on the guidelines required to allocate the funds.

At their July meeting, the Policy Council agreed to support the following specific points to be included in the funding guidelines for the State-Local Partnership Program:

- 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.

As the letter states, the Policy Council is not taking a formal stance on any particular bill, but they do agree to support the above listed points. We are aware that CSAC, the Regional Council of Rural Counties, and the League of California cities are also weighing in on the State-Local Partnership Program funding guidelines by supporting SB 748 (Corbett).

A motion was made by Don Pauley (Kingsburg) and seconded by Ron Manfredi (Kerman) to recommend that the Policy Board send a follow-up letter to members of the state legislature reiterating the specific points outlined in the Policy Council's letter. A vote was called and the motion carried.

State Senate Bill 9: Proposition 1B: Trade Corridors Improvement Fund

SB 9, authored by Senator Lowenthal, proposes to allocate the \$2 billion made available in the Trade Corridors Improvement Fund through the passage of Proposition 1B. SB 9 establishes a process by which the California Transportation Commission (CTC) selects and funds projects that reduce congestion and air pollution along trade corridors in California. More specifically, this bill:

- 1) Limits allocations to projects located in four specified trade corridors: a) Port of Oakland through Donner Pass to the California-Nevada state line, b) Port of Oakland to the San Joaquin Valley, and including the Tehachapi Pass, c) Ports of Los Angeles and Long Beach through Los Angeles, Orange, San Bernardino, and Riverside Counties to the California-Nevada state line, and d) Port of San Diego to the Orange County and Riverside County lines.
- 2) Requires the CTC to allocate funds to projects providing at least a 50% match using local, state, and federal monies. This bill exempts grade separation projects and projects improving border access from the local match requirement.
- 3) Projects must be included in a regional transportation plan and in a corridor plan.
- 4) Earmarks \$50 million for projects located outside of the four designated trade corridors.
- 5) Places greatest emphasis, with respect to determining allocation of the \$2 billion, on a trade corridor improvement project's ability to reduce emissions, including carbon dioxide.

Because time is of the essence for weighing in on pending legislation due to the legislative session ending on September 14th, and the fact that the Policy Board will not be meeting until after this date, a letter dated August 29th (included the agenda package) was sent to Senator Lowenthal on behalf of the Fresno COG requesting certain amendments to SB 9. First, under item 1 above, SB 9 describes one of the four trade corridors as going from the Port of Oakland "to" the San Joaquin Valley and not "through" the Valley. This needs to be rectified as the State's Goods Movement Action Plan identifies the San Joaquin Valley as one of the four Trade Corridors so SB 9 and the State's plan need to be consistent. Secondly, the bill refers to several public agencies in relation to this particular corridor but does not list any in the Valley south of Stanislaus. So Barbara's letter includes the request that all of the Valley COG's be listed in the bill as stakeholders since any improvements either within or at the southern and northern ends of the Valley affect us all.

Enclosed in this letter to Senator Lowenthal was an excerpt from the 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.

This was an information item and required no further action by the Committee.

Developing a Fresno COG Legislative Platform for 2008

COG staff would like to make the recommendation to the Policy Board that we develop a *Fresno COG Legislative Platform for 2008*. It is staff's intention that this first effort would lay the groundwork for future annual updates.

In recent years, the Fresno COG has become more involved with State and Federal legislative matters through the One Voice advocacy efforts, the contracting with state and federal lobbying firms, and the proactive position taking on bills in the state legislature. Through these efforts and more, COG has increasingly served as a unifying voice for the Fresno region. To build on this, staff believes the COG also needs a unified voice on legislative matters in the form of a Legislative Platform that could include advocacy goals for state and/or federal legislation, as well as regulatory and policy issues that are of importance to the region. With a Legislative Platform in place, COG management and our lobbyists can take a more proactive approach when advocating for common goals and would also be able to respond in a timelier manner to outside requests for COG input on legislative matters of importance.

Included in the agenda package were two samples of 2007 Legislative Platforms for review: one from the Kern COG and one from the Metropolitan Transportation Commission (the transportation planning agency for the nine-county San Francisco Bay Area). A copy of the San Joaquin Valley Air Pollution Control District's legislative platform was distributed at the PAC meeting.

If the Policy Board gives the go-ahead for this project, then staff would like to suggest that an ad-hoc committee be formed with members from the Board, COG management, and COG staff to help direct the development of the Legislative Platform.

In a similar effort, the Valley COG Directors and their Policy Council, which consists of two elected officials from each of the eight Valley counties, are planning to develop a San Joaquin Valley Legislative Platform to be used when appropriate, to present a unified voice on legislative matters.

Staff will provide updates to our committees on this effort as needed.

A motion was made by Don Pauley (Kingsburg) and seconded by Bruce Rudd (City of Fresno) to requests direction from the Policy Board on the development of a *Fresno COG Legislative Platform for 2008*. A vote was called for and the motion carried. Kathy Millison (City of Clovis) volunteered to help with the Legislative Platform development

O. Caltrans Monthly Report

Steve Curti (Caltrans) provided an update on Caltrans activities.

This was an information item and required no further action by the Committee.

P. Abandoned Vehicle Abatement

Clark Thompson (COG) gave a report on Section 22710(c)(2) of the Vehicle Code which states that money received by an Abandoned Vehicle Abatement Service Authority shall be used only for the abatement, removal, and disposal as public nuisances of any abandoned, wrecked, dismantled, or inoperative vehicles or parts thereof from private or public property. The guidelines for program implementation, contained in the Abandoned Vehicle Abatement Program Handbook developed by the California Highway Patrol, state that major purchases exceeding \$2,500 require the participating jurisdiction to request approval from the Service Authority, and these requests shall include a detailed justification. When evaluating a request, a Service Authority shall ensure the funds are being expended in accordance with Section 22710(c)(2) and for the benefit of the AVA Program.

Fresno County requested the Fresno County Abandoned Vehicle Abatement Service Authority approve reimbursement of the cost to purchase two computers to be used exclusively by the Fresno County Sheriff's Department in its abandoned vehicle abatement program. Fresno County is requesting reimbursement of \$7,690.46. A quotation from Dell was the basis for the County's request. Fresno County would be reimbursed from its formula share of funding, so the funding amounts of other agency AVA programs are not affected by this request.

A motion was made by Kathy Millison (Clovis) and seconded by Bruce Rudd (City of Fresno) to recommend approval of Fresno County's funding request. A vote was called for and the motion carried.

IV. OTHER BUSINESS

A. Items from Staff

1. The Annual Summit for the California Partnership for the San Joaquin Valley will be held on Thursday, October 4, 2007 at the Visalia Convention Center in Visalia, California.
2. HCDs 2007 Housing Element Workshop
3. Barbara Goodwin, Executive Director, announced her appointment to the Partnership Board.
4. Update from COC meetings.
5. PG&E – Community Choice Aggregation will be giving a Presentation to the Board in October.

B. Items from Members

Kathy Millison (Clovis) introduced City of Mendota's new city clerk Krystal Chojnachi.

There being no further business, the meeting was adjourned.

Respectfully submitted,

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

BARBARA GOODWIN, Executive Director
Council of Fresno County Governments

\sm

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-41

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

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

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

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

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

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

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

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

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

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 25th day of October, 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 25th day of October, 2007.

Signed: _____
Barbara Goodwin, Executive Director

Date: 7/19/07

Claimant: City of Selma

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

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

FROM: Applicant: City of Selma
Address: 1710 Tucker
City: Selma Zip Code: 93662
Contact: Judy Bier Phone: (559) 891-2260

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

Local Transportation Fund

Apportionment \$ 753,859
Surplus (Prior Years) \$ _____
Unexpended, Held by Claimant \$ _____
Other Agency \$ _____

State Transit Assistance Fund

Estimate \$ 239,537
Prior Year Carryover \$ 1,027
Unexpended, Held by Claimant \$ _____

Other

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

TOTAL \$ 994,423

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

Nine Hundred Ninety-Four Thousand, Four Hundred Twenty-Three
(spell out amount)

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

Authorized Signature: _____

D-B Heusser

Title: City Manager

Date: 9-17-07

Date: 7/19/07

Claimant: City of Selma

BICYCLE AND PEDESTRIAN FACILITIES

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

Project Title and Brief Description		Project Cost
1. (Generic)	Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction;	\$ <u>15,077</u>
AND/OR		
1. (Specific)		\$ _____
2. (Specific)		\$ _____
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ _____

Revenue Source & Amount

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

STREETS AND ROADS CLAIM

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

Project Title and Brief Description		Project Cost
1. (Generic)	Development, Construction and Maintenance of Facilities	\$ <u>499,688</u>
AND/OR		
1. (Specific)		\$ _____
2. (Specific)		\$ _____
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ _____

Revenue Source & Amount

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

Date: 7/19/07

Claimant: City of Selma

CONTINGENCY PROJECT LISTING

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

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

Project Title & Brief Descriptions

Project Cost

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

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

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

Project Title & Brief Descriptions

Project Cost

1.

2.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

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

Project Title & Brief Descriptions

Project Cost

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

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

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

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

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

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

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AYES:

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Signed: _____
Barbara Goodwin, Executive Director

Date: 7/19/07

Claimant: City of Selma

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TO: Council of Fresno County Governments
2100 Tulare Street, Suite 619
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FROM: Applicant: City of Selma
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Contact: Judy Bier Phone: (559) 891-2260

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Local Transportation Fund

Apportionment	\$ <u>753,859</u>
Surplus (Prior Years)	\$ _____
Unexpended, Held by Claimant	\$ _____
Other Agency	\$ _____

State Transit Assistance Fund

Estimate	\$ <u>239,537</u>
Prior Year Carryover	\$ <u>1,027</u>
Unexpended, Held by Claimant	\$ _____

Other

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

TOTAL \$ 994,423

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

Nine Hundred Ninety-Four Thousand, Four Hundred Twenty-Three
(spell out amount)

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

Authorized Signature: _____

D-B Heusser

Title: City Manager

Date: 9-17-07

Date: 7/19/07Claimant: City of Selma**TRANSPORTATION FUNDING CLAIM DETAIL**

PURPOSE	AMOUNT	SUB-TOTAL
1. Bicycle & Pedestrian Facilities (Art. 3)	\$ <u>15,077</u>	
(Art. 8a)	\$ _____	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
		SUB-TOTAL \$ <u>15,077</u>
		SUB-TOTAL \$ <u>21,055</u>
2. Regional Transportation Planning		
3. Public Transportation (Art. 4)	\$ _____	
(Art. 8c)	\$ _____	
Other Agency ()	\$ _____	
Other Agency ()	\$ _____	
State Transit Assistance Funds	\$ _____	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
Other, specify ()	\$ _____	
		SUB-TOTAL \$ _____
		SUB-TOTAL \$ _____
4. Community Transit Service (CTSA, Art. 4.5)		
5. Streets & Roads (Art. 8a)	\$ <u>499,688</u>	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
		SUB-TOTAL \$ <u>499,688</u>
6. To Be Claimed By: (Fresno County Rural Transit Agency)	\$ <u>420,179</u>	
(Consolidated Transp. Serv. Agency)	\$ <u>36,939</u>	
Other ()	\$ _____	
Other (COG Blue Print)	\$ <u>1,485</u>	
		SUB-TOTAL \$ <u>458,603</u>
		SUB-TOTAL \$ _____
7. Reserved in Fund Pending Further Claiming		
	GRAND TOTAL	\$ <u>994,423</u>
	(Claim Total Must Agree With Total On First Page)	
	Minus All Unexpended Funds Held By	\$ _____
	GRAND TOTAL PAYABLE TO CLAIMANT	\$ _____

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

Date: 7/19/07

Claimant: City of Selma

BICYCLE AND PEDESTRIAN FACILITIES

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

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AND/OR		
1. (Specific)		\$ _____
2. (Specific)		\$ _____
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ _____

Revenue Source & Amount

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

STREETS AND ROADS CLAIM

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

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TOTAL PROJECT COSTS		\$ _____

Revenue Source & Amount

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

Date: 7/19/07

Claimant: City of Selma

CONTINGENCY PROJECT LISTING

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

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

Project Title & Brief Descriptions

Project Cost

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

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

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

Project Title & Brief Descriptions

Project Cost

1.

2.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

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

Project Title & Brief Descriptions

Project Cost

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

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

Amendment #9 (Administrative Amendment)

Council of Fresno County Governments 2007 Federal Transportation Improvement Program
San Joaquin Format (Highest Official)

Federal Transit Administration Section 5309 Program

Route Funding Source FISCAL Year AG LBS	Description			Program Schedule (Construction costs escalated per Caltrans percentage)							Change Description			
				Phase	Prior Years	Four Year Element				10/11	11/12	Project Comments		
									Funding Summary (Current & Prior Years)					
						Local	State	Federal						
	Total Escalated Cost	Stems		06/07	07/08	08/09	09/10							
FRE022005 5309(A)GECY 2 10 Fresno Area Express (FAX)	Purchase of 5 Revenue Vehicles.	PE RW Const		1,214,800	1,200,000	1,200,000	1,200,000					Cost/Scope/Sch. Change		
												***** Version 4 - 08/01/2007 *****		
												***** Version 3 - 04/25/2008 *****		
												***** Version 2 - 06/15/2004 *****		
												***** Version 1 - 04/02/2003 *****		
	\$ 4,814,800											Prior		
												Current		
	FTIP Amend 9 00	20300000269	Total	1,214,800	1,200,000	1,200,000	1,200,000						963,000	2,651,800

Regional Surface Transportation Program

Route Funding Source FISCAL Year AG LBS	Description	Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)							Change Description Project Comments		
					Four Year Element							Funding Summary (Current & Prior Years)		
					06/07	07/08	08/09	09/10	10/11	11/12	Local	State	Federal	
FRE040603	Frankwood Ave. from 900 ft. south of Parker to Manning. Reconstruct & overlay, remove & replace curb, gutter & sidewalks, ROW acquisition	PE	RW	Const	75,000							Cost/Scope/Sch. Change		
					125,500	789,400					***** Version 4 - 07/01/2007 *****			
											***** Version 3 - 06/22/2006 *****			
											***** Version 2 - 05/15/2008 *****			
CTT/STPL/CMAG 100 Reedley, City of	914,900	FTIP Amend 9.00	2030000340	Total	25,900	914,900					2,900		22,100	
FRE070614	N. Frankwood Ave. between Manning Ave. to the south and North Ave. to the south. Realignment and reconstruction. Move east curb line back to its proper alignment matching the existing curb return.	PE	RW	Const	44,100	22,900								
STPL/CITY 110 Reedley, City of	855,100	FTIP Amend 9.00	2030000416	Total	68,700									

STIP / Regional Choice

Route Source FISCAL Year AG LBS	Description	Phase	Program Schedule (Construction costs escalated per Caltrans percentage)							Change Description Project Comments							
			Prior Years		Four Year Element					Funding Summary (Current & Prior Years)							
Total Escalated Cost			06/07		07/08		08/09		09/10		10/11		11/12		Local	State	Federal
Status																	
180	In and near Fresno from Clovis Ave to Temperance Ave. Construct 6-lane freeway from Clovis Ave to Powder Av and 4-lane freeway from Powder Ave to Temperance Ave.	PE	3,630,000		3,100,000										Cost/Scope/Sch. Change		
480 18066 4		RW	9,031,000		2,800,000		40,289,170								***** Version 6 - 07/01/2007 *****		
FRE021105		Const													Demo project-IMD 2006		
06-342430															***** Version 5 - 03/07/2007 *****		
ST-CASH/CR/FX															***** Version 4 - 07/05/06 *****		
000	\$98,530,170														Prior		
Caltrans	RTIP Amend 8.00	Total	12,961,000		5,700,000		40,289,170								Current		
	10300000175														11,500,000		
															73,984,000		
															775,170		

Hazard Elimination Safety Program

Route Funding Source FISCAL Year AG LBS	Description	Status	Phase	Program Schedule (Construction costs escalated per Caltrans percentage)							Change Description Project Comments		
				Prior Years	Four Year Element					Funding Summary (Current & Prior Years)			
				06/07	07/08	08/09	09/10	10/11	11/12	Local	State	Federal	
FRE040401	Lump-Sum Hazard Elimination Safety Program Consistent with 40 CFR part 93.126, 127, 128, exempt tables 283	PE RW Const		873,000							Cost/Scope/Sch. Change ***** Version 7 - 06/07/2007 ***** Addition of HESHP funding ***** Version 6 - 06/13/2007 ***** ***** Version 5 - 11/03/2006 *****		
STPG-L/AGENCY 106 Caltrans	\$ 6,049,020 FTIP Amend 9 00 20300000276	Total	1,047,800	4,886,400	114,820						Prior Current	104,800 487,600	943,000 4,513,820

State Highway Operations and Protection Program

Route Funding Source FISCAL Year AG LBS	Description	Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments		
					Four Year Element						Funding Summary (Current & Prior Years)		
					06/07	07/08	08/09	09/10	10/11	11/12	Local	State	Federal
180	Near Mendota: Belmont Ave. to Whitebridge San Joaquin Valley Railroad Rehabilitation roadway	PE	RW	585,000	462,000	880,399	14,316,000				Cost/Scope/Sch. Change		
24/07/3			Const								***** Version 3 - 06/08/2007 *****		
FRE041003											***** Version 2 - 04/27/2006 *****		
06-420501											***** Version 1 - 07/18/2005 *****		
DEMO/ST/ST-CAE											Related to SHOPP project FRE041002		
1-10	\$ 18,452,999										Prior		
Caltrans	FTIP Amend 3.00	20300000374	Total	585,000	462,000	17,385,988					Current		
											9,047,899		
											8,800,000		

Council of Fresno County Governments 2007 Public Participation Plan

Draft

Released for public comment October 10, 2007
Comments due by November 29, 2007



2035 Tulare Street, Suite 201
Fresno, CA 93721
Phone: 559-233-4148
Fax: 559-233-9645
Website: www.fresnocog.org

Fresno COG's 2007 Public Participation Plan

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Council of Fresno County Governments 2007 Public Participation Plan Draft October 2007

I. Introduction

Council of Fresno County Governments

As a Regional Transportation Planning Agency (RTPA), the Council of Fresno County Governments (Fresno COG) addresses issues of mutual concern to the county and the cities in the Fresno County region, and satisfies Federal and State transportation planning and programming mandates. Fresno COG provides a forum for planning, discussion, and study of area-wide issues, prepares and adopts regional plans and programs, serves as the regional agency for federal and state transportation programs and funding opportunities and addresses other area-wide issues based on the desires of the member jurisdictions. Fresno COG represents its member jurisdictions as planner, programmer, and broker in developing an efficient and effective inter-modal transportation system that provides for the mobility needs of people, goods, and services while protecting the environment.

Fresno COG and its member agencies are responsible for determining policy, adopting plans and programs, and awarding funds to implement these plans. This procedural document is intended to give the Fresno COG elected officials and staff guidance in providing for public involvement and interagency consultation in the regional planning process. It contains procedures and strategies Fresno COG uses to instigate, seek and foster greater public involvement regarding transportation matters within its discretion. Fresno COG's documented participation plan defines a process for providing reasonable opportunities to be involved in the metropolitan transportation planning process.

Purpose of the Public Participation Plan

Fresno COG has developed this Public Participation Plan (PPP) as a guide to meeting the requirements for public participation outlined in PPP. The PPP is intended to provide direction for public participation activities to be conducted by Fresno COG and contains the procedures, strategies and techniques used by Fresno COG for public participation. In its public participation process, Fresno COG will:

- Provide adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to, a reasonable opportunity to comment on the proposed Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP);
- Provide timely notice and reasonable access to information about Fresno COG's issues and processes;
- Employ visualization techniques to describe the RTP and FTIP;
- Make public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
- Hold any public meetings at convenient and accessible locations and times;
- Demonstrate explicit consideration and response to public input received during the development of the RTP and the FTIP;
- Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
- Provide an additional opportunity for public comment, if the final RTP or FTIP differs significantly from the version that was made available for public comment by the Fresno COG and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;
- Coordinate with the statewide transportation planning public involvement and consultation processes;
- Periodically review the effectiveness of the procedures and strategies contained in this PPP to ensure a full and open participation process.

2. Federal Requirements

SAFETEA-LU

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users — better known as SAFETEA-LU — signed into law in 2005, underscores the need for public involvement and requires metropolitan planning agencies such as Fresno COG to “provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation and other interested parties with a reasonable opportunity to comment” on transportation plans and programs.

SAFETEA-LU legislation also requires Fresno COG — when developing the Regional Transportation Plan and the Federal Transportation Improvement Program (FTIP) — to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, this Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments.

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 requires that transportation planning and programming be non-discriminatory on the basis of race, color, national origin or disability. The federal statute was further clarified and supplemented by the Civil Rights Restoration Act of 1987 and a series of federal statutes enacted in the 1990s relating to the concept of environmental justice. The fundamental principles of environmental justice include:

- Avoiding, minimizing or mitigating disproportionately high and adverse health or environmental effects on minority and low-income populations;
- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities.

Executive Orders

An Executive Order is an order given by the President to federal agencies. As a recipient of federal revenues, Fresno COG assists federal transportation agencies in complying with these orders.

- Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

In February 1994, President William Clinton signed Executive Order 12898, Federal Actions to Address Environmental Justice for Minority Populations and Low-Income Populations, which mandates that federal agencies make achieving environmental justice part of their missions. This order requires that disproportionately high and adverse human health or environmental effects on minority and low-income populations be identified and addressed in order to achieve environmental justice. Minority populations are defined in the order as Black/African-American, Hispanic, Asian/Pacific Islander, American Indian and Alaskan Native. Low-income populations are defined in the order as persons whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines, with those at 0 percent of median income classified as low income and those at 50 percent of median income classified as very-low income.

- Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency

Executive Order 13166 states that people who speak limited English should have meaningful access to federally conducted and federally funded programs and activities. It requires that all federal agencies identify any need for services to those with limited English proficiency and develop and implement a system to provide those services so all persons can have meaningful access to services.

The Brown Act (State of California Government Code sections 54950-54962)

The Ralph M. Brown Act governs the meeting and actions of governing boards of local public agencies and their created bodies. Requirements of the Brown Act also apply to any committee or other subsidiary body of a local agency, whether permanent or temporary, decision-making or advisory, which is created by such a governing board. The Brown Act

sets minimum standards for open meetings relative to access to the public, location of meetings, notice posting, agenda distribution, and public input. The public agency may adopt reasonable regulations ensuring the public's right to address the agency, including regulations to limit the total amount of time allocated for public testimony. The Fresno COG Board and its standing committees all adhere to these requirements involving proper noticing, access and the ability to address the Board and committees.

Due to time constraints, unscheduled comments by the public may be limited to 3 minutes in length, however the agency encourages interested citizens to provide written copies of presentations to the Board/Committees, particularly if the statement is too long to be presented in its entirety. Citizens unable to attend the meetings may submit their concerns and ideas in writing to staff, who will then present the comments to the respective Board/Committee in either a written or oral format.

Americans with Disabilities Act

The Americans with Disabilities Act of 1990 (ADA) stipulates involving the community, particularly those with disabilities, in the development and improvement of services. All events held for programs or projects with Federal aid and open to the general public must be made accessible to everyone, including the disabled.

Fresno COG is in compliance with the ADA by having accessible formats and public hearings, consulting with individuals from the disabled community, and conducting outreach by maintaining an extensive mailing and email lists , developing contacts, and other means of notification to participate in the planning process.

Other Requirements

A number of other federal and state laws call on Fresno COG to involve and notify the public in its decisions. Fresno COG complies with all other public notification requirements of the California Public Records Act, the California Environmental Quality Act, as well as other applicable state and federal laws.

3. Project/Plan Specific Public Participation Requirements

There are two key transportation initiatives that are specially called out in federal law as needing early and continuing opportunities for public participation — development of the Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP).

Because of its comprehensive, long-term vision, the RTP provides the earliest and the best opportunity for interested residents and public agencies to influence Fresno COG's policy and investment priorities for Fresno County transportation. It is at this earlier RTP stage where investment priorities and major planning-level project design concepts are established, and broad, regional impacts of transportation on the environment are addressed.

A. Regional Transportation Plan (RTP)

The long-range Regional Transportation Plan (RTP) prioritizes and guides all Fresno County transportation development over 25 years. The RTP is the comprehensive blueprint for transportation investment (transit, highway, local roads, bicycle and pedestrian projects), and establishes the financial foundation for how the region invests in its surface transportation system by identifying how much money is available to address critical transportation needs and setting the policy on how projected revenues are to be spent. The RTP is generally updated every four years, with a limited number of amendments as needed. Opportunities for public participation for the RTP are different for RTP updates versus RTP amendments. RTP Updates include significant revisions to the RTP document, while RTP amendments are generally specific to project scopes, schedules, or costs.

- **RTP Update**

The RTP update reflects reaffirmed or new planning priorities and changing projections of growth and travel demand based on a reasonable forecast of future revenues available to the region. As necessary, Fresno COG prepares two technical companion documents for RTP updates: a program-level Environmental Impact Report per California Environmental Quality Act (CEQA) guidelines, and transportation air quality conformity analyses (to ensure clean air mandates are met) per federal Clean Air Act requirements. Certain revisions to the RTP may warrant a revision or update to these technical documents. See the update outreach requirements listed below.

- **RTP Amendment**

An amendment is a major revision to a long-range RTP, including adding or deleting a project, major changes in project costs, and/or design concept and scope (e.g., changing project locations, open to traffic dates, or the number of through traffic lanes). Changes to projects that are included in the financially unconstrained portion of the RTP (as information only) do not require an amendment. An amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and/or a finding that the change is consistent with federal transportation conformity mandates. Amendments that require an update to the air quality conformity analysis will be subject to conformity and interagency consultation procedures. See the update outreach requirements listed below.

- **RTP Administrative Modification**

This is a minor revision to the RTP for minor changes to project/project phase costs, or funding sources. An administrative modification does *not* require public review and comment, demonstration that the project can be completed based on expected funding, nor a finding that the change is consistent with federal transportation conformity requirements.

Outreach for RTP Updates

Public Meetings, workshops, and surveys during the RTP development period to solicit public dialogue and comment on the RTP process including, but not limited to issues such as:

- Overview of the planning process
- RTP goals, objectives, performance indicators
- RTP project lists
- RTP funding scenarios
- Legally noticed public comment period on the Draft RTP Update. The length of the public comment period is generally 45 days
- Legally noticed public hearing

RTP Updates also generally require an amendment to the Federal Transportation Improvement Program (FTIP) and a new Air Quality Conformity Analysis.

Outreach for RTP Amendments

As such, the public participation process for RTP amendments follow the requirements as outlined for the FTIP, as applicable.

