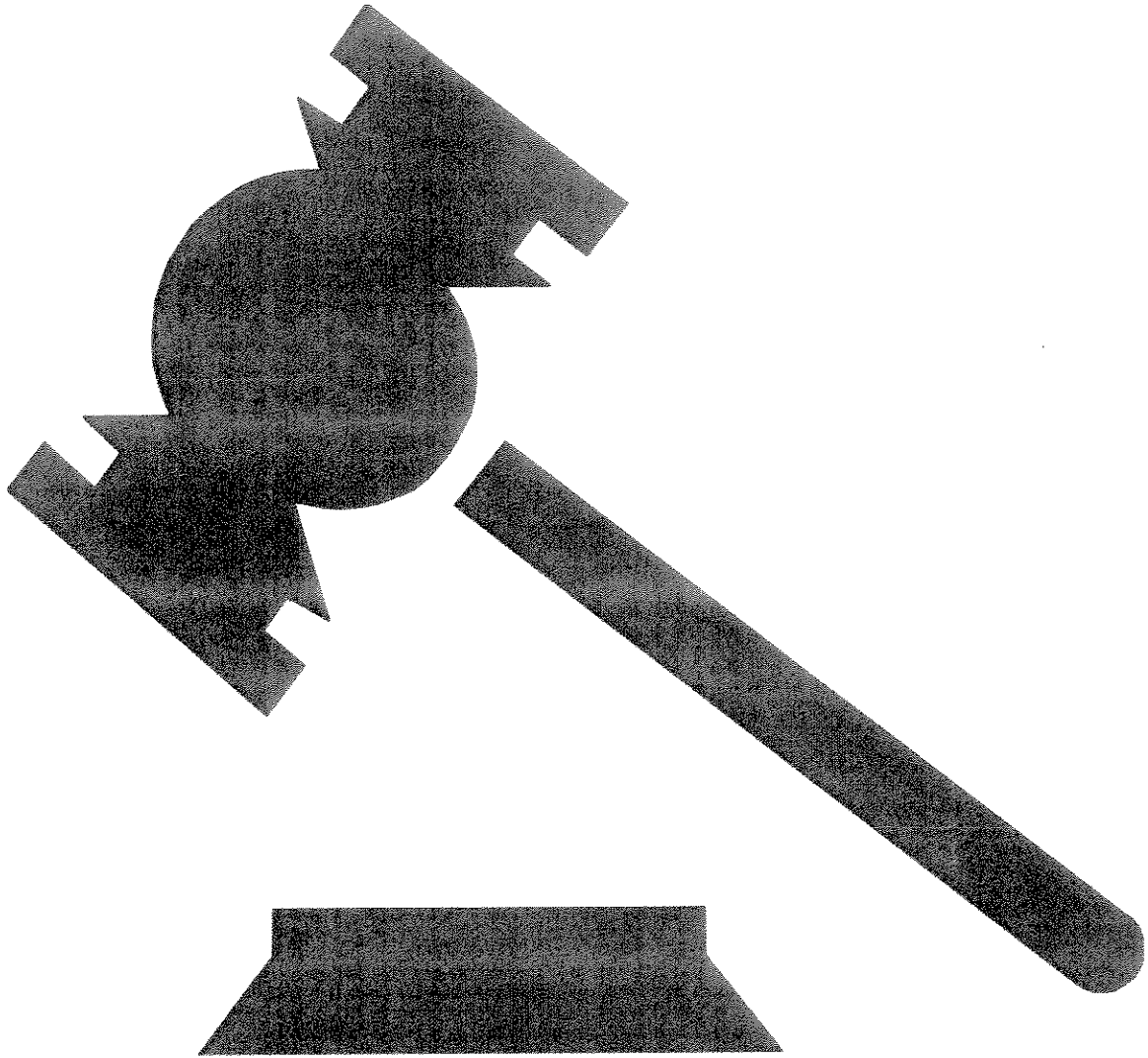




***ADMINISTRATIVE
CONSENT ITEMS
AGENDA ITEMS V. A-D.***



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COUNCIL OF FRESNO COUNTY GOVERNMENTS EXECUTIVE MINUTES

Date: Thursday, October 25, 2007
Time: 7:00 p.m.
Place: Council of Fresno County Governments
2035 Tulare St., Suite 201, Fresno, CA