B. Federal Transportation Improvement Program (FTIP)

The Federal Transportation Improvement Program (FTIP) implements the policy and investment priorities expressed by the public and adopted by Fresno COG in the Regional Transportation Plan (RTP). In this way, public comments made as part of the RTP are reflected in the FTIP as well. The FTIP covers a four-year timeframe, and all projects included in the FTIP must be consistent with the RTP. The FTIP is a comprehensive listing of Fresno County Area surface transportation projects — including transit, highway, local roadway, bicycle and pedestrian investments — that:

- receive federal funds, or are
- subject to a federally required action, or are
- regionally significant, for federal air quality conformity purposes.

The FTIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or “programmed”) to the projects are available to implement the projects or project phases. Adoption of the FTIP also requires a finding of conformity with federal transportation-air quality conformity mandates.

The FTIP is updated every two years, with amendments occurring as needed. FTIP updates are generally considered similar to the Type 5 amendment (see below), and follow a similar public participation process. For FTIP Amendments, FHWA identifies six types, each with specific participation requirements, as indicated below.

Expedited Project Selection Procedures (EPSP) allows eligible projects to be moved between FTIP fiscal years as long as the project cost and scope do not change. Fresno COG staff is federally authorized to utilize EPSP without additional State or Federal approval action. Fresno COG does not require a formal public participation process for EPSP actions. A more detailed description of the EPSP is available from Fresno COG staff upon request.

Federal rules allow MPOs to group or combine projects that are not considered to be of appropriate scale for individual listing. Such grouped projects are often referred to as “Lump Sum Project Listings.” Fresno COG uses this ability to program lump sums within the FTIP. Such projects may be grouped by function (e.g., bike lanes), work type (e.g.,

maintenance), or geographical area. Once grouped, the MPO is required to maintain, outside of the FTIP, a detail list of the projects contained in each group.

Modifications to the projects or costs within the lump sum listings are conducted on an as needed basis and do not require a formal public participation process. However, any changes to the overall lump sum costs or scope are done in accordance with the amendment types below. Lump sum project listings are made available through the Fresno COG website and distributed to Caltrans and FHWA.

Amendment Type 1. Administrative

Administrative amendments include minor changes to project cost, schedule, scope, or funding sources. Administrative amendments require action by Fresno COG and approval by Caltrans. Federal agencies are notified, but do not take approval action on Type 1 amendments. Public notification of an administrative amendment is posted on Fresno COG's website at the time of action, and subsequently posted on Caltrans website after Caltrans' approval.

Amendment Type 2. Formal Amendment – Funding Changes

Type 2 amendments primarily include project cost changes that are greater than 20% of the total project cost or \$2 million, whichever is higher. Type 2 amendments require approval by Fresno COG, Caltrans, and FHWA. Publicly accessible notification of a Type 2 formal amendment is posted on Fresno COG's website at least 14 days prior to action, and distributed to local agency partners through Fresno COG's standing committees. Fresno COG will consider public comments on the amendment prior to approval action.

Amendment Type 3. Formal Amendment – Exempt Projects

Type 3 amendments primarily include adding or deleting projects that are exempt from regional air quality emissions analyses. These amendments typically include transit or safety projects. Type 3 amendments require approval by Fresno COG, Caltrans, and FHWA. Public notification of a Type 3 formal amendment is posted on Fresno COG's website at least 14 days prior to action, and distributed to local agency partners through Fresno COG's standing committees. Fresno COG will consider public comments on the amendment prior to approval action.

Amendment Type 4. Formal Amendment – Conformity Determination that Relies on a Previous Regional Emissions Analysis

Type 4 amendments primarily include adding or deleting projects that have already been appropriately modeled for air quality purposes as part of the RTP. In this case, the federal approving agencies can use a previous analysis of the project's impact on air quality for approval purposes. Type 4 amendments may be accompanied by an RTP amendment to maintain consistency. The FTIP amendment and RTP Amendment (if applicable) follow the same public process. Type 4 amendments require approval by Fresno COG, Caltrans, and FHWA. Public notification of a Type 4 formal amendment includes:

- Legally noticed 30-day public comment period
- Legally noticed public meeting
- Posting of amendment information on Fresno COG's website during public comment period
- Publishing amendment information as part of the following publicly available Fresno COG agendas: Transportation Technical Committee, Policy Advisory Committee and Fresno COG Policy Board
- Consideration and response to public comments received during comment period

Amendment Type 5. Formal Amendment – Conformity Determination and New Regional Emissions Analysis

Type 5 amendments are the highest level amendment and primarily involve adding or deleting new projects that must be modeled for their air quality impacts, or significantly changing the design concept, scope, or schedule of an existing project. Type 5 amendments are accompanied by a new Air Quality Conformity Document that demonstrates conformity with applicable air quality requirements, and if applicable, an RTP amendment to maintain consistency. The FTIP amendment, Air Quality Conformity Document, and RTP Amendment (if applicable) follow the same public process. Type 5 amendments require approval action by Fresno COG, Caltrans, and FHWA. Public notification of a Type 5 formal amendment includes:

- Legally noticed 30-day public comment period
- Legally noticed public meeting
- Posting of amendment information on Fresno COG's website during public comment period

- Publishing amendment information as part of the following publicly available Fresno COG agendas: Transportation Technical Committee, Policy Advisory Committee, and Fresno COG Policy Board
- Consideration and response to public comments received during comment period

Public Participation Plan

Major revisions or updates to the Fresno COG Public Participation Plan include a 45-day public review period and public hearing. Fresno COG staff will conduct a periodic review of the effectiveness of the Public Involvement Process to determine if current strategies are effective.

4. Development of the 2007 Public Participation Plan

While updating the 2007 Public Participation Plan in compliance with Federal legislation (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, known as SAFETEA-LU), Fresno COG embarked upon a four-month evaluation of our current public participation practices by requesting input and consultation on how to best engage the public and interested parties in our transportation planning process. This was accomplished via online and hard copy survey and through focus groups. The survey results and focus group communication summaries are included in Appendices C and D in this Public Participation Plan.

The five focus groups were organized as follows:

- Public and Private Transportation Providers (September 28, 2007)
- Fresno COG's Member Agency planning staff and city managers (October 1, 2007)
- Agencies representing Environmental Justice populations (October 2, 2007)
- Fresno County community (October 2, 2007)
- Public Information/Relations Officers (October 4, 2007)

Two additional focus groups were attempted with Resource Agencies and student leaders, but invited representatives were unresponsive. Additional input was received in writing, and via phone and email.

The 2007 Public Participation Plan has been enhanced in response to all comments received prior to and during this public process.

5. Public Participation Strategies

Fresno COG Staff uses several strategies to provide interested parties with reasonable opportunities to be involved in the planning process. Staff understands that prior to involvement in Fresno COG's planning activities, members of the public must understand what Fresno COG's mission is, and what issues are under consideration.

A list of participation strategies follows that includes tried-and-true approaches as well as new suggestions received during the Public Participation Plan development process. Fresno COG staff will define appropriate outreach strategies for each plan/program on a case-by-case basis, and select appropriate options from the following lists.

Public Meetings/Workshops

- Participate in or speak at meetings of existing agencies/community groups
- Co-host workshops with community groups, business associations, etc.
- Partner with community-based organizations in low-income and minority communities for targeted outreach

Techniques for Public Meetings/Workshops

- Open Houses
- Facilitated discussions
- Question-and-Answer sessions with planners and policy board members
- Break-out sessions for smaller group discussions on multiple topics
- Interactive exercises
- Customized presentations
- Vary time of day for workshops (day/evening)

Visualization Techniques

- Maps
- Charts, illustrations, photographs
- Table-top displays and models
- Web content and interactive games
- Electronic voting
- PowerPoint slide shows

Polls/Surveys

- Statistically valid telephone polls
- Electronic surveys via Web
- Intercept interviews where people congregate, such as at transit hubs
- Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.

Focus Groups

- Participants recruited randomly from telephone polls
- Participants recruited by interest area

Printed Materials

- User-friendly documents (including use of executive summaries and simplified language)
- Post cards
- Maps, charts, photographs, and other visual means of displaying information

Targeted Mailings/Flyers

- Work with community-based organizations to hand deliver flyers
- Mail to targeted database lists
- Distribute “Take-one” flyers to key community organizations
- Place notices on board transit vehicles and transit hubs

Utilize local media

- News Releases
- Submit human interest stories that center around COG projects
- Invite reporters to news briefings
- Meet with editorial staff
- Opinion pieces/commentaries
- Purchase display ads/radio & TV advertising
- Negotiate inserts into local printed media
- Visit minority media outlets to encourage use of MTC news releases
- Place speakers on Radio/TV talk shows
- Public Service Announcements on radio and TV
- Develop content for public access/cable television programming
- Civic journalism partnerships

Electronic Access to Information

- Web site with updated content and simplified layouts
- Audio/videocasts of current and past public meetings/workshops
- Electronic duplication of open house/workshop materials
- Interactive Web with surveys, comment line
- Access to maps, charts, plans
- Provide information in advance of public meeting
- Post event/meeting information on online news sites, calendars, community & discussion websites

Notify Public via

- Blast e-mails
- Notice widely disseminated through new partnerships with community-based and interest organizations
- Newsletters
- Printed materials
- Electronic access to information
- Local Media
- Notices placed on board transit vehicles and at transit hubs

Newsletters

- Fresno COG's newsletter COG Outlook
- Project specific email and print newsletters
- Board Action Summaries
- Submit articles for publication in community/corporate/online newsletters

Techniques for Involving Environmental Justice Communities

- Make regular reports to Fresno COG's ongoing committees such as the ADA Advisory Council, SSTAC, ...
- Grants to community-based organizations to organize & tailor meetings, customize presentation materials, provide incentives and remove barriers to participation in their communities
- "Take One" flyers on transit vehicles and transit hubs
- Outreach in the community (flea markets, churches, health centers, etc.)
- Translate materials; have translators available at meetings as requested
- Include information on meeting notices on how to request translation assistance

- Robust use of “visualization” techniques, including maps and graphics to illustrate trends, choices being debated, etc.
- Use of community and minority media outlets to announce participation opportunities

Techniques for Reporting on Impact of Public Comments

- Summarize key themes of public comments in staff reports to Fresno COG standing committees
- Direct mail and email to participants from meetings, surveys, etc. to report final outcomes
- Newsletter articles
- Updated and interactive Web content

Other Outreach

- Information/comment tables or booths at community events and public gathering spaces

6. Additional Fresno COG Public Participation Policies

The following requirements will apply as deemed appropriate by the Fresno COG management staff and Policy Board Chair:

1. No person shall be denied participation.
2. As required, a public notice will be placed in the legal advertising sections of at least one newspaper of general circulation within the affected community, including a Spanish-language publication when possible. The notification requirements are identified beginning on page 25.
3. Fresno COG shall provide appropriate assistance, auxiliary aids, a translator/interpreter for non-English speaking and hearing impaired individuals and/or services when necessary if requested 3 working days in advance of the meeting, to afford disabled individuals an equal opportunity. If Fresno COG is unable to accommodate a request for a public hearing then the hearing will be continued on a specified date when accommodations are available.
4. Fresno COG will also obtain a subscription to a language line as needed for day-to-day public inquiries.
5. Fresno COG's website shall maintain a link to a translation service for information contained on the agency site.
6. Meeting agendas and minutes are currently made available upon written request via regular mail, and they are added regularly to Fresno COG's internet website. Agendas are also posted at meeting locations are posted at least 72 hours before regular meetings of advisory or standing committees or 24 hours before special meetings. Fresno COG circulates an annotated agenda with supporting documents to all committee members and support staff, and annotated agenda packets are sent to the main branch of the Fresno County library. The Brown Act (CA Government Code 54954.1) also states that any person may request a copy of the agenda or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. That request is valid for the calendar year in which it is filed, and must be renewed following January 1 of each year. The legislative body

may establish a fee for mailing the agenda or agenda packet, which fee shall not exceed the cost of providing the service.

7. Public hearings will be held prior to a decision point as a formal means to gather citizen comments and positions from all interested parties for public record and input into the decision making process. Fresno COG hearings are required for the adoption of major plans, programming of money and for the annual Unmet Transit Needs analysis. Notices for public hearings will be published in a general circulation newspaper. Fresno COG will accept prepared comments from the public during the period between the notice and hearing date. These comments will be considered part of the public record. Also during this period, Fresno COG staff will accept questions and provide clarification on issues raised by the public.
8. Fresno COG's media list includes newspapers, radio and television broadcast media, and appropriate business or government publications and contacts serving Fresno County.
9. If major amendments are made to any plans or programs during the review and comment period, the plan(s) will be made available for an additional 30-45 day public review and comment period prior to final adoption. Such changes shall also be advertised via news release to all media outlets, on community flyers and on the Fresno COG website as deemed necessary in the specific project area prior to final adoption.
10. The Executive Director or her designee will coordinate with the state to enhance public consideration for the State Transportation Plan or the State Transportation Improvement Plan.
11. For high-profile projects/plans Fresno COG may form a citizens' advisory committee specific to that particular plan or project, or determine what, if any, existing committees would appropriately review the plan or project.

6. Designing Project Specific Public Participation Plans

Based on the activities outlined in Chapter four, below is a recommended outline for public participation planning which should assist staff in developing an effective plan.

1. Define Purpose and Objectives for Public Involvement

Before initiating public dialogue, project managers should clearly define purpose and objectives

2. Consultation and Coordination with Other Agencies

- a. Determine appropriate agencies (e.g., EPA, FTA, FHWA, Native American Indian tribal governments, California Air Resources Board, California Department of Transportation, California Department of Rehabilitation, congestion management agencies, air districts, transit operators, regional transportation planning agencies, environmental resource agencies, local planning/public works departments)
- b. Explain how the plan will be coordinated with other plans (e.g., statewide plan)

3. Identify Stakeholders and Target Audience

- a. Identify target audience (e.g., general public)
- b. Determine strategies to reach traditionally underserved citizens.
- c. Identify stakeholder groups (e.g., local agencies & jurisdictions, neighboring regional planning agencies, public agency planning partners, transportation and air quality planning implementation agencies, environmental and bicycle advocacy groups, disabled, senior, and minority advocacy and service groups)
- d. Identify mailing list/identify sources (e.g., business directories, phone directories, minority listings including Native American nations, business development agencies, Chamber of Commerce directories including ethnic and small business Chambers, county assessor's records, professional and business organization mailing lists, etc.)
- e. Update mailing/email lists

4. Public Hearings

Before adopting final plans, decide:

- a. Notification:
 - 1) Who will be notified of hearings?
 - 2) Which newspaper(s) will be used?
 - 3) Who will receive staff reports/how will public have access to staff reports?

- 4) What other notification techniques will be used other than newspaper (e.g., Fresno COG Internet Home Page electronic bulletin board, posting, mail, direct contact with advocacy/community groups, fax)? See Chapter 4 for strategies.
- 5) How long before hearing date will notices need to be posted?
- b. Public comment period:
How long will the comment period be (e.g., 30/45 days minimum)?
- c. Public hearings
 - 1) Date, location (check Fresno COG meeting location) and schedule / alternate location and time for more convenient access?
 - 2) Purpose of each identified hearing?
 - 3) What materials will be made available during the hearings?
 - 4) In what languages or formats will materials be made available?

5. Advisory Committees:

- a. Which Fresno COG committees will be used to present staff analysis and products (See committee listing in Appendix B.)
- b. If an ad hoc committee is created, how will members be selected?
- c. What types of input are being sought (e.g., general comments, approval/disapproval, recommendations, etc.)?

6. Visualization techniques and Public Access to Information:

Decide:

- a. What information will be made available (e.g., draft plans, writing on estimates of funds available, project selection process, and analytical methodology, transportation and air quality model, technical supporting documents, maps, charts, photos)?
- b. How information will be available (e.g., libraries, Internet, mailing, emailing, at workshops and hearings, press releases, schools, Fresno COG office)?
- c. What alternative languages and/or formats (e.g., plain text) will be made available?

7. Distribution of Final Documents

- a. Who will receive final documents/how they will be distributed (e.g., affected agencies, commenters, libraries, local colleges, at hearings, Fresno COG office)?

8. Response to Public Input

- a. How will feedback be provided (e.g., newsletter, computer bulletin boards, reports and publications, response letters and final plans to commenters)?

- b. What input level will determine Direct or Consolidated Feedback ?

9. Review of Public Involvement Process

- a. Who will review (e.g., Fresno COG, FHWA, FTA, public) / how often?
- b. How the strategies will be evaluated (based on what criteria, e.g., SAFETEA-LU and Fresno COG policy)?

10. The Brown Act

How the plan will comply with the requirements (e.g., 72-hour to one-week notice prior to meetings, meetings open to public)?

11. Americans with Disabilities Act

How the plan will comply with the requirements (contract out review, specially trained staff, legal review)?

12. Native American Indian Governments

How the plan will comply with requirements (communicate on a government-to-government basis, seek to keep tribes informed)?

13. Environmental Justice and Underserved Communities

How the plan will comply with requirements to engage minority, low-income, youth, seniors, persons with disabilities, and non English-speaking communities?

Appendix A: Partnerships/Organizational Contacts/Committees

Partnerships

Fresno COG maintains regular involvement with the following agencies: (Receive monthly meeting packages, the COG Outlook newsletter, annual reports and any “special” mailings such as notices, project specific newsletters or flyers, etc. Citizens and privately owned businesses currently on our mailing list are not mentioned here):

Airport Land Use Commission	Big Sandy Rancheria of Mono Indians of CA
Building Industry Association	California Data Researchers
California High-Speed Rail Authority	California Air Resources Board
California Highway Patrol	California Public Utilities Commission
California Regional Water Quality Control Board	California Trucking Association
Caltrans, District 06	Calwa Recreation and Park District
Central Valley Ridesharing	City of Clovis
City of Coalinga	City of Firebaugh
City of Fowler	City of Fresno
City of Huron	City of Kerman
City of Kingsburg	City of Mendota
City of Orange Cove	City of Parlier
City of Reedley	City of Sanger
City of San Joaquin	City of Selma
Clovis Transit	Cold Springs Tribe
Consolidated Transportation Service Agency	County of Fresno
Economic Opportunities Commission	Federal Highways Administration
Federal Transit Administration	Five Cities Economic Development Authority
Fresno Area Express	Fresno Area Citizens for Effective Transportation
Fresno Area Residents for Rail Consolidation	Fresno Area Workforce Investment Council
Fresno Business Council	Fresno County/City Chamber of Commerce
Fresno County Community Health Department	Fresno County Economic Development Corp
Fresno County Economic Opportunities Comm.	Fresno County Farm Bureau
Fresno County Rural Transit Agency	Fresno County Transportation Authority
Fresno County Bicycle Coalition	Fresno Cycling Club
Fresno-Madera Area Agency on Aging	Fresno Metropolitan Flood Control District
Fresno Work Force Investment Corporation	High Speed Rail Authority
I-5 Business Development Corridor	KFSN-TV Channel 30
KFTV Channel 21	KGPE-TV Channel 47
KMPH-TV Channel 26	KSEE-TV Channel 24
Latino Issues Forum	League of Women Voters
Local Agency Formation Commission	National Federation of the Blind
North Fork Rancheria	Picayune Rancheria
San Joaquin Valley Air Pollution Control District	Sierra Club
Southwest Transportation	Table Mountain Rancheria
Westar Transportation	

Other Organizational Contacts:

These contacts receive newsletters, annual reports and any "special" mailings or emails such as notices, project specific newsletters or flyers as requested:

1000 Friends of Fresno	A Recovery Center for Chemical Dependency
Adult Protective Services	Alzheimer's Disease and RDA
American Lung Association of Central CA	American Protective Services, Inc.
American Red Cross	Asian Interpreting Services
Association for Retarded Citizens	Balderas Elementary School
Bella Vida Group Home	Big Brothers, Big Sisters
Boys and Girls Clubs of Fresno	Burlington Northern Santa Fe Railroad
California Armenian Home	California Conservation Corps
Catholic Charities, Diocese of Fresno	California Dept. of Fish and Game
California Department of Rehabilitation	California Detoxification Corp. Baart Clinic
CSUF (Several Departments)	Central Community Church
Central Valley Aids	Central Valley Regional Center
Center for Independent Living	Central Valley Indian Health Center
Centro La Familia	Children and Family Services
Children's Services Network	Civil Air Patrol
Clovis Chamber of Commerce	Clovis Unified School District
Coalinga Senior Center	Coalinga-Huron Recreation & Parks
Coalition for Community Trails	Community Food Bank
Comprehensive Youth Services	Deaf and Hard of Hearing Service
Delno Terrace Elderly Housing	East Fresno Baptist Church
Easter Seal Society of Central CA	Employment Development Department
EOC Local Conservation Corps	Evangelicals for Social Action/LOVE
Inc.Exceptional Parents Unlimited	Fowler Chamber of Commerce
Firebaugh Community Health Center	Frente Indigena Oaxaqueno Binacional
Fresno Air National Guard	Fresno Association of Realtors
Fresno Bee	Fresno City Colleg
Fresno County Adult Services	Fresno County Adult Protective Services
Fresno County Bicycle Coalition	Fresno County Democratic Party
Fresno County Fire Protection District	Fresno County Hispanic Comm. on Alcohol
Fresno County Info. & Referral Network	Fresno County Office of Education Fresno
County Sheriff's Office	Fresno Covenant Foundation
Fresno Fire Department	Fresno Food Bank
Fresno Metro Ministry	Fresno Neighborhood Alliance
Fresno Pacific University	Fresno Police Department
Fresno Rescue Mission	Fresno Unified School District
Fresno West Economic Development Corp.	F.X. Singleton Emergency Food
Golden Valley Girl Scouts	Governor's Office of Emergency
ServicesHabitat for Humanity	Highway City Thrift Center
Hinton Center	Hmong-American Advisory
Hospice of Fresno, CA	Housing Authority
Hy-Pana Convalescent Hospital	I-5 Social Services Cooperation, Inc.
Interdenominational Refugee Ministries	Kerman Senior Center
Kingsburg Office of Emergency Services	Kingsburg Senior Center
Lao Buddhist Temple	Lao Family Community
Lao Veterans of America	Las Casitas Village, Sr. Nutrition
Malaga Community Center	Mennonite Disaster Services
Mosqueda Center, Senior Nutrition	New United Way
National Parks Conservation	North-Central Fire Department

Older Adult Social Services
Parlier Senior Services
Poverello House
Reedley Chamber of Commerce
Romain Center
San Joaquin River Conservancy
San Joaquin Senior Center
Senior Citizens Village
SER-Jobs for Progress, Inc.
Sierra Oaks Senior Center
SPCA
Ted C. Wills Center, Senior Nutrition
United Hmong Foundation
USDA Forest Service
Valley Caregivers Resource Center
Volunteer Bureau
Woodward Park Mobile Homeowners Assn.
Young Men's Christian Association

People First
Proteus
Reedley Senior Services
Salvation Army
San Joaquin River Parkway Trust
Selma Senior Center
Sequoia Safety Council
Sierra National Forest
Southern Baptist Convention
State Center Community College District
United Cerebral Palsy of Central CA
United Way of Fresno County
Valley Advocacy & Communications Center
Victory Christian Fellowship
Winners on Wheels
World Relief Refugee Services
Young Women's Christian Association

Appendix B: Fresno COG Committees:

Below are descriptions of each Fresno COG standing or advisory committee. Agency staff also serves on a number of other multi-agency advisory committees (General Plan, Rail Transportation, Affordable Housing, Caltrans Bicycle Advisory Committee, etc.) that include citizen representation. These committees offer the organization an excellent opportunity for expanding public awareness of the transportation planning process. This is accomplished not only by active participation on these committees, but presentations before them as well.

Blueprint Roundtable

The Blueprint Roundtable serves as an advisory committee during the San Joaquin Valley Blueprint Planning Process. The committee is comprised of professional planners (cities of Fresno and Clovis, County of Fresno, Eastside Cities, Westside cities), the public-at-large and one representative from each of the following fields:

- Chamber of Commerce/Business
- Economic development
- Development/Construction
- Goods movement
- Farming/Agri-business
- Education
- Housing Authority
- Environment/Resources

The committee meets once a month to review recent staff work, recommend actions to the Fresno COG Policy Board and provide staff with input on Blueprint planning issues.

Association for the Beautification of Highway 99

The Association for the Beautification of Highway 99 was formed in 1998. Its members include concerned businessmen, community activists, and elected officials. The group's official role is to advise Caltrans, Fresno County, and the cities of Fresno, Fowler, Selma, and Kingsburg on matters relating to the aesthetics of Highway 99. Fresno COG provides staff support to the Association, and also funded the *Highway 99 Beautification Master Plan* of 2000.

Farmland Conservation Model Program

The Farmland Conservation Model Program convened in around May of 2007 to oversee implementation of the Farmland Conservation Model Program within Fresno County.

Fresno COG and key stakeholders were awarded \$200,000 from the San Joaquin Valley Partnership to implement such a plan for first, Fresno County followed by the remaining San Joaquin Valley counties. Currently, only a steering committee is in place to oversee day to day activities for the program. The steering committee is in the process of convening an advisory committee to provide input on the implementation process. The advisory committee will be comprised of individuals who are involved in agricultural activities on a daily basis. The general public will also be asked to provide feedback on the implementation process and will do so to both steering and advisory committee members.

Fresno County Model Steering Committee

The Fresno County Model Steering Committee oversees the improvements and updates to the travel demand model. The Model Steering Committee is a sub-committee of the Fresno COG Transportation Technical Committee and meets quarterly and when needed. The model and its assumptions are constantly being updated based upon the latest planning information.

Jobs Access Reverse Commute (JARC)

With the passage of SAFETEA-LU, Fresno COG was required to create a Transportation Services Provider Consolidated Plan to consolidate federal funding activities for Section 5310, 5311, and 5317 funds under one plan. The Consolidated Planning process involves a great deal of input from stakeholders and the public. To satisfy this requirement, Fresno COG combined the membership of the Social Services Transportation Advisory Council (SSTAC) with human services transportation providers throughout Fresno County to provide input on the planning process. The group was asked to complete two sets of surveys to gauge the current status of services in Fresno County as well as determine needs. Once the surveys were completed and analyzed, the information gathered was used as the basis for the Consolidated Plan. It is expected that this group will continue to meet on a quarterly basis once the final Consolidated Plan is approved.

The Land Buffer Task Force

The Land Buffer Task force was formed at the beginning for 2007 at the request of the Fresno County Board of Supervisors to find the best way to go about implementing land buffers or community separators within Fresno County. Currently the task force is meeting on an ongoing basis and is surveying community leaders on their expectations for land buffers within their community. When

completed, the Land Buffer Task Force will provide recommendations to the Fresno County Board of Supervisors on how to best go about implementing land buffers or community separators between communities within Fresno County.

Model Coordinating Committee (MCC)/Programming Coordination Group (PCG)

The Model Coordinating Committee (MCC) has been established to provide a coordinated approach to valley air quality, conformity and transportation modeling issues. The committee's goal is to ensure valleywide coordination, communication and compliance with Federal and State Clean Air Act requirements. Each of the eight Valley Metropolitan Planning Organizations (MPOs) and the San Joaquin Valley Air Pollution Control District (SJVAPCD) are represented. In addition, the Federal Highway Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are all represented on the committee.

The Programming Coordination Group (PCG) has been established to provide a coordinated approach to valley transportation programming issues. The group's goal is to ensure Valley-wide coordination, communication and compliance with Federal and State transportation planning requirements. Each of the eight Valley Metropolitan Planning Organizations (MPOs) is represented. In addition, Caltrans, FHWA, and FTA are included in the group.

Policy Board

Policy decisions are made by the Fresno COG Policy Board. The Board is composed of the mayors of each incorporated city and the Chairman of the County Board of Supervisors, or their designated elected representatives.

Policy Advisory Committee

The Policy Advisory Committee (PAC) is composed of the Chief Administrative Officer of each member agency or their designated representative. With the exception of urgency matters, all items must first be considered by the PAC before submission to the Policy Board.

Programming Coordination Group

The Valley Programming Coordination Group has been established to provide a coordinated approach to valley air quality and transportation programming issues. The committee's goal is to ensure Valley wide coordination, communication and compliance with federal and state Clean Air Act requirements. Each of the eight Valley Transportation Planning Agencies (TPAs) and the San

Joaquin Valley Air Pollution Control District (SJVAPCD) are represented. In addition, the Federal Highway Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are all represented on the committee.

Rail Committee

The Fresno COG Rail Committee was formed in 1999. Its purpose is to consider and report directly to the COG Policy Board on issues related to rail consolidation, high-speed rail, rail abandonments, Amtrak service and improvements, and other rail matters. The Rail Committee includes 13 members, including elected officials and members of the general public.

Regional Transportation Plan Steering Committee

This committee guides the development of Fresno COG's Regional Transportation Plan. Membership includes Fresno COG staff, Caltrans, member agency representatives, interested stakeholders and the members of the general public.

Social Services Transportation Advisory Council (SSTAC)

The COFCG Policy Board established its Social Service Transportation Advisory Council (SSSTAC) on May 26, 1988, to aid in its review of transit issues with emphasis on the annual identification of transit needs within Fresno County. Transit needs include the needs of transit dependent and transit disadvantaged persons, including the elderly, disabled and persons of limited means. The COFCG's establishment of this Advisory Council is consistent with State law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of this body. All SSTAC meetings are open to the public. Citizens can request to be placed on the mailing list to receive committee agendas.

Title VI/EJ Task Force

The Task Force will be composed of transportation planners, community leaders, and representatives of low-income and minority populations. The purpose of the Task Force is to review current projects being undertaken by the Fresno COG to determine how they will impact the target populations identified as part of the Fresno COG Environmental Justice Plan. The target populations identified by the Fresno COG Environmental Justice Plan include senior citizens, the disabled community, the minority and low income communities. Additionally, the Task Force will review and update, as necessary, the Public Involvement Plan to ensure that it complies with Title VI and Environmental Justice.

Transportation Technical Committee

The Transportation Technical Committee (TTC) serves as a standing committee that reviews materials and issues monthly before forwarding them to the Policy Advisory Committee.

Membership includes member agency staff and representatives from the Fresno Cycling Club, League of Women Voters, Building Industry Association, California Highway Patrol, Caltrans District 6, Fresno Chamber of Commerce, Fresno County EOC/CTSA, Fresno County Rural Transit, Fresno-Madera Agency on Aging and the San Joaquin Valley Air Pollution Control District.

Appendix C: Public Participation Plan Update Introductory letter and level of involvement request form.

The following letter was mailed and emailed out to all of Fresno COG's public outreach listings.

TO: Interested Parties

FROM: Brenda Lauchner, Planner III, Public Information
Jason Paukovits, Planner III

DATE: August 9, 2007

SUBJECT: FRESNO COG'S PUBLIC PARTICIPATION PLAN UPDATE

Fresno COG is beginning the update process for our 2003 Public Involvement Procedures. Federal legislation (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, known as SAFETEA-LU) requires metropolitan planning organizations such as Fresno COG to adopt such a plan to provide the public with opportunities to be involved in the transportation planning process. As a result, we are embarking on a four-month evaluation of our current public participation practices by requesting input and consultation on how to best engage the public and interested parties in our transportation planning process.

We invite you to participate in the update process in any capacity you feel appropriate. Opportunities to engage in the process include the following:

- Web survey that will be available at the Fresno COG website on Wednesday, August 22, 2007
- Peer panel focus group with public information officers from a range of government agencies, non-profit organizations and private businesses
- Public meetings with a wide variety of interested parties

SAFETEA-LU also updates the title of the document to a Public Participation Plan (PPP). Key dates leading up to the adoption of the Fresno COG Public Participation Plan are shown below:

Date	Update element
Thursday, August 9	Fresno COG staff begins consultation with all interested parties
Wednesday, August 22	Survey available on website
Wednesday, September 12	Last day to submit surveys

Wednesday, October 3	Draft PPP update goes out with Transportation Technical Committee (TTC) package
Wednesday, October 10	45-day review initiated
Thursday, November 29	Final Draft PPP Adopted at COG Policy Board Meeting

Additional information on the focus groups and public meetings, including schedules and agendas, will be provided in the near future. The Participation Plan must meet requirements noted in the federal regulations, including, but not limited to:

- Develop in consultation with “interested parties”;
- Employ visualization techniques to describe plans and programs;
- Make information available in electronic means;
- Provide numerous and reasonable opportunities to comment on the planning process and its products;
- Hold meetings at convenient and accessible locations

We need to document your level of interest in the Public Participation Plan Update Process. Therefore, please take a moment to complete the attached form and return it to our office by August 20, 2007.

If you would like to view the 2003 Public Involvement Procedures document, it is available on the Fresno COG website at www.fresnocog.org under the “Get Involved” section. You may also request a hard copy by calling our office at 559-233-4148. Please contact Brenda Lauchner by phone or email at brendal@fresnocog.org if you have any questions or need additional information.

DATE

Brenda Lauchner
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93710

Dear Ms. Lauchner:

I have received the notice regarding the Council of Fresno County Governments' (Fresno COG) request to comment on the public participation process.

_____ I would like to consult with Fresno COG on the public participation process update.

_____ I would like to request a meeting. Please contact me to schedule.

_____ Please contact me to discuss my comments.

_____ I will submit my comments in writing no later than _____, 2007

_____ I decline to comment at this time.

_____ My agency declines to be a participating agency.

_____ I would like additional information regarding:

Sincerely,

NAME

[AGENCY]

[CONTACT INFORMATION]

Please FAX this completed form to Fresno COG at 559-233-9645 -or-

Mail this form to Fresno COG, 2035 Tulare Street, Suite 201, Fresno, CA 93721

Appendix D: Public Participation Plan Update Survey & Results

The following survey was mailed and emailed to over 700 people/agencies currently on Fresno COG's email/ mailing list for completion. The survey response rate was excellent, at approximately 22%, or 151 responses.

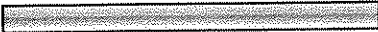
1. Fresno COG has meetings or events to introduce transportation-related topics to the public, or to ask input from the public on specific transportation issues. What would encourage you to attend a meeting or event to discuss Fresno County transportation issues? Please rate each item below from 1 (extremely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

	Extremely Likely	Likely	Unlikely	Extremely Unlikely	Response Count
Interesting meeting topic	38.2% (55)	52.8% (76)	8.3% (12)	0.7% (1)	144
Meeting topic that effects me directly (personally or for work)	61.2% (90)	35.4% (52)	3.4% (5)	0.0% (0)	147
Meeting co-sponsored by a familiar local group or entity	15.6% (23)	56.5% (83)	24.5% (36)	3.4% (5)	147
Meeting provisions (e.g., childcare, food, transit, parking validation, etc.)	9.0% (13)	27.6% (40)	47.6% (69)	15.9% (23)	145
Transit pass or other gift	3.5% (5)	13.3% (19)	55.9% (80)	27.3% (39)	143
With advance notice, a translator is available and meeting materials are available in other languages.	2.8% (4)	10.6% (15)	43.3% (61)	43.3% (61)	141
Other	16.9% (10)	15.3% (9)	37.3% (22)	30.5% (18)	59
<i>answered question</i>					149
<i>skipped question</i>					2

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.

	Response Percent	Response Count
1 to 10 miles 	32.7%	49
11 to 20 miles 	39.3%	59
21 to 40 miles 	16.7%	25
Over 40 miles 	11.3%	17
<i>answered question</i>		150
<i>skipped question</i>		1

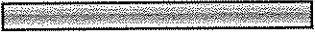
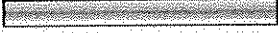
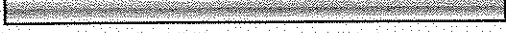
3. When do you prefer to attend a meeting? Please select one.

	Response Percent	Response Count
During business hours 	52.0%	78
During the lunch hour 	12.0%	18
Evening 	34.0%	51
Weekends 	0.7%	1
Other times/days of the week 	1.3%	2
answered question		150
skipped question		1

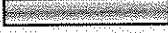
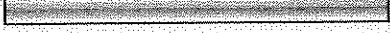
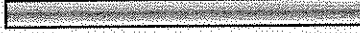
4. What is the best way to notify you about a meeting? Please rate each item below from 1 (excellent) to 5 (extremely poor).

	Excellent	Good	Average	Poor	Extremely Poor	Response Count
Email notice	86.0% (129)	12.0% (18)	1.3% (2)	0.0% (0)	0.7% (1)	150
Postcard or letter	23.6% (35)	41.9% (62)	23.0% (34)	8.1% (12)	3.4% (5)	148
Ad in newspaper (which one?)	2.8% (4)	4.3% (6)	37.6% (53)	37.6% (53)	17.7% (25)	141
Fresno COG's Web Site	2.1% (3)	12.0% (17)	37.3% (53)	31.7% (45)	16.9% (24)	142
Community or media sponsored Web site with event listings	2.8% (4)	16.7% (24)	38.9% (56)	30.6% (44)	11.1% (16)	144
Announcement from community group or church	4.1% (6)	20.7% (30)	29.0% (42)	31.0% (45)	15.2% (22)	145
Personal telephone call	23.4% (34)	31.7% (46)	17.9% (26)	19.3% (28)	7.6% (11)	145
answered question						150
skipped question						1

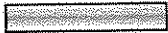
5. Other than a meeting, what other methods would you most likely use to express your views? Select all that apply.

		Response Percent	Response Count
Online survey		90.0%	135
Focus group		43.3%	65
Mail survey		38.7%	58
Email comment		70.0%	105
Letter		22.0%	33
Online discussion board		15.3%	23
Phone comment line		15.3%	23
	Other (please specify)		5
answered question			150
skipped question			1

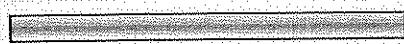
6. How do you prefer to have detailed or complicated material presented to you? Select all that apply?

		Response Percent	Response Count
Information online for review in advance		82.0%	123
Web or audiocast		23.3%	35
Live presentation		54.7%	82
Brochure, flyer or other printed material		50.7%	76
Map, chart or other visual aid		58.7%	88
	Other (please specify)		1
answered question			150
skipped question			1

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

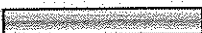
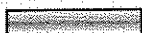
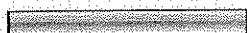
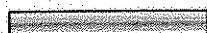
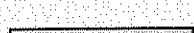
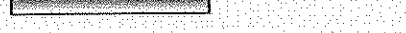
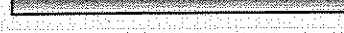
	Response Percent	Response Count
Businessperson 	25.7%	37
Concerned individual 	22.2%	32
Elected official 	3.5%	5
Environmental group member or staff 	4.2%	6
Community group member or staff 	19.4%	28
Government agency staff 	36.8%	53
Other (please specify)		13
<i>answered question</i>		144
<i>skipped question</i>		7

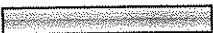
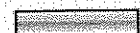
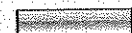
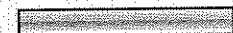
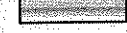
8. What part of Fresno County do you live in? Please select one.

	Response Percent	Response Count
Clovis 	18.5%	28
Coalinga 	0.7%	1
Firebaugh	0.0%	0
Fowler 	0.7%	1
Fresno 	55.6%	84
Huron	0.0%	0
Kerman 	0.7%	1
Kingsburg 	2.7%	4
Mendota	0.0%	0
Orange Cove	0.0%	0
Parlier	0.0%	0
Reedley	0.0%	0
San Joaquin 	0.7%	1
Sanger 	2.7%	4
Selma 	1.3%	2
Fresno County (unincorporated) 	8.6%	13

area)			
Outside of Fresno County		6.6%	10
Unincorporated community of (please specify)		1.3%	2
		answered question	151
		skipped question	0

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

		Response Percent	Response Count
San Joaquin Valley Blueprint		62.3%	91
One Voice Lobbying Trip to Washington D.C.		28.1%	41
Rail Consolidation		34.9%	51
High-Speed Rail		63.7%	93
Light Rail Projects		47.3%	69
Goods Movement		19.2%	28
Beautification of Highway 99		29.5%	43
Affordable Housing		34.3%	50
Land Buffer Task Force		28.8%	42
Farmland Conservation Model Program		26.7%	39
Fresno COG Board Actions		28.8%	42
Air Quality/Environment		56.2%	82
Fresno COG's Regional Transportation Plan Update		48.0%	70
Federal Transportation Improvement Program (Transportation Funding)		30.1%	44
Freeway Service Patrol		4.8%	7
Regional Transportation Guide Updates		21.2%	31
City of Fresno Transit - Fresno Area Express (FAX)		26.7%	39
Rural Area Transit		18.5%	27
Fresno Trolley Plans		33.6%	49

Bus Rapid Transit Plans		29.5%	43
FAX Long Range Master Plan		19.9%	29
Social Service Transportation Advisory Council		9.6%	14
Coordination Plans		13.7%	20
Public Transportation Infrastructure Study, Phase 2		21.9%	32
Downtown Circulation / Revitalization Study		43.2%	63
Fresno COG's Overall Work Program		12.3%	18
COG Outlook Quarterly Newsletter		21.2%	31
Measure C Citizen Oversight Committee Meetings		27.4%	40
Unmet Transit Needs		17.1%	25
Grant Programs (CMAQ/New Freedoms/JARC/5310/Safe Rides to School Program/etc.)		16.4%	24
Bikeway Map Updates		30.8%	45
Measure C (please specify)		15.8%	23
<i>answered question</i>			146
<i>skipped question</i>			5

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

	Response Percent	Response Count
Email 	75.9%	110
Postcard or letter 	12.4%	18
Newspaper ad 	1.4%	2
Fresno COG's Web site 	4.1%	6
Community or media sponsored Web site with event listings 	1.4%	2
Announcement from community group or church 	0.7%	1
Personal Phone Call 	4.1%	6
Mailing / email addresses you wish to have the requested information sent to:		60
<i>answered question</i>		145
<i>skipped question</i>		6

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

	Response Count
	25
<i>answered question</i>	25
<i>skipped question</i>	126

Appendix E: Public Participation Plan Update Focus Groups

Sample Invitation:

Dear Community Representative,

On behalf of the Council of Fresno County Governments, **I would like to invite you to participate in a Public Information Focus Group** we are hosting on Tuesday, October 2, 2007 at 3:00 p.m., held (tentatively—if you have other meeting location suggestions please contact me ASAP) at the University of California Center, Fresno, 550 E. Shaw Avenue in Fresno.

We are embarking upon a four-month evaluation of our current public participation practices as we update our Public Participation Plan to reflect federal legislative requirements. I would greatly appreciate your input as an expert in your field, on how best to engage the public and interested parties during the development of transportation plans and projects.

Fresno COG is developing high profile transportation plans and programs that affect all of those who live and work in Fresno County. If you are unfamiliar with our current projects please visit our website at www.fresnocog.org. We also co-sponsor a Rideshare website at www.valleyrides.com. A listing of all scheduled focus groups and invited representatives, as well as other Public Participation Plan update efforts will be posted on the Fresno COG website.

Invitations to attend this particular focus group are being extended to representatives from the following agencies:

- Big Sandy Rancheria
- California Department of Rehabilitation
- Caltrans' Native American Liaison
- Center for Independent Living
- Central California United Cerebral Palsy
- Central Valley Regional Center
- Centro La Familia
- Choinumni Tribe
- Cold Springs Rancheria
- Deaf & Hard of Hearing Services
- Dumna Tribal Council
- Dunlap Band of Mono Indians
- Fresno County Department of Employment & Temporary Assistance
- Fresno Madera Agency on Aging
- Fresno Metro Ministries
- Fresno Native American Health Center
- Fresno West Coalition for Economic Development
- Habitat Fresno
- HUD
- Latino Issues Forum
- National Federation of the Blind
- Proteus
- Relational Culture Institute
- Salvation Army
- Southeast Asian Institute
- Workforce Connection

Some invitations are going out regular mail. If you know of other agency representatives that may be interested in participating please contact me with their name, phone number and email address. I would be happy to invite them, upon your recommendation.

I truly hope you will be able to participate in this focus group. We will keep the meeting as short as possible (1 to 1 ½ hours) out of respect for your busy schedule. Please let me know if you will be able to join us. Should the date and time I have selected for this group be inconvenient for many of you, I will reschedule to accommodate your current commitments. If you are unable to attend, I would greatly appreciate you sending someone in your stead, as you were chosen to participate in the focus group because of your field of expertise.

With thanks and appreciation,

Brenda Lauchner
Planner III
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721
Phone: 559-233-4148
Fax: 559-233-9645
www.fresnocog.org
brendal@fresnocog.org

Focus Group Input:

Each of the five focus groups was presented with samples of Fresno COG's current outreach materials. At three of the focus groups Fresno COG's website was briefly reviewed, and all five focus groups reviewed the Public Participation Survey and results. We then asked the following four questions of each group:

1. How are we doing?
2. What can we do better?
3. Who else should we reach?
4. How do we reach them?

The following input, listed by focus group, was received in response to our questions.

Public and Private Transportation Providers (September 28, 2007)

- Fresno COG should do more scientific surveys of the community. The results are undisputed.
- Connect with elected officials to reach their constituents. They send out regular emails and call public meetings Fresno COG staff could attend to present information to attendees.

- The city of Selma has a phone broadcast system talk to Selma's city manager to find out more about it.
- For each plan with project lists, include identifying maps for each project.
- Submit articles to the Chambers newsletter and email lists
- Participate in online public forums such as Mindhub and Fresno Famous
- There is a big gap between the participation of "general public" and those involved with Fresno COG projects consistently. Can we bridge the gap between the them?
- The Regional Jobs Initiative has a Logistics Cluster. Perhaps we could connect with their community members.
- Seek presentations to the following clubs: Elks, Rotary, Optimist, Knights of Columbus, Kiwanis, Chamber of Commerce.
- Develop a brief document explaining the following:
 - Who is COG? What is COG's relationship to the local agencies?
 - When or for what would I contact COG?
 - How the public can comment on an issue, and how that comment will effect the final plan/project
 - Who they would contact and how they would reach them to make comments
 - How and when to speak at Board and committee meetings
- The COG's website is extremely helpful
- COG should partner with other agencies doing public meetings
- Live audio fee for Board Meetings

Fresno COG's Member Agency planning staff and city managers (October 1, 2007)

In regard to new contacts in the rural areas, and the unreached in the urban area:

- Contact the Senior Centers-check with the Fresno-Madera Agency on Aging
- Contact Community Centers—FAX uses them to disseminate information on unmet needs
- Public Access television
- Would like internet broadcasts of meetings, audio &/or video. This option is important to reach people under 35 years of age
- Outreach to social justice or leadership programs

In regard to public meetings:

- Use many visuals in the meeting advertisements and at the meetings
- Translate documents into different languages
- Meet with elected officials and city managers to find out how best to reach their communities
- Attend community fairs
- Schedule time on agendas of Service Clubs and church groups
- Consider “branding” for each COG project
- When doing public participation for the RTP break out the projects and impacts for each city to present locally.
- Require public agencies to do public outreach on their own local projects prior to submittal into the regional plans

Agencies representing Environmental Justice populations (October 2, 2007)

Reconvene the Environmental Justice Task Force to review public outreach plans or develop a public outreach committee that reviews documents and materials for public use, and assists in the dissemination of information.

In regard to new contacts in the rural areas, and the unreached in the urban area:

- AARP
- National Association of Retired Federal Employees
- Northfork Rancheria has a website
- Fresno Housing Alliance
- Homeless Coalition—has 20 organizations associated with it
- California Rural Legal Assistance
- Rural Communities Coalition
- I-5 Network—many community associations
- Relational Culture Institute—employment and faith-based groups
- Health-Land Use Issues
- Lion’s Club
- National Public Radio—doing shows on Quality of Life issues
- Submit information to be included in water bills

To reach the disabled community:

- FAX-ADA Advisory Committee
- Fresno County’s ADA Advisory Committee
- Kaiser Hospital’s Healthy Living Program

Fresno County community (open to the public) (October 2, 2007)

- Contact the Regional Jobs Initiative
- Fresno Business Council
- Partnership for the San Joaquin Valley
- Insertions into the Fresno Bee—publication developed to be circulated to Fresno Bee customers. In every article give a way for people to get involved in that issue.
- Convert all documents to 3rd-6th grade reading levels. Make documents simpler, less wordy
- United Way is operating a new 211 phone system for people to call when they are trying to find an appropriate service their health care, social service, etc.

Public Information/Relations Officers (October 4, 2007)

In regard to Fresno COG's public participation materials:

- Have materials reviewed by the public during development—form public committee?
- Convert materials to 6th grade reading level
- Key messages should be delivered and received within 1 minute and 30 seconds
- Convert messages to bullets; say why it is important; consider the safety issues involved. Example:
 - Better air quality
 - Connecting neighborhoods
 - Safer or faster travel
- Citizen's Guide should not be used to reach the general public. It is too large. The COG brochure would be better, if the information were brought down to a 6th grade level. Include a simpler explanation of COG—"We don't do this, but we do this" approach.

Website review:

- Home page is too busy. Very overwhelming
- Fresno COG's mission statement should be on the top of the homepage
- Obtain research on the preferred languages in each community—Census or Department of Finance
- Definitely need a public participation budget. To help them establish an ongoing participation budget the FCTA researched public outreach budgets for Self-Help Agencies around the state. They just approved an annual budget of \$300,000 for outreach activities

- Need a radio/television marketing campaign for disbursement of the Transportation Guide
- Consider public utility bill inserts
- Public Outreach grants are available for reaching underserved communities: Asian-Pacific Partnership
- Form a public outreach committee with representatives from each city and the county, as well as community groups



*Flex your power!
Be energy efficient!*

DEPARTMENT OF TRANSPORTATION

DISTRICT 6

855 M STREET, SUITE 200
FRESNO, CA 93721-2716
PHONE (559) 445-5417
FAX (559) 445-5425
TTY (559) 488-4066

September 21, 2007

To: All Cities, Counties, and Council of Governments

Bicycle Transportation Account

This letter announces a call for projects for the 2008/2009 Bicycle Transportation Account (BTA) program which will provide \$7.2 million for cities and counties to improve safety and convenience for bicycle commuters. The Division of Local Assistance in District 6 will coordinate and screen applications to be forwarded to the Bicycle Facilities Unit in Sacramento.

Application Package

- The 2008/09 BTA application form is available on the Division of Local Assistance website at:

<http://www.dot.ca.gov/hq/LocalPrograms/bta/btaweb%20page.htm>

- The completed BTA application form should be concise and limited to 4-pages.
- The BTA application package must include the following attachments in addition to the 4-page application form:
 1. A project vicinity map detailing the project location, length, limit, and land uses/activity centers served by the proposed project. If the proposed project is an on-street project, include cross-sections showing the roadway prior to and after project implementation. If the proposed project is an off-street project, include a cross section.
 2. A resolution adopted by the local agency's council or local governing board committing to the minimum required 10 percent local match.
 3. Documentation of approved environmental clearance as required under the California Environmental Quality Act (CEQA).
- Additional support items such as letters, brochures, news clippings, and other project related items may be submitted.
- An authorized representative of the applicant agency must sign the application.
- Staple the 4-page application form together with the project vicinity map, cross -sections (if applicable), resolution and documentation of environmental clearance (CEQA). Fasten any additional support items with a removable binder clip.

Bicycle Transportation Plan (BTP)

- To be eligible for BTA funds, local agencies must prepare and adopt a BTP that complies with Streets and Highways Code, Section 891.2, items a. - k. The plan must be reviewed and approved by the local agency's Regional Transportation Planning Agency (RTPA).
- Local Agencies applying for 2008/09 BTA funds must have a BTP adopted January 1, 2003 or later.

- Projects not identified in the local agency's BTP will not be eligible for BTA funds.

Funding

- For fiscal year 2008/09 the BTA will provide \$7.2 million to city and county agencies for projects that improve safety and convenience for bicycle commuters.
- No applicant shall receive more than 25 percent of the total amount transferred to the BTA in a single fiscal year; therefore, the maximum amount an applicant may receive is \$1,800,000.
- BTA funds pay a maximum of 90 percent of the total cost of an eligible project. Local agencies must provide a minimum of 10 percent of the total project cost from sources other than the BTA.
- A city or county may apply for funds on behalf of another local agency that is not a city or county. The city or county assumes responsibility for the BTA application and the proper use and expenditure of BTA funds.
- Cities and counties with BTA projects subject to the provisions of a Cooperative Work agreement (CWA) will not be eligible to compete for BTA funds until the CWA project is complete and closed out. (Refer to the attached letter from Terry Abbott dated 12/11/06).

Due Date

- Local agency BTA application packages and Bicycle Transportation Plans (BTP) for the 2008/09 BTA cycle should be received in our office by Monday, December 3, 2007. Please submit one original signed application package and one copy to:

JIM PERRAULT, Chief
District Local Assistance Engineer
855 M Street, Suite 200
Fresno, CA 93721

Contact

If you have any questions, please contact Thomas Glaski at (559) 445-5834.