Members Present: Mayor Trinidad M. Rodriguez, City of Kerman, Chair
Mayor Bob Whalen, City of Clovis
Mayor Trish Hill, City of Coalinga
Mayor Craig Knight, City of Firebaugh
Councilmember Rico Aguayo, City of Fowler
Councilmember Cynthia Sterling, City of Fresno
Mayor Ramon Dominguez, City of Huron
Mayor Leland Bergstrom, City of Kingsburg
Mayor Robert Silva, City of Mendota
Mayor Pro Tem Diana Guerra Silva, City of Orange Cove
Mayor Amarpreet Dhaliwal, City of San Joaquin
Mayor Mike Montelongo, City of Sanger
Mayor Pro Tem Dennis Lujan, City of Selma
Supervisor Bob Waterston, County of Fresno

Sharri Ehlert, Caltrans
Kevin Briggs, Legal Counsel
Barbara Goodwin, Executive Director

Quorum: At the start of the meeting there were 13 members present representing 85.83% of the population and there was a quorum. (Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, San Joaquin, Sanger, Selma and Fresno County)

Fresno COG Sitting As the Transportation Policy Committee

I. PRESENTATIONS

A. Public Presentations

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

There were no public presentations

B. Presentation by The Volunteer Center of Fresno County

This presentation was postponed until November.

II. TRANSPORTATION CONSENT ITEMS

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

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

A. 2007-08 Transportation Funding Claim – City of Selma, Resolution 2007-41	Approve
B. Administrative Amendment No. 9 to the 2007 Federal Transportation Improvement Program	Information
C. Bicycle Transportation Account – Call for Projects	Information
D. Public Workshop for Proposition 1C Program	Information
E. Greenhouse Gases—Summary of Attorney General's Visit	Information
F. Report on Air Resources Board Hearing on 9-27-07	Information
G. Proposition 1B Local Street and Road Improvement Funds Revenue Forecasts	Information
H. California Department of Transportation—Transportation Planning Grants—Call for Applications	Information

For a summary of these items, please see the October 25, 2007 Annotated Agenda.

After an expressed opportunity for public comment, a motion was made by Supervisor Waterston (Fresno County) and seconded by Mayor Montelongo (Sanger) to approve the transportation consent items as presented. A vote was called for and the motion carried.

III. TRANSPORTATION ACTION / DISCUSSION ITEMS

A. PUBLIC HEARING: Formal Amendment No. 10 to the 2007 Federal Transportation Improvement Program, Resolution 2007-42

Les Beshears (COG) reported on this item. This amendment is a request by California Department of Recreation, Caltrans, the City of Firebaugh, the City of Fresno, Fresno Area Express, the City of Reedley and Fresno COG to modify the 2007 Federal Transportation Improvement Program (FTIP). The amendment incorporates changes to the National Recreation Trails Program, Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), State Transportation Improvement (STIP) Interregional Program, 99 Bond Program, Highway Safety Improvement Program (HSIP), Federal Transit Administration (FTA) Sec. 5310 Program, High Priority Projects Program (HPP), and FTA 5307 Program.