Sincerely,



JIM PERRAULT, Chief
Office of Local Assistance
Planning and Local Programs

TG:km

c: David Priebe
File



AB 867 Davis	Traffic analysis zones.	2nd Fiscal	5
AB 878 Davis	Service authority: registration and service fees.	Enrolled	6
AB 901 Nunez	Transportation: Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.	2nd Fiscal	6
AB 945 Carter	Transportation needs assessment.	Enrolled	7
AB 981 Ma	Vehicles: abatement of abandoned vehicles: costs recovery.	2nd Policy	8
AB 995 Nava	Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: trade corridors.	2nd Floor	8
AB 997 Arambula	Infill capital outlay project and planning grants and loans.	2 Year	8
AB 1019 Blakeslee	Land use: annexation: housing.	Chaptered	9
AB 1053 Nunez	Regional Planning, Housing, and Infill Incentive Account: programs.	Enrolled	10
AB 1055 Blakeslee	Environment: mitigation: Highway 99.	Enrolled	10
AB 1129 Arambula	Rural regional affordable housing trust.	2 Year	11

<u>AB 1170</u> Krekorian	State mandates.	2nd Fiscal ████████████████████	11
<u>AB 1209</u> Karnette	State Air Resources Board: emission reduction projects and measures.	2nd Fiscal ████████████████████	12
<u>AB 1221</u> Ma	Transit village developments: tax increment financing.	2nd Policy ████████████████████	13
<u>AB 1227</u> Gaines	Lake Tahoe Water Trail.	2nd Fiscal ████████████████████	13
<u>AB 1252</u> Caballero	Statewide Park Development and Community Revitalization Act of 2007.	2nd Floor ████████████████████	14
<u>AB 1253</u> Caballero	Water: Salinas Valley State Prison wastewater treatment plant.	Enrolled ████████████████████	15
<u>AB 1350</u> Nunez	Transportation bond funds.	2nd Fiscal ████████████████████	15
<u>AB 1351</u> Levine	Transportation: state-local partnerships.	2nd Fiscal ████████████████████	16
<u>AB 1358</u> Leno	Planning: circulation element: transportation.	2nd Floor ████████████████████	17
<u>AB 1455</u> Arambula	California Air Quality Zones.	2nd Fiscal ████████████████████	17
<u>AB 1612</u> Nava	Vehicles: hazardous materials: permits.	Enrolled ████████████████████	17
<u>AB 1672</u> Nunez	California Transportation Commission.	Enrolled ████████████████████	18

AB 1742 Committee on Environmental Safety and Toxic Materi	State Water Pollution Control Revolving Fund: administrative costs.	Enrolled [REDACTED]	18
ACA 4 Villines	Reapportionment.	1st Fiscal [REDACTED]	19
ACR 12 Parra	Agriculture: frost damage.	1st Policy [REDACTED]	19
SB 9 Lowenthal	Trade corridor improvement: transportation project selection.	2nd Fiscal [REDACTED]	19
SB 16 Florez	Local agency finance: limited obligation bonds.	Chaptered [REDACTED]	20
SB 19 Lowenthal	Trade corridors: projects to reduce emissions: Goods Movement Emission Reduction Program.	2nd Fiscal [REDACTED]	20
SB 23 Cogdill	San Joaquin Valley Unified Air Pollution Control District: high polluter vehicles.	Enrolled [REDACTED]	21
SB 45 Perata	Private postsecondary education.	Enrolled [REDACTED]	21
SB 46 Perata	Housing and Emergency Shelter Trust Fund Act of 2006: Regional Planning, Housing, and Infill Incentive Account.	2nd Fiscal [REDACTED]	22
SB 59 Cogdill	Reliable Water Supply Bond Act of 2008.	2 Year [REDACTED]	23
SB 86	State government.	Chaptered	23

Committee on Budget and Fiscal Review			
SB 88 Committee on Budget and Fiscal Review	Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: implementation.	Chaptered [REDACTED]	24
SB 97 Dutton	CEQA: greenhouse gas emissions.	Chaptered [REDACTED]	25
SB 114 Florez	Disaster relief.	Chaptered [REDACTED]	25
SB 116 Maldonado	Unemployment compensation benefits: freezing weather.	Enrolled [REDACTED]	26
SB 167 Negrete McLeod	General plans: planning grants and incentives.	2 Year [REDACTED]	26
SB 184 Alquist	Transportation projects.	Enrolled [REDACTED]	27
SB 240 Florez	San Joaquin Valley Unified Air Pollution Control District.	2nd Fiscal [REDACTED]	28
SB 286 Lowenthal	Transportation bonds: implementation.	2nd Fiscal [REDACTED]	28
SB 303 Ducheny	Local government: land use planning.	2nd Policy [REDACTED]	29
SB 375 Steinberg	Transportation planning: travel demand models: sustainable communities	2nd Fiscal [REDACTED]	29

	strategy: environmental review.		
<u>SB 445</u> Torlakson	Road User Task Force.	2nd Policy [REDACTED]	30
<u>SB 650</u> Migden	Labor representatives: elections.	Enrolled [REDACTED]	30
<u>SB 716</u> Perata	Transit operators.	2nd Fiscal [REDACTED]	31
<u>SB 717</u> Perata	Transportation Investment Fund.	Enrolled [REDACTED]	32
<u>SB 719</u> Machado	San Joaquin Valley Unified Air Pollution Control District: district board membership.	Enrolled [REDACTED]	32
<u>SB 732</u> Steinberg	Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006.	2nd Floor [REDACTED]	33
<u>SB 748</u> Corbett	Transportation: state-local partnerships.	2nd Fiscal [REDACTED]	34
<u>SB 803</u> Lowenthal	Transportation enhancement funds: community conservation corps.	Enrolled [REDACTED]	34
<u>SB 947</u> Hollingsworth	California Environmental Quality Act: consultation: transportation facilities.	2nd Policy [REDACTED]	35
<u>SB 974</u> Lowenthal	Ports: congestion relief: air pollution mitigation: regulatory fee.	2nd Floor [REDACTED]	36
Total Position Forms: 63			



Legislation Summary October

Bill # Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
AB 27 Parra	California Partnership for the San Joaquin Valley. Existing law authorizes 2 or more public agencies, including any federal department, state or local agency, to enter into an agreement for the purpose of exercising any power common to the contracting parties for specified purposes, including, acquiring or constructing specified public facilities and improvements. This bill would, from January 1, 2009, to January 1, 2020, create the California Partnership for the San Joaquin Valley, composed of the heads of specified state agencies and departments, local government members and private sector members, subject to specified criteria, to coordinate and improve existing local, state, and federal efforts for the valley to increase the living standards and the overall economic performance of the valley. This bill contains other related provisions.	05/02/2007-Failed Deadline pursuant to Rule 61(a)(2). Last location was J., E.D. & E.	Watch	
AB 31 De Leon	Statewide Park Development and Community Revitalization Act of 2007. The Urban Park Act of 2006 (act) Proposition 84, requires the Department of Parks and Recreation (department) to establish a local assistance program to offer grants, on a competitive basis, to various local entities and nonprofit organizations, as defined, for the acquisition or development, or both, of urban parks and recreational areas and facilities. Heavily urbanized counties are authorized to apply for these grants. This bill would change the name of the act to the Statewide Park Development and Community Revitalization Act of 2007. A city, regional park district, district, joint powers authority, or county, in addition to specified nonprofit organizations, would be authorized to apply for local assistance program grants. The term "critically underserved community" would replace the term "heavily urbanized county" for purposes of the act and would be defined to include a community with less than 3	09/10/2007-Re-referred to Com. on RLS.	Watch	

	acres of usable parkland per 1,000 residents or is a disadvantaged community, as defined, and can demonstrate to the Department of Parks and Recreation that the community has insufficient or no park and recreation facilities. The bill would revise the criteria for awarding grants, and require the department on or before April 1, 2009, to adopt guidelines to amplify or clarify the grant criteria or develop a procedural guide for the administration of the act and the guidance of applicants. The department would be required to offer technical assistance to all applicants and potential applicants for both grant preparation and project development to encourage full participation in the grant program. This bill contains other related provisions. Allocation of \$400 million in Park Funds.			
<u>AB 57</u> Soto	Highways: federal funds: Safe Routes to School. Existing law authorizes certain state and local entities to secure and expend federal funds appropriated under the federal Highway Safety Act of 1973 for a number of programs relating to projects for the improvement of highway safety and the reduction of traffic congestion. This bill would instead authorize those state and local entities to secure and expend federal funds appropriated under the federal act known as SAFETEA-LU for programs relating to highway safety improvements that can reduce the number of fatal and serious injury accidents, as specified. The bill would declare the Legislature's intent that these federal funds be allocated in approximately equal amounts between state highways and local roads. This bill contains other related provisions and other existing laws.	09/12/2007-Senate amendments concurred in. To enrollment. (Ayes 55. Noes 22. Page 3347.)	Watch	
<u>AB 169</u> Levine	Joint powers authorities: Indian tribes. Existing law authorizes 2 or more public agencies, by agreement, to jointly exercise common powers. Existing law defines public agencies for this purpose. This bill would provide that 16 federally recognized Indian tribal governments may participate in the Southern California Association of Governments, a joint powers authority, for specified purposes and subject to specified conditions in the 6-county region of the Southern California Association of Governments.	07/11/2007-In committee: Hearing postponed by committee. (Refers to 6/19/2007 hearing)	Watch	CALCOG-support
<u>AB 193</u> Committee on	Transportation revenues. Existing law, pursuant to Chapter 173 of the Statutes of	09/10/2007-Urgency clause adopted. Senate amendments	Watch	LEAGUE OF CITIES-

Budget	2007, creates the Transportation Debt Service Fund and the Mass Transportation Fund, among other things, for the purpose of using transportation revenues for the payment of debt service on transportation bonds and to reimburse the General Fund for past debt service payments on transportation bonds and for certain payments required to be made by the General Fund to transportation funds governed by Article XIX B of the California Constitution. In that regard, certain transportation revenues are transferred to those funds by Chapter 173 of the Statutes of 2007, and the sum of \$339,289,345 from the Transportation Debt Service Fund is appropriated for the purpose of paying debt service in the 2007-08 fiscal year on specified bond measures. This bill would delete the above-described appropriation and instead authorize the Director of Finance to reimburse the General Fund for up to \$339,289,345 from the Transportation Debt Service Fund for the purpose of offsetting the cost of debt service in the 2007-08 fiscal year on specified bond measures. The bill would also authorize the Director of Finance to reimburse the General Fund for \$200,000,000 from the Transportation Debt Service Fund for the purpose of offsetting the cost of debt service payments made in prior fiscal years on transportation-related bond expenditures and for \$82,678,000 in the 2007-08 fiscal year from the Mass Transportation Fund for the purpose of offsetting payments made by the General Fund to transportation funds governed by Article XIX B of the California Constitution. This bill contains other related provisions and other existing laws. Related to SB 88 (Budget Trailer Bill).	concurrent in. To enrollment. (Ayes 76. Noes 1. Page 3184.)	support CSAC-watch
AB 196 Committee on Budget	Transportation bond funds: cities and counties. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, general election, authorizes the issuance of general obligation bonds for various transportation purposes, including \$2,000,000,000 for local streets and roads. Chapter 181 of the Statutes of 2007 enacts implementing provisions relative to the bond funds available for this purpose. This bill would require the Controller to allocate the \$950,000,000 appropriated in the 2007-08 fiscal year from Proposition 1B bond funds for local streets and roads to	09/24/2007-Enrolled and to the Governor at 4 p.m.	Watch LEAGUE OF CITIES- support CSAC-support

<u>AB 468</u> Ruskin	counties in the amount of \$400,000,000 and cities in the amount of \$550,000,000. The bill would make other related changes to the provisions enacted by Chapter 181 of the Statutes of 2007. This bill contains other related provisions. Vehicles: abatement of abandoned vehicles. Existing law authorizes a county satisfying specified conditions to establish a service authority for the abatement of abandoned vehicles and to impose a \$1 vehicle registration fee for the abatement of abandoned vehicles. The fees imposed and the moneys received by the service authority from the Abandoned Vehicle Trust Fund, a continuously appropriated fund, can only be used for the abatement, removal, and disposal of abandoned, wrecked, dismantled, or inoperative vehicles from private or public property. The service authority is authorized to adopt an ordinance establishing procedures for the abatement, removal, and disposal, as a public nuisance, of an abandoned, wrecked, dismantled, or inoperative vehicle and for the recovery of costs. This bill would authorize the service authority to use the fees imposed, as well as the moneys received from the Abandoned Vehicle Trust Fund, for the costs associated with the enforcement of the ordinance adopted by the service authority. The service authority would be prohibited from offsetting the costs of vehicles towed under authorities other than the ordinance adopted by the service authority or when the costs are recovered by another provision of law. The service authority would be authorized to carry forward unexpended money in a fiscal year to the following fiscal year for the abandoned vehicle abatement program upon agreement with its member agencies. The service authority would be authorized to carry out an abandoned vehicle abatement from public property after providing a notice specified by a local ordinance of the jurisdiction in which the abandoned vehicle is located and that notice has expired. This bill contains other related provisions and other existing laws.	09/11/2007-Enrolled and to the Governor at 7:45 p.m.	Support	KINGS COG-support RCRC-support CSAC-support
<u>AB 534</u> Smyth	Crimes against children. Existing law makes it unlawful for any person to abuse children, as specified. This bill would make it a misdemeanor for any person to publish information , as defined, describing or depicting the physical appearance of a child, the location of a child, or locations where children may be	09/05/2007-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS.	Watch	CALCOG-support

	found with the intent that another person use the information to commit a crime against a child and the information is likely to aid in the imminent commission of a crime against a child. This bill would also authorize the parent or legal guardian of a child about whom information is published to seek a preliminary injunction enjoining any further publication of that information. This bill contains other related provisions and other existing laws.			
<u>AB 633</u> Galgiani	Grade separation projects. Existing law requires the Public Utilities Commission to develop and maintain a priority list of railroad-highway grade crossings determined to be most urgently in need of separation or alteration. Existing law requires each annual proposed budget prepared by the Department of Transportation to include \$15,000,000 for grade separation projects. Existing law requires the California Transportation Commission to allocate available funding to projects pursuant to the priority list prepared by the Public Utilities Commission, and requires certain matching funds to be provided from nonstate funds and by the affected railroad. Under existing law, an allocation may only be made to a local agency if it furnishes evidence that sufficient local funds will be made available as the grade separation project progresses. This bill would require the Public Utilities Commission and the Department of Transportation to issue a joint public report to the appropriate policy and fiscal committees of the Legislature no later than September 1, 2008. The bill would require the report to include, among other things, an evaluation of the grade separation project funding program and recommendations for establishing a hardship application process allowing for the adjustment or deferral of local financial participation in severe circumstances.	06/27/2007-In committee: Set, first hearing. Hearing canceled at the request of author.	Support	
<u>AB 867</u> Davis	Traffic analysis zones. Existing law provides for the designation of regional transportation planning agencies in regions throughout the state with various transportation planning and other related responsibilities. Existing federal law provides for the designation of metropolitan planning organizations with various planning responsibilities, including certain transportation planning duties. Transportation planning activities of these entities, and in certain cases other entities	08/30/2007-In committee: Set, first hearing. Held under submission.	Watch	

AB 878 Davis	such as county transportation commissions or authorities, include development of a regional transportation plan and a regional transportation improvement program. This bill would require each metropolitan planning organization and each regional transportation planning agency, as applicable, serving an area with a population in excess of 300,000, in developing the regional transportation plan, to factor the mobility of low-income and minority residents into its computer analysis of traffic analysis zones (TAZs) used to estimate travel behavior and traffic generation as part of the transportation demand model, and to make a direct comparison between low-income and non-low-income TAZs and between minority and nonminority TAZs. The bill would require the results of the comparison to be published and made available to the public, and to be added as an addendum to the regional transportation plan. Because the bill would impose new requirements on local agencies, it would hereby impose a state-mandated local program. This bill contains other related provisions and other existing laws. Service authority: registration and service fees. Existing law, in addition to other fees imposed for the registration of a vehicle, imposes, upon the adoption of a resolution by a county, with certain exceptions, an additional fee of \$1, and an additional service fee of \$2 on all commercial motor vehicles, and continuously appropriates the moneys to fund local programs relating to vehicle theft crimes. A county that imposes the fee is required to issue a fiscal year-end report to the Controller summarizing certain required information. These provisions are to be repealed as of January 1, 2010. The bill would revise the amount of the additional vehicle registration fee for these purposes from \$1 to \$1 or \$2 and would require the same adoption procedure set forth above for an increase of the fee from \$1 to \$2. The ordinance or resolution imposing the fee increase would be required to be submitted to the department at least 6 months prior to the operative date of the fee increase. The fiscal year-end report would be required to include a detailed accounting of assessment funds received and expended in the prior fiscal year, including certain additional required information. This bill would extend the repeal date to January 1, 2013. By increasing the fee imposed and extending the repeal date, the bill would affect		09/10/2007-Senate amendments concurred in. To enrollment. (Ayes 46. Noes 29. Page 3150.)	Watch	RCRC-support CSAC-support
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	a continuous appropriation, thereby making an appropriation.			
AB 901 Nunez	Transportation: Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), authorizes \$19.925 billion of state general obligation bonds for specified purposes. The act requires that, among other things, \$3.6 billion of the proceeds from those bonds be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account for allocation to public transit operators and transportation planning agencies by formula. This bill would require the Department of Transportation to provide the Department of Finance and the Assembly and Senate budget committees by September 30 of each year with information describing the total amount of verified project funding needed in the budget year and the amount required by each agency seeking funding. The bill would also require the department, on a quarterly basis, to provide the Controller with instructions regarding funds to be allocated to each sponsoring entity and would require the Controller to allocate those funds accordingly. The bill would define "sponsoring entity" and "eligible project" for purposes of allocating these funds. The bill would require the California Transportation Commission to include information in its annual report to the Legislature regarding its activities relative to these funds. The bill would also impose specified auditing requirements and enact other related provisions.	08/23/2007-In committee: Hearing postponed by committee. (Refers to 8/20/2007 hearing)	Watch	
AB 945 Carter	Transportation needs assessment. Existing law creates the California Transportation Commission, with various duties and responsibilities relative to the programming and allocation of funds for transportation capital projects. Existing law requires the commission to submit, by December 15 of each year, an annual report to the Legislature summarizing the commission's prior-year decisions in allocating transportation capital funds and identifying timely and relevant transportation issues facing the state. This bill would require the commission, on an every-5-year basis, to develop an assessment of the unfunded costs of programmed state projects and federally earmarked projects	09/11/2007-In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To enrollment. (Ayes 50. Noes 27. Page 3319.)	Watch	LEAGUE OF CITIES-support CSAC-support

	in the state, as well as an assessment of available funding for transportation purposes and unmet transportation needs on a statewide basis. The bill would require the Department of Transportation to assist in conducting the assessment. The bill would require the commission to submit the first assessment report to the Legislature by March 1, 2009. CTC would work w/RTPA, CTA, CSAC, League.			
<u>AB 981</u> Ma	Vehicles: abatement of abandoned vehicles: costs recovery. Existing law holds the registered owner of an abandoned vehicle responsible for the costs of abating and disposing of the vehicle, and any other past due fees and penalties. This bill would prohibit the Department of Motor Vehicles from renewing the registration of any vehicle owned by a registered owner of an abandoned vehicle for which there are unreimbursed outstanding costs when the public agency that abated or caused the abatement of the abandoned vehicle has given notice to the department of the outstanding costs. After deducting its administrative costs, the Department of Motor Vehicles would be required to transmit to the public agency the outstanding costs collected. This bill contains other related provisions and other existing laws.	09/07/2007-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS.	Watch	
<u>AB 995</u> Nava	Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: trade corridors. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. Existing law requires specified moneys in the fund to be deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account to be available upon appropriation by the Legislature, for certain purposes. The act requires \$1,000,000,000 from the account to be made available to the State Air Resources Board for emission reductions, not otherwise required by law or regulation, from activities related to the movement of freight along California's trade corridors. The act requires \$2,000,000,000 to be transferred to the Trade Corridors Improvement Fund for infrastructure improvements along designated trade corridors. This bill would provide that	09/06/2007-Withdrawn from committee. Ordered placed on third reading file.	Watch	

	projects eligible for funding from the Trade Corridors Improvement Fund would receive priority if they meet specified requirements. The bill would require the California Transportation Commission to coordinate with the state board for technical assistance in evaluating project applications.			
AB 997 Arambula	Infill capital outlay project and planning grants and loans. The Housing and Emergency Shelter Trust Fund Act of 2006 authorizes the issuance of bonds in the amount of \$2,850,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds are required to be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. The act establishes the Housing and Emergency Shelter Trust Fund of 2006 in the State Treasury, requires the sum of \$850,000,000 to be deposited in the Regional Planning, Housing, and Infill Incentive Account, which the act establishes in the fund, and makes the money in the account available, upon appropriation, for infill incentive grants for capital outlay related to infill housing development and other related infill development, and for brownfield cleanup that promotes infill housing development and other related infill development consistent with regional and local plans, subject to the conditions and criteria that the Legislature may provide in statute. This bill would require the Department of Housing and Community Development to administer the account and would require specified amounts from the account to be available, upon appropriation, to fund grants to cities, counties, cities and counties, redevelopment agencies, incorporated mutual water companies, special districts, and nonprofit organizations for capital outlay projects that will serve development on land that meets a specified definition in existing law of "infill site." The bill would provide, until December 31, 2012, that the sum of \$150,000,000 would be available from the account to cities with a population of 30,000 persons or less. The bill would require the department to give preference in awarding grants under these provisions based on whether the proposed capital outlay project meets any of certain, listed criteria. This bill	05/02/2007-Failed Deadline pursuant to Rule 61(a)(2). Last location was H. & C.D.	Support	

<u>AB 1019</u> Blakeslee	contains other related provisions and other existing laws. Land use: annexation: housing. The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 authorizes local governments to annex portions of territory to other local governments, as specified. This bill would authorize a similar mutually acceptable agreement on a revised determination of regional housing needs if an annexation of unincorporated land to a city occurs after the council of governments, or the department for areas with no council of governments, has made its final allocation. This bill contains other existing laws.	07/30/2007-Chaptered by Secretary of State - Chapter No. 165, Statutes of 2007	Watch	CALCOG-support RCRC-support
<u>AB 1053</u> Nunez	Regional Planning, Housing, and Infill Incentive Account: programs. The Housing and Emergency Shelter Trust Fund Act of 2006 authorizes the issuance of bonds in the amount of \$2,850,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds are required to be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. The act establishes the Housing and Emergency Shelter Trust Fund of 2006 in the State Treasury, requires the sum of \$850,000,000 to be deposited in the Regional Planning, Housing, and Infill Incentive Account, which the act establishes in the fund, and makes the moneys in the account available, upon appropriation, for infill incentive grants for capital outlay related to infill housing development and other related infill development, and for brownfield cleanup that promotes infill housing development and other related infill development consistent with regional and local plans, subject to the conditions and criteria that the Legislature may provide in statute. This bill would add to the definition of "eligible applicant" under the grant program a city, county, city and county, public housing authority, or redevelopment agency that has jurisdiction over a qualifying infill area and applies for funding jointly with an owners' association for a business or property improvement district that includes a qualifying infill area. This bill contains other existing laws. This bill allows Business Improvement Districts to be an "eligible joint applicant" for receipt of funds.	09/12/2007-In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To enrollment. (Ayes 44. Noes 27. Page 3417.)	Watch	RCRC-oppose

<u>AB 1055</u> Blakeslee	Environment: mitigation: Highway 99. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 requires \$1,000,000,000 in specified bond funds, upon appropriation, to be made available to the Department of Transportation for improvements to Highway 99. This bill would authorize the department to communicate, coordinate, and consult with the Resources Agency, Wildlife Conservation Board, Department of Fish and Game, Department of Conservation, and other appropriate federal, state, or local governments, to consider and implement mitigation requirements on a regional basis for the projects covered by that master environmental impact report. The bill would authorize the department to execute an agreement, memorandum of understanding, or other similar instrument to memorialize its understanding of any communication, coordination, or implementation activities with other state agencies for the purpose of meeting mitigation requirements on a regional basis. This bill contains other existing laws.	09/17/2007-Enrolled and to the Governor at 3:30 p.m.	Watch	
<u>AB 1129</u> Arambula	Rural regional affordable housing trust. The Housing and Emergency Shelter Trust Fund Act of 2006 authorizes the issuance of bonds in the amount of \$2,850,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds are required to be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would define a rural regional affordable housing trust as an entity of regional government that (1) is established as a joint powers authority; (2) has a voluntary membership consisting of not less than 2 rural counties, and the cities within those counties, and not less than 2 councils of governments serving the area of the 2 counties; (3) is established for the purpose of receiving and administering federal, state, local, and private financial resources made available to the trust to fund the development of affordable housing projects in jurisdictions that are members of the trust; and (4) has demonstrable, ongoing sources of dedicated revenue, including taxes, fees, loan repayments, and private contributions. This bill contains other related provisions.	05/02/2007-Failed Deadline pursuant to Rule 61(a)(2). Last location was H. & C.D.	Support	
<u>AB 1170</u>	State mandates.	08/30/2007-In committee: Set,	Watch	

Krekorian	Under the California Constitution, whenever the Legislature or a state agency mandates a new program or higher level of service on any local government, including school districts, the state is required to provide a subvention of funds to reimburse the local government, with specified exceptions. Existing law establishes a procedure for local governmental agencies to file claims for reimbursement of these costs with the Commission on State Mandates. Under this procedure, the commission is required to hear and decide upon each claim for reimbursement and then determine the amount to be subvented for reimbursement, which the Controller shall pay to eligible claimants. The procedure also provides that a reimbursement claim for actual costs filed by a local agency or school district is subject to an audit by the Controller no later than 3 years after the date that the actual reimbursement claim is filed or last amended, whichever is later, but that, if no funds are appropriated or no payment is made to a claimant for the fiscal year for which the claim is filed, the audit shall be commenced no later than 3 years from the date of the initial payment of the claim. This bill would require the commission to issue a decision upon a local agency or school district test claim no later than 36 months after the date the claim is filed if the claim was filed on or after January 1, 2009, and no later than December 31, 2013. It would require the commission to include in a specified semiannual report to the Legislature a list of each test claim for which a decision was not issued within the 36-month period and an explanation of why it was not met. It also would, with respect to a reimbursement claim that is filed or last amended on or after January 1, 2009, and no later than December 31, 2013, delete the provision that authorizes the Controller to commence an audit no later than 3 years from the date of the initial payment of the claim if certain conditions exist.	first hearing. Held under submission.		
<u>AB 1209</u> Karnette	State Air Resources Board: emission reduction projects and measures. Existing law creates the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 requires	08/23/2007-In committee: Hearing postponed by committee. (Refers to 8/20/2007 hearing)	Support	CALCOG-support

	\$3,100,000,000 of these funds to be deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account within the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006, and requires \$1,000,000,000 of these funds to be made available, upon appropriation by the Legislature, to the State Air Resources Board for emissions reductions, not otherwise required by law or regulation, from activities related to the movement of freight along California's trade corridors. This bill would require the state board to develop guidelines meeting specified requirements for the allocation of the \$1,000,000,000 in funding. The bill would, upon appropriation by the Legislature, require the state board to allocate funds on a competitive basis to projects and measures that are shown to achieve the greatest emission reductions from activities related to freight movement along California's trade corridors. The projects and measures would be required to result in emission reductions not otherwise required by law or regulation in effect at the time the state board issues a notice of funding availability. The bill would specify that the funds only be used to implement strategies described in a required emissions reduction plan included in funding applications. The bill would require the state board to report annually to the appropriate fiscal and policy committees of the Legislature on the status of the projects and measures being funded. The bill would require the administrative costs of the state board to be paid in an appropriation in the annual Budget Act and limit those costs to \$15,000,000 for the duration of program funding.			
<u>AB 1221</u> Ma	Transit village developments: tax increment financing. Existing law authorizes a city or county to create a transit village plan for a transit village development district. Existing law requires a transit village plan to include all land within not less than 1/4 mile of the exterior boundary of the parcel on which is located a transit station, as defined, and to include any 5 of the specified demonstrable public benefits. Existing law also encourages local, regional, and state plans to direct new development close to transit stations by providing financial incentives to implement these plans. This bill would increase the area included in a transit village plan to include up to 1/2 mile of the exterior boundary of the parcel on which is located a transit station.	06/27/2007-In committee: Set, first hearing. Hearing canceled at the request of author.	Watch	CALCOG-support

	This bill would also allow a city or county that prepares a transit village plan, with the agreement of every governmental entity that may receive property taxes within the transit village district and at least one governmental entity that owns and operates a transit station in the transit village district, regardless of whether it may collect property taxes, to engage in tax increment financing, as provided, to fulfill the goals of a transit development plan. The bill also allows a transit village plan and tax increment financing under the plan to address and provide for housing in the transit village district, subject to certain conditions.			
<u>AB 1227</u> Gaines	Lake Tahoe Water Trail. Existing law establishes the jurisdiction of the California Tahoe Conservancy. The conservancy is authorized to select and acquire real property or interests in real property for the purposes of protecting the natural environment, providing public access or public recreational facilities, preserving wildlife habitat areas, or providing access to or management of acquired lands. This bill would enact the California Lake Tahoe Water Trail Act, which would designate the Lake Tahoe Water Trail in California to establish linkages between public access points to the waters of the Lake Tahoe Basin that are available for navigation by nonmotorized boats and beachable sailcraft. On or before January 1, 2010, the California Tahoe Conservancy and the Department of Parks and Recreation would be required to develop the Lake Tahoe Water Trail Plan through a collaborative partnership with other interested persons, organizations, and agencies, and submit the plan to the Legislature.	08/30/2007-In committee: Set, first hearing. Held under submission.	Watch	
<u>AB 1252</u> Caballero	Statewide Park Development and Community Revitalization Act of 2007. The Urban Park Act of 2006 (act) requires the Department of Parks and Recreation (department) to establish a local assistance program to offer grants, on a competitive basis, to various local entities and nonprofit organizations, as defined, for the acquisition or development, or both, of urban parks and recreational areas and facilities. Heavily urbanized counties are authorized to apply for these grants. This bill would change the name of the act to the Statewide Park Development and Community Revitalization Act of 2007. A city, regional park district, district, joint powers authority, or county, in addition to specified nonprofit	09/10/2007-Withdrawn from committee. Ordered placed on third reading file. (Ayes 24. Noes 15. Page 2541.)	Watch	CALCOG-support

	organizations, would be authorized to apply for local assistance program grants. The term "critically underserved community" would replace the term "heavily urbanized county" for purposes of the act and would be defined to include a community with less than 3 acres of usable parkland per 1,000 residents or is a disadvantaged community, as defined, and can demonstrate to the Department of Parks and Recreation that the community has insufficient or no park and recreation facilities. The bill would revise the criteria for awarding grants, and require the department on or before April 1, 2009, to adopt guidelines to amplify or clarify the grant criteria or develop a procedural guide for the administration of the act and the guidance of applicants. The department would be required to offer technical assistance to all applicants and potential applicants for both grant preparation and project development to encourage full participation in the grant program. This bill contains other related provisions.			
AB 1253 Caballero	Water: Salinas Valley State Prison wastewater treatment plant. Under existing law, the State Water Resources Control Board and the California regional water quality control board prescribe waste discharge requirements for publicly owned treatment works and other dischargers in accordance with the federal Clean Water Act and the Porter-Cologne Water Quality Control Act. This bill would make legislative findings and declarations relating to the wastewater treatment situation in the City of Soledad and the Salinas Valley State Prison. The bill would authorize the Director of General Services to sell, lease, convey, or exchange at fair market value specified real property at the Salinas Valley State Prison containing the prison's wastewater treatment facility to the City of Soledad upon those terms and conditions and subject to those reservations and exceptions as the Director of General Services determines are in the best interests of the state. The bill would require that the Department of General Services be reimbursed for any costs or expenses incurred in the disposition of the specified real property. The bill would require the Director of General Services, in implementing these activities, to except and reserve to the state all mineral deposits, as defined, together with the right to prospect for, mine, and remove the deposits. The net	09/12/2007-Senate amendments concurred in. To enrollment. (Ayes 77. Noes 0. Page 3375.)	Watch	

	proceeds of any moneys received from the disposition of the property would be paid into the Deficit Recovery Bond Retirement Sinking Fund Subaccount, a continuously appropriated fund. By increasing the amount transferred into a continuously appropriated fund, this bill would make an appropriation. This bill contains other related provisions and other existing laws.			
<u>AB 1350</u> Nunez	Transportation bond funds. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. Specified moneys in the fund are required to be deposited in the Transit System Safety, Security, and Disaster Response Account to be made available, upon appropriation by the Legislature, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems. This bill would require these funds to be allocated to transit operators for eligible projects, as defined, based on various formulas, and would require funds to be allocated by the Office of Emergency Services in consultation with the Office of Homeland Security. An eligible applicant would be required to annually advise the Office of Emergency Services of the applicant's need for funding in the following fiscal year, and the office would submit a request to the Department of Finance and to the legislative budget committees in that regard. The bill would enact other related provisions.	08/23/2007-In committee: Hearing postponed by committee. (Refers to 8/20/2007 hearing)	Watch	
<u>AB 1351</u> Levine	Transportation: state-local partnerships. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. The act authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$1 billion for the State-Local Partnership Program, to be allocated by the California Transportation Commission to eligible transportation agencies, subject to	08/30/2007-In committee: Set, first hearing. Held under submission.	Watch	RCRC-oppose

	appropriation by the Legislature. Existing law requires a dollar-for-dollar match of local funds for projects funded with these bond funds. This bill would make various findings regarding transportation infrastructure and funding in California and would state the purpose of the State-Local Partnership Program. The bill would state the intent of the Legislature to appropriate \$200,000,000 for the program from bond funds in each of 5 fiscal years beginning in the 2010-11 fiscal year. The bill would define local funds under the program for purposes of the required dollar-for-dollar match as revenues from any locally imposed sales tax for transportation. The bill would require the commission to allocate the program funds to certain local public entities who apply to the program for funding of eligible projects, as defined, according to certain procedures and unspecified deadlines, but subject to reallocation to other projects if the applicant fails to meet various requirements for timely use of funds. The bill would require the commission to include in its annual report to the Legislature a summary of its activities related to the program, as specified. The bill would require the commission, in conjunction with the Department of Transportation, the State Air Resources Board, the Office of Emergency Services, and any other implementing entities, to report annually to the Legislature on the status of implementing the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.			
AB 1358 Leno	Planning: circulation element: transportation. Existing law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city with specified elements, including a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan. This bill would require, commencing January 1, 2010, that the legislative body of a city or county, upon any revision of the circulation element of the general plan, modify the circulation element to accommodate the safe and convenient travel of users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of	09/10/2007-Withdrawn from committee. Ordered placed on third reading file. (Ayes 23. Noes 14. Page 2494.)	Watch	

	commercial goods, and users of public transportation , in a manner that is suitable to the rural, suburban, or urban context of the general plan . By requiring new duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.			
<u>AB 1455</u> Arambula	California Air Quality Zones. Existing law establishes specified economic development zones in the state and various tax and other incentives for making financial investments in those zones. This bill would authorize the State Air Resources Board , on or before January 1, 2017, to designate California Air Quality Zones in the state based on specified air quality and other criteria.	08/30/2007-In committee: Set, first hearing. Held under submission.	Watch	PARTNERSHIP-support
<u>AB 1612</u> Nava	Vehicles: hazardous materials: permits. Existing law, the Biennial Inspection of Terminals Program, generally requires the Department of the California Highway Patrol to inspect, at least every 25 months, every terminal of a motor carrier who operates certain vehicles. A terminal that has attained 2 consecutive satisfactory compliance ratings pursuant to those inspections is eligible for administrative review in lieu of the next required inspection, unless specified circumstances apply. The bill would prohibit a motor carrier of hazardous materials from being granted administrative review in lieu of those inspections at any terminal from which specified hazardous materials carrying vehicles are operated. This bill contains other related provisions and other existing laws.	09/12/2007-Re-referred to Com. on TRANS., file notice waived. From committee: With recommendations: That Senate amendments be concurred in. (Y 13. N 0.) (Sept 12). Senate amendments concurred in. To enrollment. (Y 70. N 0.)	Watch	CSAC-support
<u>AB 1672</u> Nunez	California Transportation Commission. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. Existing law requires specified moneys in the fund to be deposited in designated accounts and funds to be available, upon appropriation by the Legislature, for allocation by the California Transportation Commission for certain transportation-related purposes. This bill would require the commission to provide written notification to the chairs of the appropriate policy committees of the Legislature not less than 30 days prior to adopting changes	09/11/2007-In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To enrollment. (Ayes 47. Noes 30. Page 3280.)	Watch	

	to any guidelines for the expenditure of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality and Port Security Act of 2006. This bill expands CTC from 11 members to 13 members (2 of 13 are ex officio non voting) with 1 new voting member appointed by the Speaker of the House and 1 new voting member appointed by the Senate Committee on Rules.			
AB 1742 Committee on Environmental Safety and Toxic Materi	State Water Pollution Control Revolving Fund: administrative costs. Existing law continuously appropriates state and federal funds in the State Water Pollution Control Revolving Fund to the State Water Resources Control Board for loans and other financial assistance for the construction of publicly owned treatment works by a municipality, the implementation of a management program, the development and implementation of a conservation and management plan, and other related purposes in accordance with the federal Clean Water Act and the Porter-Cologne Water Quality Control Act. This bill would authorize the board to assess a specified annual charge with regard to a loan made under the revolving fund program. The bill would require the proceeds generated from the imposition of the annual fee, along with other moneys, to be deposited in the State Water Pollution Control Revolving Fund Administration Fund, which the bill would create in the State Treasury. The bill would authorize the board to expend the moneys in the fund, upon appropriation by the Legislature to the board, for costs incurred by the board in connection with the administration of the revolving fund program.	09/06/2007-Enrolled and to the Governor at 6 p.m.	Support	RCRC-support
ACA 4 Villines	Reapportionment. The California Constitution requires the Legislature, in the year following the year in which the national census is taken at the beginning of each decade, to adjust the boundary lines of the senatorial, Assembly, congressional, and Board of Equalization districts in conformance with specified standards. This measure would repeal these provisions and instead provide for the establishment of the Independent Citizens' Commission on Redistricting, to be comprised of 11 voters, registered as specified, who would be required, on or before January 31 of each year ending in the number one, to adjust the boundary lines of the Senate, Assembly, congressional, and State Board of Equalization districts	06/21/2007-Re-referred to Com. on APPR.	Watch	

	pursuant to a mapping process in accordance with certain standards, prioritized in a certain order and applied in a manner consistent with specified federal law. This bill contains other related provisions.			
ACR 12 Parra	Agriculture: frost damage. This measure would request the Public Utilities Commission to cooperate with the state's public utilities in immediately approving advice filings to establish appropriate payment deferral programs for citrus and other affected growers whose crops were destroyed as a result of the cold storms and consequent frost damage that occurred in January 2007. The measure would also request the commission to authorize recovery for the actual administrative costs, with the exception of interest foregone on deferred amounts, and recovery of uncollected deferred amounts incurred by the state's public utilities as a result of this program.	02/21/2007-Re-referred to Com. on U. & C.	Watch	
SB 9 Lowenthal	Trade corridor improvement: transportation project selection. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19.925 billion of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements. This bill would establish a process administered by the California Transportation Commission for allocation of these funds. The bill would designate 4 trade corridors eligible to receive funding. The bill would establish criteria for project selection based on improvement of mobility of freight and improvement of air quality, as specified, and would require a proposed project to be included in a corridor plan developed by affected agencies specified in the bill. The bill would also provide for \$50,000,000 to be allocated to projects located outside of those trade corridors that meet the selection criteria. The bill would require projects to be ready for construction by June 30, 2013. The bill would require the commission to adopt guidelines for the allocation of these funds by April 1, 2008, would require an annual report to the Legislature and Governor beginning on January 1, 2009, and would enact other related provisions. This bill contains other existing laws.	08/30/2007-Set, second hearing. Held in committee and under submission.	Sent Ltr. Request Amend.	KERN COG- oppose
SB 16	Local agency finance: limited obligation bonds.	07/02/2007-Chaptered by the	Watch	

Florez	Existing law authorizes cities and counties to issue various types of debt instruments, including limited obligation bonds, funded by certain revenue sources, and subject to specified criteria. The initiating resolution adopted by a local agency pursuant to these provisions is required to include, among other things, a pledge by the local agency that any bonds issued pursuant to the resolution shall be secured by all or part of the revenues received by the local agency. This bill would additionally authorize a local agency to restrict the pledge to the revenues received by the local agency from a specified geographical area that is within the local agency's exterior boundaries.	Secretary of State, Chapter Number 25, Statutes of 2007		
SB 19 Lowenthal	Trade corridors: projects to reduce emissions: Goods Movement Emission Reduction Program. Existing law requires that of the proceeds of bonds issued pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, a specified amount of those deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account in the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006, be made available, upon appropriation by the Legislature and subject to the conditions and criteria contained in a statute enacted by the Legislature, to the State Air Resources Board for certain emission reductions from activities related to the movement of freight along California's trade corridors. This bill would require the state board to implement the Goods Movement Emission Reduction Program. The bill would create eligibility requirements for funding pursuant to this program. The state board would be required to adopt guidelines and funding criteria for the program consistent with certain requirements. This bill contains other related provisions.	07/17/2007-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on APPR.	Watch	
SB 23 Cogdill	San Joaquin Valley Unified Air Pollution Control District: high polluter vehicles. Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular	09/14/2007-Enrolled. To Governor at 4 p.m.	Watch	

	sources. This bill would impose a state-mandated local program by requiring the district to develop and administer, in consultation with the state board, a voluntary program to remove high polluter vehicles within the district by exchanging high polluter vehicles in the district for donated vehicles, as provided. The bill would require the district to certify that the exchange of any 2 vehicles results in quantified lower net emissions. The bill would limit the program to 200 vehicle exchanges annually. The bill would authorize the district to use any interest generated from the funds allocated to the district from the Traffic Congestion Relief Fund, upon appropriation, for the purpose of administering the program. Priority to be given to low income. The bill would require the district to submit a report, on or before January 1, 2012, relating to the implementation and status of the program, including, but not limited to, the number of vehicles donated. The bill would repeal these provisions on January 1, 2013. This bill contains other related provisions and other existing laws.			
<u>SB 45</u> Perata	Private postsecondary education. The former Private Postsecondary and Vocational Education Reform Act of 1989, which became inoperative on July 1, 2007, and is to be repealed on January 1, 2008, generally set minimum standards of instructional quality, ethical and business practices, health and safety, and fiscal responsibility for private postsecondary and vocational educational institutions, as defined. The act established the Bureau for Private Postsecondary and Vocational Education in the Department of Consumer Affairs. The former act required the bureau, among other things, to review and investigate all institutions, programs, and courses of instruction approved under the act. This bill would extend these provisions so that they apply until July 1, 2008. This bill contains other related provisions and other existing laws.	09/19/2007-Enrolled. To Governor at 11:45 a.m.	Watch	
<u>SB 46</u> Perata	Housing and Emergency Shelter Trust Fund Act of 2006: Regional Planning, Housing, and Infill Incentive Account. The Housing and Emergency Shelter Trust Fund Act of 2006 authorizes the issuance of bonds in the amount of \$2,850,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds are required to be used to finance various existing housing	07/16/2007-Read second time. Amended. Re-referred to Com. on APPR.	Watch	

	programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. The act establishes the Housing and Emergency Shelter Trust Fund of 2006 in the State Treasury, requires the sum of \$850,000,000 to be deposited in the Regional Planning, Housing, and Infill Incentive Account, which the act establishes in the fund, and makes the money in the account available, upon appropriation, for infill incentive grants for capital outlay related to infill housing development and other related infill development, and for brownfield cleanup that promotes infill housing development and other related infill development consistent with regional and local plans, subject to the conditions and criteria that the Legislature may provide in statute. This bill would establish the Infill Incentive Grant Program of 2007, to require the Department of Housing and Community Development, upon appropriation by the Legislature of the funds in the Regional Planning, Housing, and Infill Incentive Account for certain purposes, to establish and administer a competitive grant program to allocate those funds to selected qualifying infill projects, as defined, for capital outlay related to infill housing development and related infill infrastructure needs. This bill contains other related provisions.			
<u>SB 59</u> Cogdill	Reliable Water Supply Bond Act of 2008. Under existing law, various bond acts have been approved by the voters to provide funds for water projects, facilities, and programs. This bill would enact the Reliable Water Supply Bond Act of 2008 which, if approved by the voters, would authorize, for purposes of financing a water supply program, the issuance, pursuant to the State General Obligation Bond Law, of bonds in the amount of \$3,950,000,000. The bill would require the Secretary of State to submit the bond act to the voters at the November 4, 2008, statewide general election.	05/02/2007-Failed Deadline pursuant to Rule 61(a)(2). Last location was N.R. & W.	Support	
<u>SB 86</u> Committee on Budget and Fiscal Review	State government. Existing law, the Unclaimed Property Law, governs the disposition of unclaimed property, including the escheat of certain property to the state. Those provisions require a person holding funds or other property escheated to the state to report to the Controller certain information regarding the property and the owner, and set forth	08/24/2007-Chaptered by Secretary of State. Chapter 179, Statutes of 2007.	Watch	

	procedures whereby a person may file a claim to the property or to the net proceeds from its sale. Those provisions also specify the procedures for transferring the property from the holder of the property to the state and for administering the property. This bill would modify the procedures governing the disposition of unclaimed property. The bill would provide that, within 165 days after the final date for filing the report described above, the Controller shall mail a notice, as specified, to each person having an address listed in the report who appears to be entitled to property of the value of \$50 or more escheated under these provisions. It would require the Controller to establish and conduct a notification program designed to inform owners about the possible existence of unclaimed property received pursuant to these provisions. The bill would make specified changes regarding the duties of a holder of property that has escheated and the duties of the Controller after receiving the property, including a requirement that the Controller retain the property for 18 months from specified dates. The bill would make other related changes. This bill contains other related provisions and other existing laws. Appropriates \$300 million for partial implementation of the regional planning and infrastructure portion of Proposition 1C. This measure includes provisions that requires consistency either with a regional blueprint or an existing local plan and additionally makes blueprint consistency an additional factor to be considered in evaluating applications to the State Department of Housing and Community Development.		
<u>SB 88</u> Committee on Budget and Fiscal Review	Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: Implementation. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, general election, authorizes the issuance of \$19.925 billion of general obligation bonds for specified purposes, including reducing emissions and improving air quality in trade corridors, State Route 99 corridor enhancements, port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, public transit and passenger rail improvements, transit security projects, local bridge seismic	08/24/2007-Chaptered by Secretary of State. Chapter 181, Statutes of 2007.	Watch

	retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, and local street and road improvement, congestion relief, and traffic safety projects. Existing law specifies the responsibilities of various agencies with regard to implementing the bond act. Existing law also establishes various programs for the reduction of vehicular air pollution, including the Lower-Emission School Bus Program adopted by the State Air Resources Board. This bill would designate administrative agencies for each of the programs funded by the bond act, which would be the California Transportation Commission, the State Air Resources Board, the Controller, the Office of Homeland Security, the Office of Emergency Services, or the Department of Transportation, as specified. The bill would impose various requirements on these agencies relative to adopting program guidelines, making of allocations of bond funds, and reporting on projects funded by the bond funds. The bill would enact other related provisions. This bill contains other related provisions. This bill adds a supplemental appropriation of \$350 million to the \$600 million appropriated for local streets and roads in the budget bill. The bill specifies that each city shall receive its minimum allocation, as described in the bond act, from the bond funds appropriated in 2007-08. The bill also establishes the Goods Movement Emission Reduction Program for the distribution of Proposition 1B air quality funds. Names "Central Valley" as one of five trade corridors considered for funding.			
<u>SB 97</u> Dutton	<u>CEQA: greenhouse gas emissions.</u> The California Environmental Quality Act (CEQA) requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires the Office of Planning and Research (OPR) to prepare and develop proposed guidelines for the implementation of CEQA by public agencies. The bill would require the OPR, by July 1, 2009, to prepare, develop, and transmit to the Resources Agency guidelines for the feasible mitigation of greenhouse gas	08/24/2007-Chaptered by Secretary of State. Chapter 185, Statutes of 2007.	Watch	

	emissions or the effects of greenhouse gas emissions, as required by CEQA, including, but not limited to, effects associated with transportation or energy consumption. The Resources Agency would be required to certify and adopt those guidelines by January 1, 2010. The OPR would be required to periodically update the guidelines to incorporate new information or criteria established by the State Air Resources Board pursuant to the California Global Warming Solutions Act of 2006. ARB must determine 1990 GHG emissions level and approve statewide GHG limit to achieve 25% reduction of GHG by 2020.			
<u>SB 114</u> Florez	Disaster relief. Existing law authorizes a county board of supervisors to provide by ordinance for the reassessment of property that is damaged or destroyed, without fault on the part of the assessee, by a major misfortune or calamity, upon the application of the assessee or upon the action of the county assessor with the board's approval. With respect to certain counties that have adopted reassessment ordinances and have been declared by the Governor to be in a state of emergency as a result of certain events, existing law provides for state allocations of the estimated amounts of the reductions in property tax revenues resulting in certain fiscal years from reassessments under those ordinances. Existing law also continuously appropriates, without regard to fiscal years, moneys in the Special Fund for Economic Uncertainties for purposes of funding these state allocations. This bill would provide for similar state allocations with respect to property tax revenue reductions resulting from a reassessment for damages incurred within the Counties of El Dorado, Fresno, Imperial, Kern, Kings, Madera, Merced, Monterey, Riverside, San Bernardino, San Diego, San Luis Obispo, Santa Barbara, Santa Clara, Stanislaus, Tulare, Ventura, and Yuba that were declared by the Governor to be in a state of emergency due to severe freezing conditions that commenced January 11, 2007. This bill contains other related provisions and other existing laws.	09/21/2007-Chaptered by Secretary of State - Chapter No. 223, Statutes of 2007	Watch	
<u>SB 116</u> Maldonado	Unemployment compensation benefits: freezing weather. Existing law provides that an individual is considered "unemployed" for the purpose of eligibility for unemployment compensation benefits if, for any week of	09/12/2007-Enrolled. To Governor at 4 p.m.	Watch	

less than full-time work, the wages payable to the individual for that week, when reduced by \$25 or 25% of the wages payable, whichever is greater, do not equal or exceed the individual's unemployment weekly benefit amount. Existing law provides for the calculation of unemployment benefits. This bill would provide that an individual who has been laid off from his or her most recent work, or is unable to commence work at his or her regular or seasonal workplace, as a direct result of the freezing weather conditions in January 2007, as specified, shall be considered "unemployed" for the purpose of eligibility for unemployment compensation benefits if the individual worked or was scheduled to commence work in a county specifically designated by the Governor as being in a state of emergency, as provided, and for any week of less than full-time work, the wages payable to the individual for that week, when reduced by \$200, do not equal or exceed the individual's unemployment weekly benefit amount. This bill would require the payment of unemployment compensation to an individual under these circumstances in a weekly amount equal to his or her weekly benefit amount less the amount of wages in excess of \$200 payable for that week, with benefits subject to the regular one-week waiting period. This bill contains other related provisions and other existing laws.

SB 167

Negrete
McLeod

General plans: planning grants and incentives.

The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 allocates \$580,000,000 for revitalizing communities and making them more sustainable and livable by investing in sound land use planning, local parks, and urban greening, and specifically authorizes \$90,000,000 for planning grants and incentives, as specified, to encourage, among other things, the development of specified regional and local land use plans. The act also requires that these funds be made available upon appropriation by the Legislature. This bill would require the Governor's to administer multiple programs, as specified, to award (1) grants and loans to cities and counties to prepare and adopt general plans, including, among other things, a preference for a grant or loan if one or more criteria are met, (2) loans to cities and counties to prepare and adopt programs to implement city

06/08/2007-Failed Deadline pursuant to Rule 61(a)(8). Last location was APPR.