Project modifications include:

- 1.) Addition of two projects into the new lump sum National Recreation Trail Program project FRE071901 per request of the Department of Recreation. (Variety of eligible projects)
- 2.) **CMAQ Program:**
 - FAX project FRE040122: Moving dollars from engineering to construction to reflect programming purchase requirement. (Downtown Vanpool Program)
- 3.) **RSTP Program:**
 - City of Firebaugh project FRE020608: Reincorporating this 12th Street project into 2007 FTIP from 2004 FTIP. The financial capacity to add this project was made available per agreement with City of Fresno to free capacity in the four year element.
 - City of Reedley project FRE020633: Change in Dinuba/Buttonwillow intersection project scope to include a roundabout.
 - City of Fresno project FRE020620: Construction funds for noise abatement divided between the four year element and an out year to free financial capacity within the four year element of the FTIP.
- 4.) **STIP Interregional:**
 - Caltrans project FRE041203: Additional State funding has been directed to the 99 (201 to Floral) landscape project.
- 5.) **Local Programs:**
 - Caltrans project FRE071901: This is a 99 Bond project (Ashlan Ave. to Ave. 7) that was added as part of Amendment 7. To align the STIP with the FTIP within Caltrans

electronic tracking system-CTIPS, the original record was deleted and new record imported. The project includes additional funds as allocated by the CTC.

- 6.) **HSIP:**
 - Lump sum project FRE040401: Change in description to reflect change in program from Hazard Elimination Safety (HES) to HSIP. (Variety of eligible projects)
- 7.) **HPP:**
 - County of Fresno project FRE070201 and 070202: Separation of engineering, right of way and construction into three years. Separation eliminates the need for advanced construction. (Deficient County 2-lane roads that connect with I-5, SR180, SR41 and SR99)
 - Project FRE070201 is the lump sum for HPP showing the advanced construction conversion for all HPP projects (variety of eligible projects). It is being modified to reflect the changes in programming related to the County of Fresno projects.
- 8.) **FTA Sec. 5307 Program:**
 - FAX Projects FRE041401 (Bus Replacement), FRE041404 (Southeast Intermodal Facility), FRE041403 (Downtown Shuttles), FRE020619 (Planning & Technical Studies) were originally programmed in the 2004 FTIP as CMAQ/ RSTP. The dollars available for the project were transferred to FTA and are available under the 5307 exchange. Projects have been added to the 2007 FTIP under FFY 2007/08 to allow the application for the 5307 grants to process.
- 9.) **FTA Sec. 5310 Projects:** are included in this amendment for informational purposes. These projects were advanced using expedite project selection procedures (EPSP) to 06/07 when funding became available. These are projects FRE071601-FRE071610 (Bus purchases, Lift Equipment, Mini Van Purchases.

Chairman Rodriguez opened the hearing for public testimony. There being none, he closed the hearing. A motion was made by Supervisor Waterston (Fresno County) and seconded by Mayor Pro Tem Lujan (Selma) to recommend approval of Formal Amendment No. 10 to the 2007 Federal Transportation Improvement Program by the adoption of Resolution No. 2007-42. A vote was called for and the motion carried.

B. Measure "C" Extension Update

1. FY 2007/08 Measure "C" Transportation Planning Claim, Resolution 2007-43

Les Beshears (COG) presented this item. Per the Fresno County Transportation Authority estimate there is approximately \$311,000 in FY2007/08 Measure "C" planning funds identified for Fresno COG that are available. The Transportation Authority adopted guidelines that require Local Transportation Program (pass-through funding) certifications and claim forms to be adopted by resolution.

After an expressed opportunity for public comment, a motion was made by Councilmember Aguayo (Fowler) and seconded by Mayor Hill (Coalinga) to recommend approval of Resolution 2007-43 adopting the FY2007/08 Measure "C" Planning Funds Program claim, identified for Fresno COG. A vote was called for and the motion carried.

2. Development of Strategic Implementation Plan

Downtown Circulator (Streetcar) Discussion

Barbara Goodwin, Executive Director called attention to the handout (articles from the Fresno Bee) regarding the Streetcar discussion at Fresno City Council, noting that the majority of the Council was against the proposal, even though at last month's COG meeting, the impression was that the majority of the Council was behind the Mayor and in favor of the proposal. The Fresno County Transportation Authority (FCTA) also discussed the issue and recommended that it be part of the PTIS (Public Transportation Infrastructure Study). Even though the COG Board voted partial support for the City of Fresno's request for funding of the Downtown

Circulator (Streetcar) study at last month's Board meeting, COG was not prepared to deal with the issues involved from the City of Fresno's "strong mayor leadership" vs. the Fresno City Council.

There was consensus to have staff bring back both the PTIS and Streetcar RFP Proposals in January so that the studies can get underway early next year. In addition, Councilmember Aguayo (Fowler) asked for a consensus from the Board to discuss the "strong mayor leadership vs. the Fresno City Council as it relates to transportation issues." Ms. Goodwin responded that although Fresno is unique, it would be beneficial to get a letter from the Mayor and Council showing the action(s) they have taken before considering an item before the COG Board.

Regional Transportation Mitigation Fee Discussion

Tony Boren, Deputy Director called attention to a copy of an email from Jeff Reid which contains a statement of his questions regarding the Regional Transportation Mitigation Fee (RTMF). At the July Citizen Oversight Committee meeting Jeff Reid requested that County Counsel provide a legal opinion on the eligibility of regional street and highway improvements referenced in various sections of the Measure C Expenditure Plan. Discussions centered on whether or not the RTMF should include regional transportation improvement projects beyond those included on the Tier 1 list contained in the Measure "C" Expenditure Plan. Mr. Reid has proposed the statement of his questions for County Counsel Briggs to respond to by the next Citizen Oversight Committee meeting in January.

Quorum: Mayor Whalen (Clovis) arrived making a quorum of 14 members representing 95.87% of the population.

C. San Joaquin Valley Regional Goods Movement Action Plan

Tom Webster (COG) presented this item. Fresno COG is currently the project manager for the *2007 San Joaquin Valley, Regional Goods Movement Action Plan*. The purpose of the plan is to provide a knowledge base for the understanding of freight and goods movement issues facing the San Joaquin Valley. Additionally, the Plan provides a platform for promoting strategies to improve overall movement of goods in the Valley. Additionally, the Plan identified five San Joaquin Valley Goods Movement Projects that will compete for some of the \$2.0 billion, Proposition 1B Trade Corridor Funding.

In September 2007, a draft of the Plan was circulated throughout the eight Valley COGs and a 45 day review period was initiated. The comments have been received by Fresno COG and a hand-out of the revised, final version of the *2007 San Joaquin Valley, Goods Movement Action Plan* was provided at the meeting.

Councilmember Aguayo (Fowler) expressed support for all counties projects (Kern, Tulare, San Joaquin, Merced, Stanislaus, Madera and Kings) as well as our own Fresno County projects.

After an expressed opportunity for public comment, a motion was made by Councilmember Aguayo (Fowler) and seconded by Mayor Montelongo (Sanger) to accept the *2007 San Joaquin Valley Goods Movement Action Plan*. A vote was called for and the motion carried.

D. Air Resources Board Goods Movement Emission Reduction Program

Jason Paukovits (COG) reported on this item. In November 2006, voters approved Proposition 1B that, among other things, provided \$1 billion to reduce emissions associated with the movement of freight along California's trade corridors. Known as the Goods Movement Emission Reduction Program, this \$1 billion program is a partnership between the Air Resources Board (ARB) and local agencies to protect public health through the administration of incentives for cleaner equipment and

technologies associated with freight movement. ARB will allocate \$250 million in bond monies received in the Fiscal Year 2007-08 budget.

The ARB "Staff Concepts for Implementation" report includes the following initial funding targets by category:

- \$400 million: Heavy diesel drayage trucks serving ports and intermodal rail yards
- \$340 million: Other heavy diesel trucks that haul commercial cargo, plus any truck stop or distribution center electrification projects.
- \$100 million: Diesel Freight locomotives
- \$100 million: Shore power for cargo ships at berth, plus cargo handling equipment
- \$60 million: Commercial Harbor Craft

In early October 2007, ARB held public meetings to discuss the staff concepts. The public meeting in Fresno was scheduled for 3:00 p.m. on October 10th at the San Joaquin Valley Air District and was attended by Fresno COG staff. Proposed program guidelines and recommended funding targets will be developed for release in early November 2007, followed by additional opportunities for public review and comment. ARB is tentatively scheduled to consider approval of the guidelines at a public hearing on December 6, 2007. ARB staff will then solicit applications from local agencies for projects and the Board will select projects for funding in Spring 2008.