Watch

	and county general plans, including specific plans, habitat conservation plans, zoning ordinances, and design standards, (3) grants to counties and the cities, if any, in those counties to prepare collaborative strategic growth plans, subject to specified criteria, and (4) grants and loans to local agency formation commissions to prepare and adopt municipal service reviews and spheres of influence. The bill would also provide that the funding for the programs under (1), (2), and (4) includes the costs of complying with the California Environmental Quality Act. The bill would require the office to prepare and adopt regulations for this purpose that meet specified criteria and would require the office to cooperate with the Secretary of the Resources Agency in any independent audits of expenditures pursuant to these provisions. This bill contains other related provisions and other existing laws.			
<u>SB 184</u> Alquist	Transportation projects. Existing law authorizes a regional or local entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program to expend its own funds for any component of a project within its jurisdiction that is included in an adopted state transportation improvement program, and for which the commission has not made an allocation. Existing law requires these expenditures to be reimbursed by the state, under specified conditions. Existing law limits these provisions to projects advanced for expenditures by an eligible regional or local entity within the 12 months preceding the date the project would otherwise be allocated funding by the commission. This bill would instead limit these provisions to projects advanced for expenditure by an eligible regional or local entity that are programmed in the current fiscal year of the state transportation improvement program, would require the regional or local entity to request an allocation from the commission no later than the time of the first expenditure for the project, and would make other related changes.	09/12/2007-Enrolled. To Governor at 4 p.m.	Watch	
<u>SB 240</u> Florez	San Joaquin Valley Unified Air Pollution Control District. Existing law authorizes air pollution control districts and air quality management districts, except as provided, to levy a fee up to \$2 on motor vehicles, and authorizes the districts	08/30/2007-Set, second hearing. Held in committee and under submission.	Watch	

	to increase this fee up to \$6 if certain conditions are met. This bill would authorize the San Joaquin Valley Unified Air Pollution Control District to increase this fee by up to but not exceeding \$30 for incentive-based programs to achieve surplus emissions reductions, as specified . The bill would require the Bureau of State Audits to audit the assessment of fees and expenditure of funds pursuant to these provisions and require the state board to assess the use of these fees in achieving and maintaining state and federal ambient air standards. This bill contains other related provisions and other existing laws.			
<u>SB 286</u> Lowenthal	Transportation bonds: implementation. Proposition 1B, approved by the voters at the November 2006, general election, enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$2 billion to be allocated by the Controller to cities and counties, by formula, for local street and road purposes, subject to appropriation by the Legislature. This bill would require the first payments of bond funds for local street and road purposes to be allocated by the Controller no later than January 1, 2008. The bill would require the Controller to use the population figures from the Department of Finance as of January 1, 2007, in making allocations to cities. The bill would require an applicant for these funds to submit a list of projects expected to be funded with bond funds to the Department of Finance, as specified, and to report various information to the Department of Finance. The bill would require funds to be encumbered within 3 fiscal years from the date of allocation, and would require unencumbered funds to be returned to the Controller for reallocation. The bill would make other related changes. This bill contains other related provisions.	08/22/2007-Set, first hearing. Hearing canceled at the request of author.	Support	MERCED COG-support RCRC-support
<u>SB 303</u> Ducheny	Local government: land use planning. The Planning and Zoning Law requires a city, county, or city and county to adopt a comprehensive, long-term general plan for the physical development of the city, county, or city and county that addresses a number of elements, including, among other things, a housing and an open-space element. Existing law provides that the general plan may be adopted as a single document or as a group of documents relating to	07/03/2007-Set, first hearing. Held in committee and under submission.	Oppose	CALCOG-oppose RCRC-oppose LEAGUE OF CITIES-oppose

	subjects or geographic segments of the planning area. This bill would require the general plan, and each of its elements to encompass a planning and projection period of at least 20 years, except for the housing element , and would require each element, except for the housing , conservati on, and open-space elements, to be updated at least every 10 years. The bill would require the housing element to be updated as specified, and would require the conservation element and the open-space element to be updated concurrently with the housing element. This bill contains other related provisions and other existing laws.			
<u>SB 375</u> Steinberg	Transportation planning: travel demand models: sustainable communities strategy: environmental review. Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with the regional agencies, to prescribe study areas for analysis and evaluation. This bill would require the commission, by July 1, 2008, to adopt guidelines for travel demand models used in the development of regional transportation plans by certain transportation planning entities. The bill would require the Department of Transportation to assist the commission, on request, in this regard, and would impose other related requirements. This bill contains other related provisions and other existing laws.	09/12/2007-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on APPR.	Oppose Unless Amended	RCRC-oppose LEAGUE OF CITIES-oppose CSAC-oppose
<u>SB 445</u> Torlakson	Road User Task Force. Existing law provides various sources of revenue to fund state highway and local road maintenance, operation, and improvement, including a state-imposed per-gallon fuel tax of 18 cents. This bill would create, until January 1, 2009, the Road User Task Force, with 14 members appointed by the Legislature, Governor, California Transportation Commission, city and county organizations, and other specified entities. The bill would require the task force to hold at least 3 public hearings around the state and to report to the Legislature and Governor by January 1, 2009, on alternatives to the current system of taxing road users through per-gallon fuel taxes. The bill would make	07/02/2007-Set, first hearing. Hearing canceled at the request of author.	Support	CALCOG-support LEAGUE OF CITIES-support CSAC-support

	legislative findings and declarations in that regard.			
SB 650 Migden	Labor representatives: elections. Existing law prohibits employers from engaging in unfair labor practices, including interfering in the election by agricultural employees of labor representatives to engage in collective bargaining for the designated bargaining units. Existing law also provides criminal and civil penalties for any employer or person who engages in unfair labor practices as determined by the Agricultural Labor Relations Board and the courts. This bill would, until January 1, 2013, or a later unspecified date, permit agricultural employees, as an alternative procedure, to select their labor representatives by submitting a petition to the labor board accompanied by representation cards signed by a majority of the bargaining unit. Stating any material fact as true that the employee knows to be false would make the employee subject to a civil penalty. The board would be required to conduct an immediate investigation to determine whether to certify the labor organization as the exclusive bargaining representative for the particular agricultural employees. Within 5 days after receiving a petition, the board would be required to make a nonappealable administrative decision. If the board determined that the representation cards meet specified criteria, then the labor organization would be certified as the exclusive bargaining representative. If the board determined that the representation cards were deficient, it would notify the labor organization of the deficiency and grant the labor organization 30 days to submit additional cards. This bill contains other related provisions and other existing laws.	09/20/2007-Enrolled. To Governor at 10 a.m.	Watch	
SB 716 Perata	Transit operators. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. \$3.6 billion of the moneys in the fund are required to be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account to be made available, upon appropriation by the Legislature, to transportation agencies for transit capital projects pursuant to a specified formula. This bill would specify the requirements for an eligible project sponsor, as defined, to	07/11/2007-Read second time. Amended. Re-referred to Com. on APPR.	Watch	

	receive an allocation of funds appropriated from the account. The bill would require the California Transportation Commission and the Controller to administer these provisions.			
SB 717 Perata	Transportation Investment Fund. Existing law specifies the allocation of funds in the Transportation Investment Fund, derived from a portion of the sales tax on gasoline, to various transportation projects and programs. Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund for allocation for those transportation purposes until the end of the 2007-08 fiscal year. Thereafter, Article XIX B requires these revenues to be allocated to broad categories of transportation purposes, including 20% for programs funded by the Public Transportation Account, 40% for transportation capital improvement projects in the State Transportation Improvement Program, and 40% for apportionment to cities and counties pursuant to certain formulas for road maintenance and construction purposes. This bill would continue the Transportation Investment Fund in existence and would specify the use of revenues deposited in that fund from gasoline sales tax revenues subject to Article XIX B beginning in the 2008-09 fiscal year. Moneys in the fund would be continuously appropriated without regard to fiscal year.	09/20/2007-Enrolled. To Governor at 10 a.m.	Watch	CALCOG-support LEAGUE OF CITIES-support CSAC-support
SB 719 Machado	San Joaquin Valley Unified Air Pollution Control District: district board membership. Existing law establishes the San Joaquin Valley Unified Air Pollution Control District formed by the Counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare, and consisting of the Counties of Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare, and that portion of the County of Kern that is within the San Joaquin Valley Air Basin, as a single integrated agency with all staff under one centralized management structure that is able to implement programs on a basinwide basis. Existing law requires the district to be governed by a district board composed of a total of 11 voting members. Of those members, existing law requires 8 members to be appointed	09/14/2007-Enrolled. To Governor at 4 p.m.	Watch	

	by each of the Counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. The remaining 3 members are appointed by cities within the territory of the district, based on region and population. This bill would increase the membership of the district board to 15 members. In addition to the existing 8 county members, the bill would require the appointment of 5 city council members by the cities within the territory of the district, based on region and population (over 100,000). The bill would require 2 public members to be appointed to the district board by the Governor, with the advice and consent of the Senate – two medical experts. The bill would require each member to be appointed in accordance with certain requirements, and would prohibit a member from designating an alternate for any purpose or otherwise being represented by another person in his or her capacity as a member of the district board. The bill would require all members to be residents of the district. Because of the additional duties this bill would require of the district, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.			
SB 732 Steinberg	Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006. Proposition 84 - The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, an initiative statute approved by the voters at the November 7, 2006, statewide general election makes about \$5.4 billion in bond funds available for safe drinking water, water quality and supply, flood control, natural resource protection, and park improvements. This bill would require the various departments that are to implement the provisions of the initiative, among other things, to develop and adopt guidelines and regulations, consult with other entities, conduct studies, and follow certain procedures for establishing a project, grant, loan or other financial assistance program implementing the initiative. This bill contains other related provisions and other existing laws. Proposes to create a sustainable communities council which would have jurisdiction over the \$90 million in planning funds and also develop guidelines for the other departments to administer the other funds.	09/10/2007-Placed on inactive file on request of Assembly Member Bass.	Watch	

<u>SB 748</u> Corbett	Transportation: state-local partnerships. Proposition 1B, approved by the voters at the November 2006 general election, enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$1 billion for the State-Local Partnership Program, to be allocated by the California Transportation Commission to eligible transportation projects nominated by transportation agencies, subject to appropriation by the Legislature. Existing law requires a dollar-for-dollar match of local funds for projects funded with these bond funds. This bill would state the purposes of the State-Local Partnership Program and would require the California Transportation Commission to adopt guidelines for the program. The bill would define eligible local matching funds under the program for purposes of the required dollar-for-dollar match, and would establish an application procedure for eligible applicants to nominate projects. The bill would limit the amount of bond funding for a single project to \$25,000,000 in a single funding cycle. The bill would describe the categories of projects that may be funded through the program, would establish timelines for expenditure of the funds, and would provide for the reallocation of funding if those timelines are not met. The bill would require the commission to include in its annual report to the Legislature a summary of its activities related to the program, as specified.	08/30/2007-Set, first hearing. Hearing canceled at the request of author.	Watch	RCRC-support LEAGUE OF CITIES- support CSAC-support
<u>SB 803</u> Lowenthal	Transportation enhancement funds: community conservation corps. Existing federal law, as part of the comprehensive surface transportation program, allocates transportation funds to each state for transportation enhancement projects. This bill, with respect to federal funds made available to the state for transportation enhancement projects, would require transportation planning agencies, county transportation commissions or authorities, and congestion management agencies to adopt criteria that give priority in the selection of these projects to the sponsors of eligible projects that partner with, or commit to employ the services of, a community conservation corps, as defined, or the California Conservation Corps, to construct or undertake the project.	09/12/2007-Enrolled. To Governor at 4 p.m.	Watch	

	The bill would provide that a community conservation corps or the California Conservation Corps is eligible to apply for project funds. The bill would authorize these agencies and the Department of Transportation to enter into cooperative agreements, grant agreements, or procurement contracts with community conservation corps pursuant to certain simplified contract requirements. The bill would require the California Transportation Commission, when developing guidelines for the state transportation improvement program and the state highway operations and protection program, to include guidance to encourage the allocation of funds for transportation enhancement projects to community conservation corps and the California Conservation Corps, either as applicants or as partners with applicants that commit to employ the services of corps members in the construction of those projects. The bill would make related legislative findings and declarations.			
SB 947 Hollingsworth	California Environmental Quality Act: consultation: transportation facilities. The California Environmental Quality Act (CEQA) requires a lead agency to prepare an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, unless the project is exempt from the act. This bill would additionally require notice of at least one scoping meeting to be provided to transportation planning agencies or public agencies required to be consulted concerning such a project, and would require the project's effect on overpasses, on-ramps, and off-ramps to be included in that consultation. By imposing new duties on local governments with respect to notifying additional entities of a scoping meeting and consulting on other effects of the project, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	05/24/2007-To Coms. on NAT. RES. and TRANS.	Watch	CALCOG-support
SB 974 Lowenthal	Ports: congestion relief: air pollution mitigation: regulatory fee. Existing law regulates the operation of ports and harbors. This bill would require the Ports of Los Angeles, Long Beach, and Oakland to collect a user fee on the owner of container cargo moving through the Port of Los Angeles, the Port of Long Beach, or the Port of Oakland at a rate of \$30 per twenty-foot equivalent unit (TEU). This bill contains other	09/10/2007-Placed on inactive file on request of Assembly Member Bass.	Support w/Amendments	

SB 86, State Budget Trailer Bill, Chaptered August 24, 2007

***Sections 27 and 28 Pertaining to the Infill Incentive Grant
Program under Proposition 1C***

Infill Incentive Grant Program - \$240 million

SEC. 27. Section 53545.12 is added to the Health and Safety Code, to read:

53545.12. For the purposes of the grant program established in Section 53545.13, the following definitions apply:

(a) "Capital improvement project" means the construction, rehabilitation, demolition, relocation, preservation, acquisition, or other physical improvement of a capital asset, as defined in subdivision (a) of Section 16727 of the Government Code, that is an integral part of, or necessary to facilitate the development of, a qualified infill project or qualified infill area. Capital improvement projects that may be funded under the grant program established by this act include, but are not limited to, those related to all of the following:

- (1) The creation, development, or rehabilitation of parks or open space.
- (2) Water, sewer, or other utility service improvements.
- (3) Streets and roads, parking structures, or transit linkages and facilities, including, but not limited to, related access plazas or pathways, or bus and transit shelters.
- (4) Facilities that support pedestrian or bicycle transit.
- (5) Traffic mitigation.
- (6) Qualifying infill project or qualifying infill area site preparation or demolition.
- (7) Sidewalk or streetscape improvements, including, but not limited to, the reconstruction or resurfacing of sidewalks and streets or the installation of lighting, signage, or other related amenities.

(b) "Department" means the Department of Housing and Community Development.

(c) "Eligible applicant" means either, or a combination, of the following:

- (1) A nonprofit or for-profit developer of a qualifying infill project.
- (2) A city, county, city and county, public housing authority, or redevelopment agency that has jurisdiction over a qualifying infill area.

(d) "Qualifying infill area" means a contiguous area located within an urbanized area (1) that has been previously developed, or where at least 75 percent of the perimeter of the area adjoins parcels that are developed with urban uses, and (2) in which at least one development application has been approved or is pending approval for a residential or mixed-use residential project that meets the definition and criteria in this section for a qualified infill project.

(e) (1) "Qualifying infill project" means a residential or mixed-use residential project located within an urbanized area on a site that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins parcels that are developed with urban uses.

(2) A property is adjoining the side of a project site if the property is separated from the project site only by an improved public right-of-way.

(f) "Urbanized area" means an incorporated city or an urbanized area or urban cluster as defined by the United States Census Bureau. For unincorporated areas outside of an urban area or urban cluster, the area must be within a designated urban service area that is designated in the local general plan for urban development and is served by the public sewer and water.

(g) "Urban uses" mean any residential, commercial, industrial, public institutional, transit or transportation passenger facility,

or retail use, or any combination of those uses.

SEC. 28. Section 53545.13 is added to the Health and Safety Code, to read:

53545.13. (a) The Infill Incentive Grant Program of 2007 is hereby established to be administered by the department.

(b) Upon appropriation of funds by the Legislature for the purpose of implementing paragraph (1) of subdivision (b) of Section 53545, the department shall establish and administer a competitive grant program to allocate those funds to selected capital improvement projects that are an integral part of, or necessary to facilitate the development of, a qualifying infill project or a qualifying infill area.

(c) A qualifying infill project or qualifying infill area for which a capital improvement project grant may be awarded shall meet all of the following conditions:

(1) Be located in a city, county, or city and county, in which the general plan of the city, county, or city and county, has an adopted housing element that has been found by the department, pursuant to Section 65585 of the Government Code, to be in compliance with the requirements of Article 10.6 (commencing with Section 65580) of Chapter 3 of Division 1 of Title 7 of the Government Code.

(2) Include not less than 15 percent of affordable units, as follows:

(A) For projects that contain both rental and ownership units, units of either or both product types may be included in the calculation of the affordability criteria.

(B) (i) To the extent included in a project grant application, for the purpose of calculating the percentage of affordable units, the department may consider the entire master development in which the development seeking grant funding is included.

(ii) Where applicable, an applicant may include a replacement housing plan to ensure that dwelling units housing persons and families of low or moderate income are not removed from the low and moderate income housing market. Residential units to be replaced may not be counted toward meeting the affordability threshold required for eligibility for funding under this section.

(C) For the purposes of this subdivision, "affordable unit" means a unit that is made available at an affordable rent, as defined in Section 50053, to a household earning no more than 60 percent of the area median income or at an affordable housing cost, as defined in Section 50052.5, to a household earning no more than 120 percent of the area median income. Rental units shall be subject to a recorded covenant that ensures affordability for at least 55 years. Ownership units shall initially be sold to and occupied by a qualified household, and subject to a recorded covenant that includes either a resale restriction for at least 30 years or equity sharing upon resale.

(D) Notwithstanding subparagraph (C), a qualifying infill project or qualifying infill area for which a disposition and development agreement or other project- or area-specific agreement between the developer and the local agency having jurisdiction over the project has been executed on or before the effective date of the act adding this section, shall be deemed to meet the affordability requirement of this paragraph if the agreement includes affordability covenants that subject the project or area to the production of affordable units for very low, low-, or moderate-income households.

(3) Include average residential densities on the parcels to be developed that are equal to or greater than the densities described in subparagraph (B) of paragraph (3) of subdivision (c) of Section 65583.2 of the Government Code, except that a project located in a

rural area as defined in Section 50199.21 shall include average residential densities on the parcels to be developed of at least 10 units per acre.

(4) Be located in an area designated for mixed-use or residential development pursuant to one of the following adopted plans:

(A) A general plan adopted pursuant to Section 65300 of the Government Code.

(B) A project area redevelopment plan approved pursuant to Section 33330.

(C) A regional blueprint plan as defined in the California Regional Blueprint Planning Program administered by the Business, Transportation and Housing Agency, or a regional plan as defined in Section 65060.7 of the Government Code.

(5) For qualifying infill projects or qualifying infill areas located in a redevelopment project area, meet the requirements contained in subdivision (a) of Section 33413.

(d) In its review and ranking of applications for the award of capital improvement project grants, the department shall rank the affected qualifying infill projects and qualifying infill areas based on the following priorities:

(1) Project readiness, which shall include all of the following:

(A) A demonstration that the project or area development can complete environmental review and secure necessary entitlements from the local jurisdiction within a reasonable period of time following the submittal of a grant application.

(B) A demonstration that the eligible applicant can secure sufficient funding commitments derived from sources other than this part for the timely development of a qualifying infill project or development of a qualifying infill area.

(C) A demonstration that the project or area development has sufficient local support to achieve the proposed improvement.

(2) The depth and duration of the affordability of the housing proposed for a qualifying infill project or qualifying infill area.

(3) The extent to which the average residential densities on the parcels to be developed exceed the density standards contained in paragraph (3) of subdivision (c).

(4) The qualifying infill project's or qualifying infill area's inclusion of, or proximity or accessibility to, a transit station or major transit stop.

(5) The proximity of housing to parks, employment or retail centers, schools, or social services.

(6) The qualifying infill project or qualifying infill area location's consistency with an adopted regional blueprint plan or other adopted regional growth plan intended to foster efficient land use.

(e) In allocating funds pursuant to this section, the department, to the maximum extent feasible, shall ensure a reasonable geographic distribution of funds.

(f) Funds awarded pursuant to this section shall supplement, not supplant, other available funding.

(g) (1) The department shall adopt guidelines for the operation of the grant program, including guidelines to ensure the tax exempt status of the bonds issued pursuant to this part, and may administer the program under those guidelines.

(2) The guidelines shall include provisions for the reversion of grant awards that are not encumbered within four years of the fiscal year in which an award was made, and for the recapture of grants awarded, but for which development of the related housing units has not progressed in a reasonable period of time from the date of the grant award, as determined by the department.

(3) The guidelines shall not be subject to the requirements of Chapter 3.5 (commencing with Section 11340) of Division 3 of Title 2 of the Government Code.

(h) For each fiscal year within the duration of the grant program, the department shall include within the report to the Legislature, required by Section 50408, information on its activities relating to the grant program. The report shall include, but is not limited to, the following information:

(1) A summary of the projects that received grants under the program for each fiscal year that grants were awarded.

(2) The description, location, and estimated date of completion for each project that received a grant award under the program.

(3) An update on the status of each project that received a grant award under the program, and the number of housing units created or facilitated by the program.



GOVERNOR'S OFFICE OF EMERGENCY SERVICES
PREPAREDNESS AND TRAINING DIVISION
HAZARD MITIGATION BRANCH
3650 SCHRIEVER AVENUE
MATHER, CALIFORNIA 95655
PHONE (916) 845-8150 FAX: 845-8386



September 17, 2007

RECEIVED

SEP 21 2007

BY: PHINOCOG

TO: Cities, Counties and Special Districts

SUBJECT: Fiscal Year 2008 Pre-Disaster Mitigation (PDM) Grant Program

The Governor's Office of Emergency Services (OES) is anticipating the Federal Emergency Management Agency's (FEMA) announcement of the fiscal year 2008 Pre-Disaster Mitigation (PD) grant program. Federal funds will be made available, nation-wide, to fund cost-effective mitigation projects and the development of local multi-hazard mitigation plans. State and local governments, special districts, public colleges and universities, and federally recognized American Indian tribes are eligible to apply.

The 2008 PDM Guidance will be available at <http://www.fema.gov>. This document provides guidance on applicant and activity eligibility as well as other grant requirements including, performance period, funding limits, cost effectiveness, environmental review, and documentation minimums. OES's applicant ranking factors are on the reverse side.

All subgrant applicants will be required to submit a Notice of Interest (NOI). The NOI is available on the OES Web Site at www.oes.ca.gov and must be submitted electronically. The NOI will be made available on October 1, 2007, and must be received by OES no later than 5:00 pm on October 19, 2007. No late NOIs will be accepted, and an approved NOI is required for each subgrant application submitted. OES will review the NOIs and provide an eligibility determination via e-mail.

Subgrant applications must be completed using FEMA's electronic grant (eGrant) management system. Subgrant applicants can access the FEMA eGrant system at <https://portal.fema.gov>. Subgrant applicants receiving notification that their NOI has been approved will be invited to attend grant workshops. Workshops will be scheduled during the months of November and December.

If you have any questions, contact the Hazard Mitigation Branch at (916) 845-8150.

Sincerely,

REBECCA J. WAGONER
State Hazard Mitigation Officer

2008 PRE-DISASTER MITIGATION STATE APPLICATION RANKING FACTORS

The factors listed below will be used to rank applications as required by the 2008 Pre-Disaster Mitigation (PDM) Grant Program Guidance document.

1. Project Activities:

- a. The Benefit/Cost Ratio of the Project: The subgrant applicant must submit a Benefit/Cost Analysis (BCA) with their project application. The BCA must be prepared in accordance with the FEMA Mitigation BCA Toolkit Version 3.0. OES will review the BCA and supporting documentation.
- b. The Time Needed to Implement the Project: Projects that can be completed in the least amount of time will receive the highest ranking. Factors will include the project schedule, the complexity of the environmental review and the stage of project planning.
- c. The Capability of the Applicant to Complete the Project as Requested: Applicants that have the *best* history of completing mitigation projects on time and within budget will be given additional consideration.
- d. Number of Community Mitigating Factors: These include participation in the Community Rating System, Firewise Community, Cooperating Technical Partners, International Code Adoptions, Building Code Effectiveness Grading Schedules (BCEGS), and National Fire Protection Association 5000 Code.
- e. Projects that Protect Schools or Critical Facilities Will Be Ranked Higher: Critical facilities are defined as: "Hazardous Materials Facilities, Emergency Operation Centers, Power Facilities, Water Facilities, Sewer and Wastewater Treatment Facilities, Communications Facilities, Emergency Medical Care Facilities, Fire Protection and Emergency Facilities."

2. Planning Activities:

- a. Population at Risk: Plans addressing the largest population will rank higher.
- b. Number of Community Mitigating Factors: These include participation in the Community Rating System, Firewise Community, Cooperating Technical Partners, International Code Adoptions, Building Code Effectiveness Grading Schedules (BCEGS), and National Fire Protection Association 5000 Code.
- c. Multiple Jurisdictions: Plans that include the most jurisdictions will rank higher.
- d. Applications for New Local Hazard Mitigation Plans: These will rank higher than updates to existing plans.

Summary of Actions Recommended by the Attorney General		RTP Update	Fresno COG Policy Action	Budgetary Issue
Adopt Climate Action Plan		X	X	X
This plan could include a greenhouse gas ("GHG") inventory, reduction target and measures that FCOG will pursue through both its transportation planning activities and the Blueprint project to reduce VMT and energy use (as well as criteria pollutants that contribute to ozone formation).				
Green Construction Policy Included in RTP		X		
Adopt a policy that projects should employ feasible measures to reduce GHG emissions from construction. This could include the following: - beginning in 2009, all off-road construction vehicles should be alternative fuel vehicles, or diesel-powered vehicles with Tier 3 or better engines or equivalent retrofits; - use the minimum feasible amount of GHG emitting construction materials (cement, asphalt, etc.); - use cement blended with the maximum feasible amount of flyash or other materials that reduce GHG emissions from cement production and use; - use asphalt with light colored additives and chemical additives that increase reflectivity and therefore reduce contribution to the heat island effect; - require recycling of construction debris to maximum extent feasible; - use LED technology for all new or replaced traffic lights, rail signals, and other features compatible with LED technology; - incorporate planting of shade trees into construction projects where feasible.		X		
Adopt A Policy to Allocate the Maximum Amount of Funds That Are Available for Projects/Activities that Reduce VMT and Energy Use in Future RTPs or RTP Amendments This would involve both an effort to identify existing Tier 2 projects and identify and solicit from local entities new projects that would reduce vehicle miles traveled and/or energy use and to make an effort in the next RTP, wherever there is flexibility regarding use of funds, to allocate the maximum amount of funding to this type of projects. (The Phase 2 PTJS should help identify new projects).			X	X
Education/Outreach Activities Regarding Greenhouse Gas Emissions				
a) Include page on the FCOG website focused on climate change and actions people can take to reduce their carbon footprint, including sources of information about carpools and vanpools (i.e., ValleyRides.com and eRideShare.com). b) Include climate change and GHG reduction as topics addressed in the next FCOG Transportation Forum.			X	X
2008 "One Voice" Call for Projects			X	X
Identify and select projects for the "One Voice" lobbying trip to Washington, D.C. to further goal of reducing GHG emissions (as well as criteria air pollutants) from vehicles.				
Add Projects to RTP to Convert All Traffic Signals and RR Crossings to LED Lighting		X		

San Joaquin Valley Regional Planning Agencies' Directors' Committee

c/o San Joaquin COG • 555 E. Weber Ave. • Stockton, California 95202 • 209-468-3913 • FAX 209-468-1084

September 26, 2007

Mary D. Nichols, Chairman
Air Resources Board
1001 I Street
P.O. Box 2815
Sacramento, CA 95812

Dear Ms. Nichols:

The Executive Directors of the eight San Joaquin Valley (SJV) Metropolitan Planning Organizations (MPOs) are providing additional clarification regarding the need for updated eight-hour ozone and particulate matter (PM-10) budgets. Recent comments made by the Environmental Protection Agency (EPA), California Air Resources Board (ARB) staff, and other interested parties, including testimony at a San Joaquin Valley Air District public hearing in September 2007, indicate some confusion over the timeline and impact of these budgets on transportation projects.

The San Joaquin Valley MPOs worked closely with the Air District to ensure that transportation data and associated conformity budgets contained within the eight-hour ozone attainment demonstration plan and PM-10 maintenance plan were accurate. ARB staff has assured us that EPA will make adequacy findings on these updated vehicle budgets in January 2008. Without adequate budgets, the San Joaquin Valley MPOs will not be able to add new transportation projects or make changes to existing projects. EPA generally needs 90 days to issue adequacy findings, but may need longer depending on comments received.

It is currently anticipated that all eight MPOs will begin development of the 2009 Federal Transportation Improvement Program (FTIP) in January 2008. The FTIP is the four-year program of transportation projects that is part of the long-range transportation plan and included in the overall state FSTIP. Adoption of the FTIPs by the MPOs is scheduled to occur in May 2008 with draft documents available by March 2008. Local adoption of the FTIPs will not be possible without EPA adequacy findings for BOTH ozone and PM-10 budgets. Last minute changes, delays, or attempts to make "technical corrections" to the air quality plans create serious risks that could impact the approval of the FTIP documents; this has significant consequences for projects funded by hundreds of millions of transportation dollars in the San Joaquin Valley.

We support the air quality plans submitted by the Air District, and request that the State continue to move forward with submittal to EPA as soon as possible. Thank you.

Sincerely,



ANDY CHESLEY, Chairman
Executive Director's Committee

cc: Linda S. Adams, California Environmental Protection Agency
Cindy Tuck, California Environmental Protection Agency
Judy Case, ARB Board Member
Dorene D'Adamo, ARB Board Member
Lynn Terry, California Air Resources Board
Seyed Sadredin, San Joaquin Valley Air Pollution Control District

**Kern Council of
Governments**

Ronald Brummett

**Merced County
Association of
Governments**

Jesse Brown

**Kings County
Association of
Governments**

Terry King

**Stanislaus Council
Of Governments**

Vince Harris

**Council of
Fresno County
Governments**

Barbara Goodwin

**Madera County
Transportation
Commission**

Patricia Taylor

**San Joaquin
Council of
Governments**

Andrew Chesley
Chair

**Tulare County
Association of
Governments**

George Finney

Ted Smalley

Vice Chair

Proposition 1B: Allocation of \$1B Transportation Funds to Counties

ID	COUNTY	NO. OF REGISTERED VEHICLES (1/06)	NO. OF MAINTAINED MILEAGE (1/06)	PROJECTED REVENUE
1	Alameda	1,148,565	476.23	\$ 31,250,390
2	Alpine	2,142	134.96	\$ 564,178
3	Amador	51,565	410.84	\$ 2,872,584
4	Butte	213,457	1,355.93	\$ 10,590,297
5	Calaveras	68,056	689.03	\$ 4,345,203
6	Colusa	26,148	716.75	\$ 3,375,133
7	Contra Costa	860,855	661.16	\$ 24,570,278
8	Del Norte	26,392	300.29	\$ 1,809,903
9	El Dorado	210,235	1,069.06	\$ 9,425,206
10	Fresno	661,952	3,599.51	\$ 30,557,311
11	Glenn	33,361	863.19	\$ 4,112,667
12	Humboldt	138,185	1,205.10	\$ 8,090,916
13	Imperial	136,742	2,555.13	\$ 13,148,128
14	Inyo	26,480	1,133.10	\$ 4,954,703
15	Kern	610,970	3,299.78	\$ 28,118,940
16	Kings	96,339	955.83	\$ 6,077,219
17	Lake	81,237	612.95	\$ 4,396,130
18	Lassen	36,428	905.25	\$ 4,350,041
19	Los Angeles	7,124,506	3,103.55	\$ 194,409,196
20	Madera	118,554	1,548.50	\$ 8,883,287
21	Marin	226,069	419.91	\$ 7,381,728
22	Mariposa	26,698	560.41	\$ 2,799,287
23	Mendocino	105,324	1,018.95	\$ 6,545,804
24	Merced	192,141	1,726.96	\$ 11,443,741
25	Modoc	13,164	987.40	\$ 4,063,436
26	Mono	16,909	684.42	\$ 3,016,208
27	Monterey	329,233	1,239.26	\$ 13,118,965
28	Napa	129,323	445.73	\$ 4,998,243
29	Nevada	123,614	564.53	\$ 5,300,129
30	Orange	2,359,332	306.98	\$ 61,660,204
31	Placer	339,201	1,044.20	\$ 12,638,551
32	Plumas	34,068	687.96	\$ 3,469,587
33	Riverside	1,532,067	2,686.14	\$ 49,423,684
34	Sacramento	1,175,643	2,188.47	\$ 38,405,768
35	San Benito	53,060	384.84	\$ 2,812,823
36	San Bernardino	1,554,213	2,822.13	\$ 50,504,751
37	San Diego	2,456,726	1,907.10	\$ 70,195,665
38	San Francisco	446,319	850.90	\$ 14,656,034
39	San Joaquin	541,429	1,653.70	\$ 20,124,298
40	San Luis Obispo	268,119	1,313.14	\$ 11,830,566

Proposition 1B: Allocation of \$1B Transportation Funds to Counties

ID	COUNTY	NO. OF REGISTERED VEHICLES (1/06)	NO. OF MAINTAINED MILEAGE (1/06)	PROJECTED REVENUE
41	San Mateo	673,858	316.08	\$ 18,472,879
42	Santa Barbara	351,810	895.33	\$ 12,400,139
43	Santa Clara	1,382,980	684.63	\$ 38,048,019
44	Santa Cruz	229,301	599.64	\$ 8,142,795
45	Shasta	208,135	1,191.19	\$ 9,832,187
46	Sierra	5,460	390.25	\$ 1,612,593
47	Siskiyou	63,100	1,360.85	\$ 6,753,161
48	Solano	356,003	595.41	\$ 11,375,937
49	Sonoma	455,825	1,386.88	\$ 16,922,286
50	Stanislaus	429,197	1,545.37	\$ 16,837,495
51	Sutter	86,851	790.08	\$ 5,208,483
52	Tehama	64,549	1,089.38	\$ 5,765,955
53	Trinity	19,563	699.16	\$ 3,139,888
54	Tulare	317,801	3,057.28	\$ 19,685,964
55	Tuolumne	73,841	604.09	\$ 4,173,035
56	Ventura	705,761	544.81	\$ 20,154,079
57	Yolo	166,557	804.15	\$ 7,305,523
58	Yuba	61,615	609.09	\$ 3,878,375
	TOTAL	29,247,028	66,252.94	\$ 1,000,000,000

Proposition 1B Local Street and Road Improvement Funds

		Total Prop1B allocation		Allocation of	
		City Allocation=>	\$ 1,000,000,000	>	\$ 550,000,000
Population	Minimum Alloc=>		\$ 400,000	>	\$ 400,000
1-1-07	Per Capita=>		\$ 31.30	=>	\$ 16.13
					Remaining \$
ALAMEDA COUNTY					
ALAMEDA	75,254	\$	2,355,578	\$	1,213,552
ALBANY	16,764	\$	524,742	\$	400,000
BERKELEY	106,347	\$	3,328,841	\$	1,714,960
DUBLIN	43,630	\$	1,365,693	\$	703,581
EMERYVILLE	9,163	\$	400,000	\$	400,000
FREMONT	211,662	\$	6,625,379	\$	3,413,279
HAYWARD	147,845	\$	4,627,799	\$	2,384,160
LIVERMORE	82,845	\$	2,593,189	\$	1,335,965
NEWARK	43,693	\$	1,367,665	\$	704,597
OAKLAND	415,492	\$	13,005,603	\$	6,700,258
PIEDMONT	11,055	\$	400,000	\$	400,000
PLEASANTON	68,755	\$	2,152,148	\$	1,108,749
SAN LEANDRO	81,466	\$	2,550,024	\$	1,313,727
UNION CITY	72,297	\$	2,263,019	\$	1,165,867
ALPINE COUNTY (no cities)					
AMADOR COUNTY					
AMADOR	214	\$	400,000	\$	400,000
IONE	7,842	\$	400,000	\$	400,000
JACKSON	4,317	\$	400,000	\$	400,000
PLYMOUTH	1,050	\$	400,000	\$	400,000
SUTTER CREEK	2,945	\$	400,000	\$	400,000
BUTTE COUNTY					
BIGGS	1,769	\$	400,000	\$	400,000
CHICO	84,396	\$	2,641,738	\$	1,360,977
GRIDLEY	6,167	\$	400,000	\$	400,000
OROVILLE	14,443	\$	452,090	\$	400,000
PARADISE	26,299	\$	823,203	\$	424,100
CALAVERAS COUNTY					
ANGELS	3,589	\$	400,000	\$	400,000
COLUSA COUNTY					
COLUSA	5,773	\$	400,000	\$	400,000
WILLIAMS	5,255	\$	400,000	\$	400,000
CONTRA COSTA COUNTY					
ANTIOCH	100,150	\$	3,134,865	\$	1,615,027
BRENTWOOD	48,907	\$	1,530,872	\$	788,678
CLAYTON	10,781	\$	400,000	\$	400,000
CONCORD	123,519	\$	3,866,354	\$	1,991,877
DANVILLE	42,601	\$	1,333,483	\$	686,987
EL CERRITO	23,194	\$	726,011	\$	400,000
HERCULES	23,975	\$	750,458	\$	400,000
LAFAYETTE	23,953	\$	749,769	\$	400,000
MARTINEZ	36,179	\$	1,132,464	\$	583,425
MORAGA	16,165	\$	505,992	\$	400,000

Proposition 1B Local Street and Road Improvement Funds

Total Prop1B allocation			Allocation of				
Population	City Allocation=>	\$ 1,000,000,000	\$ 550,000,000				
	Minimum Alloc=>	\$ 400,000	\$ 400,000				
	1-1-07	Per Capita=>	\$ 31.30	\$ 16.13	Remaining \$		
OAKLEY	31,906	\$	998,712	\$	514,519	\$	484,193
ORINDA	17,517	\$	548,312	\$	400,000	\$	148,312
PINOLE	19,234	\$	602,057	\$	400,000	\$	202,057
PITTSBURG	63,004	\$	1,972,132	\$	1,016,008	\$	956,124
PLEASANT HILL	33,117	\$	1,036,618	\$	534,047	\$	502,571
RICHMOND	103,828	\$	3,249,992	\$	1,674,339	\$	1,575,654
SAN PABLO	30,965	\$	969,257	\$	499,344	\$	469,913
SAN RAMON	58,035	\$	1,816,594	\$	935,877	\$	880,717
WALNUT CREEK	65,384	\$	2,046,630	\$	1,054,388	\$	992,242
DEL NORTE COUNTY							
CRESCENT CITY	7,762	\$	400,000	\$	400,000	\$	-
EL DORADO COUNTY							
PLACERVILLE	10,237	\$	400,000	\$	400,000	\$	-
SOUTH LAKE TAHOE	23,704	\$	741,975	\$	400,000	\$	341,975
FRESNO COUNTY							
CLOVIS	92,269	\$	2,888,176	\$	1,487,937	\$	1,400,239
COALINGA	18,061	\$	565,340	\$	400,000	\$	165,340
FIREBAUGH	6,692	\$	400,000	\$	400,000	\$	-
FOWLER	5,293	\$	400,000	\$	400,000	\$	-
FRESNO	481,035	\$	15,057,210	\$	7,757,209	\$	7,300,001
HURON	7,493	\$	400,000	\$	400,000	\$	-
KERMAN	13,591	\$	425,421	\$	400,000	\$	25,421
KINGSBURG	11,234	\$	400,000	\$	400,000	\$	-
MENDOTA	9,426	\$	400,000	\$	400,000	\$	-
ORANGE COVE	10,544	\$	400,000	\$	400,000	\$	-
PARLIER	13,080	\$	409,426	\$	400,000	\$	9,426
REEDLEY	24,909	\$	779,694	\$	401,685	\$	378,009
SANGER	23,289	\$	728,985	\$	400,000	\$	328,985
SAN JOAQUIN	3,870	\$	400,000	\$	400,000	\$	-
SELMA	23,194	\$	726,011	\$	400,000	\$	326,011
GLENN COUNTY							
ORLAND	7,189	\$	400,000	\$	400,000	\$	-
WILLOWS	6,469	\$	400,000	\$	400,000	\$	-
HUMBOLDT COUNTY							
ARCATA	17,244	\$	539,766	\$	400,000	\$	139,766
BLUE LAKE	1,152	\$	400,000	\$	400,000	\$	-
EUREKA	27,208	\$	851,656	\$	438,758	\$	412,898
FERNDALE	1,411	\$	400,000	\$	400,000	\$	-
FORTUNA	11,207	\$	400,000	\$	400,000	\$	-
RIO DELL	3,240	\$	400,000	\$	400,000	\$	-
TRINIDAD	311	\$	400,000	\$	400,000	\$	-

Proposition 1B Local Street and Road Improvement Funds

		Total Prop1B allocation		Allocation of	
		City Allocation=>	\$ 1,000,000,000	\$ 550,000,000	
Population	Minimum Alloc=>		\$ 400,000	\$ 400,000	
1-1-07	Per Capita=>		\$ 31.30	\$ 16.13	Remaining \$
IMPERIAL COUNTY					
BRAWLEY	25,694		\$ 804,266	\$ 414,344	\$ 389,922
CALEXICO	37,552		\$ 1,175,441	\$ 605,567	\$ 569,875
CALIPATRIA	7,773		\$ 400,000	\$ 400,000	\$ -
EL CENTRO	42,071		\$ 1,316,894	\$ 678,440	\$ 638,453
HOLTVILLE	6,299		\$ 400,000	\$ 400,000	\$ -
IMPERIAL	11,852		\$ 400,000	\$ 400,000	\$ -
WESTMORLAND	2,372		\$ 400,000	\$ 400,000	\$ -
INYO COUNTY					
BISHOP	3,585		\$ 400,000	\$ 400,000	\$ -
KERN COUNTY					
ARVIN	16,138		\$ 505,147	\$ 400,000	\$ 105,147
BAKERSFIELD	323,213		\$ 10,117,114	\$ 5,212,159	\$ 4,904,955
CALIFORNIA CITY	13,123		\$ 410,772	\$ 400,000	\$ 10,772
DELANO	53,037		\$ 1,660,148	\$ 855,279	\$ 804,869
MARICOPA	1,135		\$ 400,000	\$ 400,000	\$ -
MCFARLAND	12,686		\$ 400,000	\$ 400,000	\$ -
RIDGECREST	27,944		\$ 874,695	\$ 450,627	\$ 424,067
SHAFTER	14,982		\$ 468,962	\$ 400,000	\$ 68,962
TAFT	9,161		\$ 400,000	\$ 400,000	\$ -
TEHACHAPI	13,063		\$ 408,894	\$ 400,000	\$ 8,894
WASCO	24,156		\$ 756,124	\$ 400,000	\$ 356,124
KINGS COUNTY					
AVENAL	16,737		\$ 523,896	\$ 400,000	\$ 123,896
CORCORAN	25,417		\$ 795,595	\$ 409,877	\$ 385,719
HANFORD	50,370		\$ 1,576,666	\$ 812,271	\$ 764,396
LEMOORE	24,098		\$ 754,308	\$ 400,000	\$ 354,308
LAKE COUNTY					
CLEARLAKE	14,150		\$ 442,919	\$ 400,000	\$ 42,919
LAKEPORT	5,099		\$ 400,000	\$ 400,000	\$ -
LASSEN COUNTY					
SUSANVILLE	18,138		\$ 567,750	\$ 400,000	\$ 167,750
LOS ANGELES COUNTY					
AGOURA HILLS	23,340		\$ 730,582	\$ 400,000	\$ 330,582
ALHAMBRA	89,488		\$ 2,801,126	\$ 1,443,091	\$ 1,358,035
ARCADIA	56,556		\$ 1,770,299	\$ 912,027	\$ 858,272
ARTESIA	17,589		\$ 550,565	\$ 400,000	\$ 150,565
AVALON	3,521		\$ 400,000	\$ 400,000	\$ -
AZUSA	48,640		\$ 1,522,514	\$ 784,373	\$ 738,142
BALDWIN PARK	81,146		\$ 2,540,007	\$ 1,308,567	\$ 1,231,440
BELL	38,982		\$ 1,220,203	\$ 628,627	\$ 591,576
BELLFLOWER	77,189		\$ 2,416,146	\$ 1,244,756	\$ 1,171,390
BELL GARDENS	46,760		\$ 1,463,667	\$ 754,056	\$ 709,612
BEVERLY HILLS	36,084		\$ 1,129,490	\$ 581,894	\$ 547,597

Proposition 1B Local Street and Road Improvement Funds

	Population 1-1-07	Total Prop1B allocation		Allocation of	
		City Allocation=> Minimum Alloc=> Per Capita=>	\$ 1,000,000,000	\$ 550,000,000	Remaining \$
			\$ 400,000	\$ 400,000	
			\$ 31.30	\$ 16.13	
			\$ 400,000	\$ 400,000	\$ -
BRADBURY	938		\$ 3,378,110	\$ 1,740,343	\$ 1,637,767
BURBANK	107,921		\$ 740,348	\$ 400,000	\$ 340,348
CALABASAS	23,652		\$ 3,073,138	\$ 1,583,226	\$ 1,489,911
CARSON	98,178		\$ 1,719,809	\$ 886,015	\$ 833,794
CERRITOS	54,943		\$ 1,162,576	\$ 598,939	\$ 563,637
CLAREMONT	37,141		\$ 422,385	\$ 400,000	\$ 22,385
COMMERCE	13,494		\$ 3,112,985	\$ 1,603,755	\$ 1,509,230
COMPTON	99,451		\$ 1,556,320	\$ 801,789	\$ 754,531
COVINA	49,720		\$ 809,775	\$ 417,182	\$ 392,593
CUDAHY	25,870		\$ 1,276,859	\$ 657,815	\$ 619,044
CULVER CITY	40,792		\$ 1,884,581	\$ 970,903	\$ 913,678
DIAMOND BAR	60,207		\$ 3,555,465	\$ 1,831,713	\$ 1,723,752
DOWNEY	113,587		\$ 723,726	\$ 400,000	\$ 323,726
DUARTE	23,121		\$ 3,952,840	\$ 2,036,434	\$ 1,916,407
EL MONTE	126,282		\$ 534,508	\$ 400,000	\$ 134,508
EL SEGUNDO	17,076		\$ 1,939,046	\$ 998,962	\$ 940,084
GARDENA	61,947		\$ 6,484,365	\$ 3,340,631	\$ 3,143,734
GLENDALE	207,157		\$ 1,645,123	\$ 847,538	\$ 797,585
GLENORA	52,557		\$ 498,386	\$ 400,000	\$ 98,386
HAWAIIAN GARDENS	15,922		\$ 2,788,355	\$ 1,436,511	\$ 1,351,844
HAWTHORNE	89,080		\$ 609,569	\$ 400,000	\$ 209,569
HERMOSA BEACH	19,474		\$ 400,000	\$ 400,000	\$ -
HIDDEN HILLS	2,040		\$ 2,031,856	\$ 1,046,776	\$ 985,079
HUNTINGTON PARK	64,912		\$ 400,000	\$ 400,000	\$ -
INDUSTRY	804		\$ 3,731,538	\$ 1,922,422	\$ 1,809,115
INGLEWOOD	119,212		\$ 400,000	\$ 400,000	\$ -
IRVINDALE	1,655		\$ 668,385	\$ 400,000	\$ 268,385
LA CANADA FLINTRIDGE	21,353		\$ 400,000	\$ 400,000	\$ -
LA HABRA HEIGHTS	6,145		\$ 2,618,105	\$ 1,348,802	\$ 1,269,303
LAKEWOOD	83,641		\$ 1,573,442	\$ 810,610	\$ 762,833
LA MIRADA	50,267		\$ 4,501,747	\$ 2,319,221	\$ 2,182,526
LANCASTER	143,818		\$ 1,356,553	\$ 698,872	\$ 657,681
LA PUENTE	43,338		\$ 1,047,010	\$ 539,401	\$ 507,609
LA VERNE	33,449		\$ 1,050,860	\$ 541,385	\$ 509,476
LAWNDALE	33,572		\$ 661,311	\$ 400,000	\$ 261,311
LOMITA	21,127		\$ 15,428,980	\$ 7,948,739	\$ 7,480,242
LONG BEACH	492,912		\$ 125,772,710	\$ 64,795,883	\$ 60,976,826
LOS ANGELES	4,018,080		\$ 2,290,376	\$ 1,179,961	\$ 1,110,415
LYNWOOD	73,171		\$ 430,336	\$ 400,000	\$ 30,336
MALIBU	13,748		\$ 1,144,797	\$ 589,779	\$ 555,018
MANHATTAN BEACH	36,573		\$ 937,705	\$ 483,089	\$ 454,616
MAYWOOD	29,957		\$ 1,230,438	\$ 633,900	\$ 596,538
MONROVIA	39,309		\$ 2,056,083	\$ 1,059,258	\$ 996,825
MONTEBELLO	65,686				

Proposition 1B Local Street and Road Improvement Funds

		Total Prop1B allocation		Allocation of	
Population	1-1-07	City Allocation=>	\$ 1,000,000,000	\$ 550,000,000	Remaining \$
		Minimum Alloc=>	\$ 400,000	\$ 400,000	
		Per Capita=>	\$ 31.30	\$ 16.13	
MONTEREY PARK	64,508		\$ 2,019,210	\$ 1,040,261	\$ 978,948
NORWALK	110,040		\$ 3,444,438	\$ 1,774,514	\$ 1,669,924
PALMDALE	145,468		\$ 4,553,395	\$ 2,345,829	\$ 2,207,566
PALOS VERDES ESTATES	14,085		\$ 440,884	\$ 400,000	\$ 40,884
PARAMOUNT	58,087		\$ 1,818,221	\$ 936,716	\$ 881,506
PASADENA	147,262		\$ 4,609,550	\$ 2,374,759	\$ 2,234,791
PICO RIVERA	67,074		\$ 2,099,530	\$ 1,081,641	\$ 1,017,889
POMONA	162,140		\$ 5,075,257	\$ 2,614,683	\$ 2,460,574
RANCHO PALOS VERDES	43,092		\$ 1,348,853	\$ 694,905	\$ 653,948
REDONDO BEACH	67,495		\$ 2,112,708	\$ 1,088,430	\$ 1,024,278
ROLLING HILLS	1,972		\$ 400,000	\$ 400,000	\$ -
ROLLING HILLS ESTATES	8,099		\$ 400,000	\$ 400,000	\$ -
ROSEMEAD	57,427		\$ 1,797,562	\$ 926,072	\$ 871,490
SAN DIMAS	37,011		\$ 1,158,507	\$ 596,842	\$ 561,665
SAN FERNANDO	25,145		\$ 787,081	\$ 405,490	\$ 381,591
SAN GABRIEL	42,691		\$ 1,336,301	\$ 688,439	\$ 647,862
SAN MARINO	13,507		\$ 422,792	\$ 400,000	\$ 22,792
SANTA CLARITA	177,158		\$ 5,545,345	\$ 2,856,864	\$ 2,688,481
SANTA FE SPRINGS	17,849		\$ 558,704	\$ 400,000	\$ 158,704
SANTA MONICA	91,124		\$ 2,852,336	\$ 1,469,473	\$ 1,382,863
SIERRA MADRE	11,039		\$ 400,000	\$ 400,000	\$ -
SIGNAL HILL	11,229		\$ 400,000	\$ 400,000	\$ -
SOUTH EL MONTE	22,464		\$ 703,161	\$ 400,000	\$ 303,161
SOUTH GATE	102,233		\$ 3,200,066	\$ 1,648,618	\$ 1,551,448
SOUTH PASADENA	25,824		\$ 808,335	\$ 416,440	\$ 391,895
TEMPLE CITY	35,702		\$ 1,117,533	\$ 575,733	\$ 541,800
TORRANCE	148,558		\$ 4,650,117	\$ 2,395,658	\$ 2,254,459
VERNON	95		\$ 400,000	\$ 400,000	\$ -
WALNUT	32,297		\$ 1,010,951	\$ 520,824	\$ 490,127
WEST COVINA	112,953		\$ 3,535,620	\$ 1,821,489	\$ 1,714,131
WEST HOLLYWOOD	37,653		\$ 1,178,603	\$ 607,195	\$ 571,407
WESTLAKE VILLAGE	8,893		\$ 400,000	\$ 400,000	\$ -
WHITTIER	87,190		\$ 2,729,195	\$ 1,406,033	\$ 1,323,162
MADERA COUNTY					
CHOWCHILLA	17,827		\$ 558,015	\$ 400,000	\$ 158,015
MADERA	55,780		\$ 1,746,008	\$ 899,513	\$ 846,496
MARIN COUNTY					
BELVEDERE	2,149		\$ 400,000	\$ 400,000	\$ -
CORTE MADERA	9,465		\$ 400,000	\$ 400,000	\$ -
FAIRFAX	7,375		\$ 400,000	\$ 400,000	\$ -
LARKSPUR	12,121		\$ 400,000	\$ 400,000	\$ -
MILL VALLEY	13,822		\$ 432,652	\$ 400,000	\$ 32,652
NOVATO	52,426		\$ 1,641,023	\$ 845,426	\$ 795,597
ROSS	2,379		\$ 400,000	\$ 400,000	\$ -

Proposition 1B Local Street and Road Improvement Funds

		Total Prop1B allocation		Allocation of	
City Allocation=>	Population	Minimum Alloc=>	\$ 1,000,000,000	\$ 550,000,000	Remaining \$
			\$ 400,000	\$ 400,000	
1-1-07		Per Capita=>	\$ 31.30	\$ 16.13	
SAN ANSELMO	12,518		\$ 400,000	\$ 400,000	\$ -
SAN RAFAEL	58,047		\$ 1,816,969	\$ 936,071	\$ 880,899
SAUSALITO	7,454		\$ 400,000	\$ 400,000	\$ -
TIBURON	8,882		\$ 400,000	\$ 400,000	\$ -
MARIPOSA COUNTY		(no cities)			
MENDOCINO COUNTY					
FORT BRAGG	6,917		\$ 400,000	\$ 400,000	\$ -
POINT ARENA	496		\$ 400,000	\$ 400,000	\$ -
UKIAH	15,876		\$ 496,946	\$ 400,000	\$ 96,946
WILLITS	5,049		\$ 400,000	\$ 400,000	\$ -
MERCED COUNTY					
ATWATER	27,618		\$ 864,490	\$ 445,370	\$ 419,120
DOS PALOS	4,899		\$ 400,000	\$ 400,000	\$ -
GUSTINE	5,152		\$ 400,000	\$ 400,000	\$ -
LIVINGSTON	13,287		\$ 415,906	\$ 400,000	\$ 15,906
LOS BANOS	35,211		\$ 1,102,164	\$ 567,815	\$ 534,349
MERCED	79,715		\$ 2,495,215	\$ 1,285,491	\$ 1,209,724
MODOC COUNTY					
ALTURAS	2,827		\$ 400,000	\$ 400,000	\$ -
MONO COUNTY					
MAMMOTH LAKES	7,560		\$ 400,000	\$ 400,000	\$ -
MONTEREY COUNTY					
CARMEL-BY-THE-SEA	4,053		\$ 400,000	\$ 400,000	\$ -
DEL REY OAKS	1,626		\$ 400,000	\$ 400,000	\$ -
GONZALES	8,737		\$ 400,000	\$ 400,000	\$ -
GREENFIELD	16,629		\$ 520,516	\$ 400,000	\$ 120,516
KING CITY	11,518		\$ 400,000	\$ 400,000	\$ -
MARINA	18,958		\$ 593,418	\$ 400,000	\$ 193,418
MONTEREY	30,121		\$ 942,838	\$ 485,734	\$ 457,105
PACIFIC GROVE	15,444		\$ 483,423	\$ 400,000	\$ 83,423
SALINAS	149,539		\$ 4,680,824	\$ 2,411,478	\$ 2,269,346
SAND CITY	301		\$ 400,000	\$ 400,000	\$ -
SEASIDE	34,641		\$ 1,084,322	\$ 558,624	\$ 525,698
SOLEDAD	28,361		\$ 887,747	\$ 457,352	\$ 430,396
NAPA COUNTY					
AMERICAN CANYON	16,031		\$ 501,797	\$ 400,000	\$ 101,797
CALISTOGA	5,302		\$ 400,000	\$ 400,000	\$ -
NAPA	76,997		\$ 2,410,137	\$ 1,241,660	\$ 1,168,477
ST HELENA	5,993		\$ 400,000	\$ 400,000	\$ -
YOUNTVILLE	3,290		\$ 400,000	\$ 400,000	\$ -
NEVADA COUNTY					
GRASS VALLEY	12,958		\$ 405,607	\$ 400,000	\$ 5,607
NEVADA CITY	3,079		\$ 400,000	\$ 400,000	\$ -
TRUCKEE	16,019		\$ 501,422	\$ 400,000	\$ 101,422

Proposition 1B Local Street and Road Improvement Funds

		Total Prop1B allocation		Allocation of			
Population	City Allocation=>	\$ 1,000,000,000	>	\$ 550,000,000	Remaining \$		
	Minimum Alloc=>	\$ 400,000	>	\$ 400,000			
	1-1-07	Per Capita=>	\$ 31.30	=>		\$ 16.13	
ORANGE COUNTY							
ALISO VIEJO	45,037	\$	1,409,734	\$	726,270	\$	683,464
ANAHEIM	345,556	\$	10,816,488	\$	5,572,464	\$	5,244,024
BREA	39,870	\$	1,247,999	\$	642,947	\$	605,052
BUENA PARK	82,452	\$	2,580,887	\$	1,329,628	\$	1,251,260
COSTA MESA	113,805	\$	3,562,289	\$	1,835,229	\$	1,727,061
CYPRESS	49,284	\$	1,542,673	\$	794,758	\$	747,915
DANA POINT	36,946	\$	1,156,472	\$	595,794	\$	560,678
FOUNTAIN VALLEY	57,741	\$	1,807,391	\$	931,136	\$	876,255
FULLERTON	137,367	\$	4,299,820	\$	2,215,191	\$	2,084,628
GARDEN GROVE	172,781	\$	5,408,338	\$	2,786,280	\$	2,622,058
HUNTINGTON BEACH	202,250	\$	6,330,768	\$	3,261,500	\$	3,069,268
IRVINE	202,079	\$	6,325,415	\$	3,258,742	\$	3,066,673
LAGUNA BEACH	25,131	\$	786,643	\$	405,265	\$	381,378
LAGUNA HILLS	33,391	\$	1,045,195	\$	538,466	\$	506,729
LAGUNA NIGUEL	66,608	\$	2,084,943	\$	1,074,126	\$	1,010,817
LAGUNA WOODS	18,426	\$	576,765	\$	400,000	\$	176,765
LA HABRA	62,483	\$	1,955,824	\$	1,007,606	\$	948,218
LAKE FOREST	78,243	\$	2,449,138	\$	1,261,753	\$	1,187,385
LA PALMA	16,162	\$	505,898	\$	400,000	\$	105,898
LOS ALAMITOS	12,146	\$	400,000	\$	400,000	\$	-
MISSION VIEJO	98,483	\$	3,082,685	\$	1,588,145	\$	1,494,540
NEWPORT BEACH	84,218	\$	2,636,166	\$	1,358,106	\$	1,278,060
ORANGE	138,640	\$	4,339,667	\$	2,235,720	\$	2,103,947
PLACENTIA	51,597	\$	1,615,073	\$	832,057	\$	783,016
RANCHO SANTA MARGARIT	49,718	\$	1,556,258	\$	801,756	\$	754,501
SAN CLEMENTE	67,373	\$	2,108,889	\$	1,086,462	\$	1,022,427
SAN JUAN CAPISTRANO	36,452	\$	1,141,009	\$	587,828	\$	553,181
SANTA ANA	353,428	\$	11,062,895	\$	5,699,409	\$	5,363,486
SEAL BEACH	25,962	\$	812,655	\$	418,665	\$	393,989
STANTON	38,981	\$	1,220,171	\$	628,611	\$	591,561
TUSTIN	70,350	\$	2,202,074	\$	1,134,470	\$	1,067,604
VILLA PARK	6,251	\$	400,000	\$	400,000	\$	-
WESTMINSTER	92,870	\$	2,906,988	\$	1,497,629	\$	1,409,359
YORBA LINDA	67,904	\$	2,125,510	\$	1,095,025	\$	1,030,485
PLACER COUNTY							
AUBURN	13,112	\$	410,428	\$	400,000	\$	10,428
COLFAX	1,838	\$	400,000	\$	400,000	\$	-
LINCOLN	37,410	\$	1,170,996	\$	603,277	\$	567,720
LOOMIS	6,529	\$	400,000	\$	400,000	\$	-
ROCKLIN	51,951	\$	1,626,154	\$	837,766	\$	788,388
ROSEVILLE	106,266	\$	3,326,306	\$	1,713,654	\$	1,612,652
PLUMAS COUNTY							
PORTOLA	2,103	\$	400,000	\$	400,000	\$	-

Proposition 1B Local Street and Road Improvement Funds

Total Prop1B allocation			Allocation of		
Population	City Allocation=>	\$ 1,000,000,000	>	\$ 550,000,000	
	Minimum Alloc=>	\$ 400,000	>	\$ 400,000	
	1-1-07	Per Capita=>	\$ 31.30	=> \$ 16.13	Remaining \$
RIVERSIDE COUNTY					
BANNING	28,272	\$ 884,961	\$ 455,917	\$ 429,045	
BEAUMONT	28,250	\$ 884,273	\$ 455,562	\$ 428,711	
BLYTHE	22,625	\$ 708,201	\$ 400,000	\$ 308,201	
CALIMESA	7,414	\$ 400,000	\$ 400,000	\$ -	
CANYON LAKE	10,969	\$ 400,000	\$ 400,000	\$ -	
CATHEDRAL CITY	52,115	\$ 1,631,288	\$ 840,411	\$ 790,877	
COACHELLA	38,486	\$ 1,204,677	\$ 620,628	\$ 584,049	
CORONA	146,164	\$ 4,575,181	\$ 2,357,052	\$ 2,218,128	
DESERT HOT SPRINGS	23,544	\$ 736,967	\$ 400,000	\$ 336,967	
HEMET	71,705	\$ 2,244,488	\$ 1,156,321	\$ 1,088,167	
INDIAN WELLS	4,942	\$ 400,000	\$ 400,000	\$ -	
INDIO	77,146	\$ 2,414,800	\$ 1,244,063	\$ 1,170,738	
LAKE ELSINORE	47,634	\$ 1,491,025	\$ 768,150	\$ 722,875	
LA QUINTA	41,092	\$ 1,286,249	\$ 662,653	\$ 623,596	
MORENO VALLEY	180,466	\$ 5,648,891	\$ 2,910,209	\$ 2,738,682	
MURRIETA	97,257	\$ 3,044,309	\$ 1,568,374	\$ 1,475,935	
NORCO	27,361	\$ 856,446	\$ 441,226	\$ 415,220	
PALM DESERT	49,752	\$ 1,557,322	\$ 802,305	\$ 755,017	
PALM SPRINGS	46,858	\$ 1,466,735	\$ 755,636	\$ 711,099	
PERRIS	50,663	\$ 1,585,838	\$ 816,996	\$ 768,842	
RANCHO MIRAGE	16,944	\$ 530,376	\$ 400,000	\$ 130,376	
RIVERSIDE	291,398	\$ 9,121,251	\$ 4,699,108	\$ 4,422,143	
SAN JACINTO	34,345	\$ 1,075,057	\$ 553,850	\$ 521,206	
TEMECULA	97,935	\$ 3,065,531	\$ 1,579,308	\$ 1,486,224	
SACRAMENTO COUNTY					
CITRUS HEIGHTS	87,017	\$ 2,723,779	\$ 1,403,243	\$ 1,320,536	
ELK GROVE	136,318	\$ 4,266,984	\$ 2,198,275	\$ 2,068,709	
FOLSOM	70,835	\$ 2,217,255	\$ 1,142,291	\$ 1,074,965	
GALT	23,469	\$ 734,619	\$ 400,000	\$ 334,619	
ISLETON	815	\$ 400,000	\$ 400,000	\$ -	
RANCHO CORDOVA	59,056	\$ 1,848,553	\$ 952,342	\$ 896,211	
SACRAMENTO	467,343	\$ 14,628,627	\$ 7,536,411	\$ 7,092,216	
SAN BENITO COUNTY					
HOLLISTER	37,120	\$ 1,161,919	\$ 598,600	\$ 563,319	
SAN JUAN BAUTISTA	1,825	\$ 400,000	\$ 400,000	\$ -	
SAN BERNARDINO COUNTY					
ADELANTO	27,139	\$ 849,497	\$ 437,646	\$ 411,851	
APPLE VALLEY	70,297	\$ 2,200,415	\$ 1,133,615	\$ 1,066,800	
BARSTOW	23,943	\$ 749,456	\$ 400,000	\$ 349,456	
BIG BEAR LAKE	6,207	\$ 400,000	\$ 400,000	\$ -	
CHINO	81,224	\$ 2,542,449	\$ 1,309,825	\$ 1,232,624	
CHINO HILLS	78,668	\$ 2,462,442	\$ 1,268,607	\$ 1,193,835	
COLTON	51,797	\$ 1,621,334	\$ 835,283	\$ 786,051	

Proposition 1B Local Street and Road Improvement Funds

	Population 1-1-07	Total Prop1B allocation		Allocation of	
		City Allocation=> Minimum Alloc=> Per Capita=>	\$ 1,000,000,000	\$ 550,000,000	Remaining \$
			\$ 400,000	\$ 400,000	
			\$ 31.30	\$ 16.13	
FONTANA	181,640		\$ 5,685,640	\$ 2,929,141	\$ 2,756,498
GRAND TERRACE	12,380		\$ 400,000	\$ 400,000	\$ -
HESPERIA	85,876		\$ 2,688,064	\$ 1,384,843	\$ 1,303,221
HIGHLAND	52,186		\$ 1,633,510	\$ 841,556	\$ 791,955
LOMA LINDA	22,451		\$ 702,754	\$ 400,000	\$ 302,754
MONTCLAIR	36,622		\$ 1,146,331	\$ 590,569	\$ 555,761
NEEDLES	5,759		\$ 400,000	\$ 400,000	\$ -
ONTARIO	172,701		\$ 5,405,834	\$ 2,784,990	\$ 2,620,844
RANCHO CUCAMONGA	172,331		\$ 5,394,252	\$ 2,779,024	\$ 2,615,229
REDLANDS	71,375		\$ 2,234,158	\$ 1,150,999	\$ 1,083,159
RIALTO	99,064		\$ 3,100,871	\$ 1,597,514	\$ 1,503,357
SAN BERNARDINO	205,010		\$ 6,417,160	\$ 3,306,008	\$ 3,111,152
TWENTYNINE PALMS	24,830		\$ 777,221	\$ 400,411	\$ 376,810
UPLAND	75,169		\$ 2,352,917	\$ 1,212,181	\$ 1,140,736
VICTORVILLE	102,538		\$ 3,209,613	\$ 1,653,536	\$ 1,556,077
YUCAIPA	51,784		\$ 1,620,927	\$ 835,073	\$ 785,854
YUCCA VALLEY	21,044		\$ 658,713	\$ 400,000	\$ 258,713
SAN DIEGO COUNTY					
CARLSBAD	101,337		\$ 3,172,020	\$ 1,634,169	\$ 1,537,851
CHULA VISTA	227,723		\$ 7,128,116	\$ 3,672,280	\$ 3,455,836
CORONADO	22,957		\$ 718,593	\$ 400,000	\$ 318,593
DEL MAR	4,548		\$ 400,000	\$ 400,000	\$ -
EL CAJON	97,255		\$ 3,044,246	\$ 1,568,342	\$ 1,475,904
ENCINITAS	63,259		\$ 1,980,114	\$ 1,020,120	\$ 959,994
ESCONDIDO	141,788		\$ 4,438,205	\$ 2,286,485	\$ 2,151,720
IMPERIAL BEACH	27,709		\$ 867,339	\$ 446,838	\$ 420,501
LA MESA	56,250		\$ 1,760,720	\$ 907,092	\$ 853,628
LEMON GROVE	25,451		\$ 796,659	\$ 410,425	\$ 386,235
NATIONAL CITY	61,115		\$ 1,913,003	\$ 985,545	\$ 927,458
OCEANSIDE	176,644		\$ 5,529,256	\$ 2,848,575	\$ 2,680,681
POWAY	50,830		\$ 1,591,065	\$ 819,689	\$ 771,376
SAN DIEGO	1,316,837		\$ 41,219,229	\$ 21,235,420	\$ 19,983,808
SAN MARCOS	79,812		\$ 2,498,251	\$ 1,287,055	\$ 1,211,196
SANTEE	55,158		\$ 1,726,539	\$ 889,482	\$ 837,056
SOLANA BEACH	13,418		\$ 420,006	\$ 400,000	\$ 20,006
VISTA	94,962		\$ 2,972,471	\$ 1,531,365	\$ 1,441,107
SAN FRANCISCO COUNTY					
SAN FRANCISCO	808,844		\$ 25,318,187	\$ 13,043,484	\$ 12,274,703
SAN JOAQUIN COUNTY					
ESCALON	7,091		\$ 400,000	\$ 400,000	\$ -
LATHROP	16,479		\$ 515,821	\$ 400,000	\$ 115,821
LODI	63,395		\$ 1,984,371	\$ 1,022,313	\$ 962,058
MANTECA	65,076		\$ 2,036,989	\$ 1,049,421	\$ 987,568
RIPON	14,575		\$ 456,222	\$ 400,000	\$ 56,222

Proposition 1B Local Street and Road Improvement Funds

Total Prop1B allocation			Allocation of		
Population	City Allocation=>	\$ 1,000,000,000	\$ 550,000,000		
	Minimum Alloc=>	\$ 400,000	\$ 400,000		
	1-1-07	Per Capita=>	\$ 31.30	\$ 16.13	Remaining \$
STOCKTON	289,789		\$ 9,070,887	\$ 4,673,161	\$ 4,397,726
TRACY	80,505		\$ 2,519,943	\$ 1,298,230	\$ 1,221,713
SAN LUIS OBISPO COUNTY					
ARROYO GRANDE	16,759		\$ 524,585	\$ 400,000	\$ 124,585
ATASCADERO	27,778		\$ 869,498	\$ 447,950	\$ 421,548
EL PASO DE ROBLES	29,514		\$ 923,838	\$ 475,945	\$ 447,893
GROVER BEACH	13,085		\$ 409,583	\$ 400,000	\$ 9,583
MORRO BAY	10,436		\$ 400,000	\$ 400,000	\$ -
PISMO BEACH	8,545		\$ 400,000	\$ 400,000	\$ -
SAN LUIS OBISPO	44,239		\$ 1,384,756	\$ 713,402	\$ 671,354
SAN MATEO COUNTY					
ATHERTON	7,423		\$ 400,000	\$ 400,000	\$ -
BELMONT	25,897		\$ 810,620	\$ 417,617	\$ 393,003
BRISBANE	3,789		\$ 400,000	\$ 400,000	\$ -
BURLINGAME	28,667		\$ 897,326	\$ 462,286	\$ 435,039
COLMA	1,593		\$ 400,000	\$ 400,000	\$ -
DALY CITY	106,160		\$ 3,322,988	\$ 1,711,945	\$ 1,611,043
EAST PALO ALTO	32,630		\$ 1,021,374	\$ 526,194	\$ 495,180
FOSTER CITY	30,269		\$ 947,471	\$ 488,120	\$ 459,351
HALF MOON BAY	12,912		\$ 404,167	\$ 400,000	\$ 4,167
HILLSBOROUGH	11,122		\$ 400,000	\$ 400,000	\$ -
MENLO PARK	31,146		\$ 974,923	\$ 502,263	\$ 472,660
MILLBRAE	20,965		\$ 656,240	\$ 400,000	\$ 256,240
PACIFICA	39,251		\$ 1,228,623	\$ 632,965	\$ 595,658
PORTOLA VALLEY	4,618		\$ 400,000	\$ 400,000	\$ -
REDWOOD CITY	77,025		\$ 2,411,013	\$ 1,242,111	\$ 1,168,902
SAN BRUNO	42,145		\$ 1,319,210	\$ 679,634	\$ 639,576
SAN CARLOS	28,639		\$ 896,449	\$ 461,835	\$ 434,614
SAN MATEO	95,510		\$ 2,989,625	\$ 1,540,202	\$ 1,449,423
SOUTH SAN FRANCISCO	62,614		\$ 1,959,924	\$ 1,009,718	\$ 950,206
WOODSIDE	5,564		\$ 400,000	\$ 400,000	\$ -
SANTA BARBARA COUNTY					
BUELLTON	4,663		\$ 400,000	\$ 400,000	\$ -
CARPINTERIA	14,123		\$ 442,074	\$ 400,000	\$ 42,074
GOLETA	30,169		\$ 944,341	\$ 486,508	\$ 457,833
GUADALUPE	6,397		\$ 400,000	\$ 400,000	\$ -
LOMPOC	42,015		\$ 1,315,141	\$ 677,537	\$ 637,603
SANTA BARBARA	89,456		\$ 2,800,124	\$ 1,442,575	\$ 1,357,550
SANTA MARIA	90,333		\$ 2,827,576	\$ 1,456,717	\$ 1,370,859
SOLVANG	5,495		\$ 400,000	\$ 400,000	\$ -

Proposition 1B Local Street and Road Improvement Funds

		Total Prop1B allocation		Allocation of	
		City Allocation=>	\$ 1,000,000,000	>	\$ 550,000,000
		Population Minimum Alloc=>	\$ 400,000	>	\$ 400,000
1-1-07	Per Capita=>		\$ 31.30	=>	\$ 16.13
Remaining \$					
SANTA CLARA COUNTY					
CAMPBELL	39,748	\$	1,244,180	\$	640,979
CUPERTINO	55,162	\$	1,726,664	\$	889,547
GILROY	49,649	\$	1,554,098	\$	800,644
LOS ALTOS	28,104	\$	879,703	\$	453,207
LOS ALTOS HILLS	8,607	\$	400,000	\$	400,000
LOS GATOS	29,407	\$	920,489	\$	474,220
MILPITAS	66,568	\$	2,083,691	\$	1,073,481
MONTE SERENO	3,565	\$	400,000	\$	400,000
MORGAN HILL	38,418	\$	1,202,548	\$	619,532
MOUNTAIN VIEW	73,262	\$	2,293,225	\$	1,181,429
PALO ALTO	62,615	\$	1,959,956	\$	1,009,735
SAN JOSE	973,672	\$	30,477,583	\$	15,701,514
SANTA CLARA	114,238	\$	3,575,843	\$	1,842,211
SARATOGA	31,401	\$	982,904	\$	506,375
SUNNYVALE	135,721	\$	4,248,297	\$	2,188,648
SANTA CRUZ COUNTY					
CAPITOLA	9,960	\$	400,000	\$	400,000
SANTA CRUZ	57,553	\$	1,801,506	\$	928,104
SCOTT'S VALLEY	11,615	\$	400,000	\$	400,000
WATSONVILLE	51,258	\$	1,604,462	\$	826,591
SHASTA COUNTY					
ANDERSON	10,594	\$	400,000	\$	400,000
REDDING	90,045	\$	2,818,561	\$	1,452,073
SHASTA LAKE	10,293	\$	400,000	\$	400,000
SIERRA COUNTY					
LOYALTON	878	\$	400,000	\$	400,000
SISKIYOU COUNTY					
DORRIS	873	\$	400,000	\$	400,000
DUNSMUIR	1,851	\$	400,000	\$	400,000
ETNA	759	\$	400,000	\$	400,000
FORT JONES	666	\$	400,000	\$	400,000
MONTAGUE	1,514	\$	400,000	\$	400,000
MOUNT SHASTA	3,642	\$	400,000	\$	400,000
TULELAKE	983	\$	400,000	\$	400,000
WEED	3,030	\$	400,000	\$	400,000
YREKA	7,356	\$	400,000	\$	400,000

Proposition 1B Local Street and Road Improvement Funds

		Total Prop1B allocation		Allocation of	
Population	City Allocation=>	\$ 1,000,000,000	>	\$ 550,000,000	
	Minimum Alloc=>	\$ 400,000	>	\$ 400,000	
	1-1-07	Per Capita=>	\$ 31.30	=>	\$ 16.13
SOLANO COUNTY					
BENICIA	27,916	\$ 873,818	\$ 450,176	\$ 423,642	
DIXON	17,644	\$ 552,287	\$ 400,000	\$ 152,287	
FAIRFIELD	105,421	\$ 3,299,856	\$ 1,700,028	\$ 1,599,828	
RIO VISTA	7,823	\$ 400,000	\$ 400,000	\$ -	
SUISUN CITY	27,980	\$ 875,821	\$ 451,208	\$ 424,614	
VACAVILLE	96,489	\$ 3,020,269	\$ 1,555,989	\$ 1,464,280	
VALLEJO	121,425	\$ 3,800,808	\$ 1,958,109	\$ 1,842,699	
SONOMA COUNTY					
CLOVERDALE	8,517	\$ 400,000	\$ 400,000	\$ -	
COTATI	7,535	\$ 400,000	\$ 400,000	\$ -	
HEALDSBURG	11,706	\$ 400,000	\$ 400,000	\$ -	
PETALUMA	56,996	\$ 1,784,071	\$ 919,122	\$ 864,949	
ROHNERT PARK	42,959	\$ 1,344,689	\$ 692,760	\$ 651,929	
SANTA ROSA	157,985	\$ 4,945,198	\$ 2,547,679	\$ 2,397,519	
SEBASTOPOL	7,760	\$ 400,000	\$ 400,000	\$ -	
SONOMA	9,945	\$ 400,000	\$ 400,000	\$ -	
WINDSOR	26,432	\$ 827,366	\$ 426,245	\$ 401,122	
STANISLAUS COUNTY					
CERES	41,997	\$ 1,314,577	\$ 677,247	\$ 637,330	
HUGHSON	6,082	\$ 400,000	\$ 400,000	\$ -	
MODESTO	209,174	\$ 6,547,500	\$ 3,373,157	\$ 3,174,344	
NEWMAN	10,302	\$ 400,000	\$ 400,000	\$ -	
OAKDALE	18,628	\$ 583,088	\$ 400,000	\$ 183,088	
PATTERSON	20,875	\$ 653,423	\$ 400,000	\$ 253,423	
RIVERBANK	21,492	\$ 672,736	\$ 400,000	\$ 272,736	
TURLOCK	69,321	\$ 2,169,865	\$ 1,117,876	\$ 1,051,989	
WATERFORD	8,590	\$ 400,000	\$ 400,000	\$ -	
SUTTER COUNTY					
LIVE OAK	8,126	\$ 400,000	\$ 400,000	\$ -	
YUBA CITY	62,083	\$ 1,943,303	\$ 1,001,155	\$ 942,148	
TEHAMA COUNTY					
CORNING	7,179	\$ 400,000	\$ 400,000	\$ -	
RED BLUFF	13,702	\$ 428,896	\$ 400,000	\$ 28,896	
TEHAMA	427	\$ 400,000	\$ 400,000	\$ -	
TRINITY COUNTY		(no cities)			

Proposition 1B Local Street and Road Improvement Funds

		Total Prop1B allocation		Allocation of	
Population 1-1-07	City Allocation=> Minimum Alloc=> Per Capita=>	\$ 1,000,000,000	>	\$ 550,000,000	
		\$ 400,000	>	\$ 400,000	
		\$ 31.30	=>	\$ 16.13	Remaining \$
TULARE COUNTY					
DINUBA	20,002	\$ 626,096	\$ 400,000	\$ 226,096	
EXETER	10,730	\$ 400,000	\$ 400,000	\$ -	
FARMERSVILLE	10,466	\$ 400,000	\$ 400,000	\$ -	
LINDSAY	11,174	\$ 400,000	\$ 400,000	\$ -	
PORTERVILLE	51,467	\$ 1,611,004	\$ 829,961	\$ 781,043	
TULARE	55,935	\$ 1,750,860	\$ 902,012	\$ 848,848	
VISALIA	117,744	\$ 3,685,587	\$ 1,898,749	\$ 1,786,837	
WOODLAKE	7,394	\$ 400,000	\$ 400,000	\$ -	
TUOLUMNE COUNTY					
SONORA	4,750	\$ 400,000	\$ 400,000	\$ -	
VENTURA COUNTY					
CAMARILLO	65,601	\$ 2,053,422	\$ 1,057,887	\$ 995,535	
FILLMORE	15,247	\$ 477,257	\$ 400,000	\$ 77,257	
MOORPARK	36,150	\$ 1,131,556	\$ 582,958	\$ 548,598	
OJAI	8,133	\$ 400,000	\$ 400,000	\$ -	
OXNARD	192,997	\$ 6,041,133	\$ 3,112,285	\$ 2,928,848	
PORT HUENEME	22,347	\$ 699,499	\$ 400,000	\$ 299,499	
SAN BUENAVENTURA	107,490	\$ 3,364,619	\$ 1,733,392	\$ 1,631,227	
SANTA PAULA	29,182	\$ 913,446	\$ 470,591	\$ 442,855	
SIMI VALLEY	124,524	\$ 3,897,812	\$ 2,008,084	\$ 1,889,728	
THOUSAND OAKS	127,739	\$ 3,998,447	\$ 2,059,929	\$ 1,938,518	
YOLO COUNTY					
DAVIS	64,938	\$ 2,032,669	\$ 1,047,195	\$ 985,474	
WEST SACRAMENTO	44,928	\$ 1,406,322	\$ 724,513	\$ 681,810	
WINTERS	6,885	\$ 400,000	\$ 400,000	\$ -	
WOODLAND	54,060	\$ 1,692,170	\$ 871,776	\$ 820,394	
YUBA COUNTY					
MARYSVILLE	12,713	\$ 400,000	\$ 400,000	\$ -	
WHEATLAND	3,513	\$ 400,000	\$ 400,000	\$ -	
TOTAL=>		31,031,831	\$ 1,000,000,000	\$ 550,000,000	\$ 450,000,000