Included in the agenda package were the following items on the Goods Movement Emission Reduction Program:

1. California Environmental Protection Agency News Release
2. Notice of Public Workshops from the Air Resources Board
3. Outline of ARB's "Draft Concepts for Implementation" white paper (a note of thanks to Pete Weber for putting this together)

Additional information, including the staff concept report, is available through the ARB Goods Movement Information Line (916-444-6637) or on the ARB website (<http://www.arb.ca.gov/gmbond>). [PAUKOVITS]

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

E. Human Services Transportation Provider Consolidated Plan Update

Jeff Long (COG) reported on this item. In August of 2005, Congress passed SAFETEA-LU (Safe, Accountable, Flexible, Efficient, and Transportation Equity Act: A Legacy for Users). SAFETEA-LU is a program which provides funding for many aspects of government related to transportation, one of which is public transportation. Specific programs as part of this act that are affected include: section 5310, 5311, 5316 and 5317 funds. As part of fulfilling a requirement in order to receive funding, a 'Public Transit – Human Services Coordination Plan' must be completed.

The Fresno County Coordinated Human Services Transportation Plan identifies resources currently in use for public transit, surveys needs and expectations of users, and identifies strategies to close gaps in perceived service levels. Section 5310, 5311, 5316 and 5317 funds are the funding vehicles used to close the gaps in public transit service levels. The Fresno County Coordinated Human Services Transportation Plan was developed in close cooperation with public transit and human services providers and other stakeholders.

Fresno COG and FAX staff recently completed the first draft of the Fresno County Coordinated Human Services Transportation Plan required under SAFETEA-LU and is releasing the plan for the 45 day review and comment period. Questions and comments can be directed to Todd Sobrado at the Fresno COG at todds@fresnocog.org or Jeff Long at FAX at jeff_long@fresno.gov.

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

F. Caltrans Proposed Alternatives for the State Route 168/180/41 Freeway Project

Tony Boren (COG) gave an introduction to this item. The first meeting of the Measure "C" Regional Program Subcommittee was held on July 29, 2007. The purpose of the meeting was to provide an initial review of the project scopes, phasing and cost estimates for the Regional Program projects that had been developed by project sponsors. During the discussion of the SR 41/180/168 Braided Ramp project, Jeff Reid from the San Joaquin Valley Taxpayers Coalition raised concerns about one of the design alternatives being analyzed by Caltrans for this particular project. Caltrans staff informed Mr. Reid that at this early point in the process "all" design alternatives were being analyzed and that any decisions regarding the design of the project were likely several months away, as Caltrans still needs to conduct extensive traffic studies in order to determine the preferred alternative.

As a follow-up to this meeting, Mr. Reid requested that COG staff place an item on the next Citizen Oversight Committee Agenda to discuss this item. The request was honored by COG staff, and at the September 13, 2007 meeting of the Citizen Oversight Committee, Mr. Reid presented a resolution to the Committee requesting that Alternative #2 (abolishing the existing southbound State Route 168 connection to northbound State Route 41) be eliminated from consideration by Caltrans. Mr. Reid feels that Alternative #2 is not a viable alternative because it is a "diminishment of the existing transportation facilities supporting our urban communities and is inconsistent with the promise of Measure "C". Following lengthy committee discussions with significant input from Caltrans Project Manager Neil Bretz, a voice vote was called for and the motion failed with two abstentions.

Mr. Reid appeared before the COG Policy Advisory Committee at their September 14, 2007 meeting (under Public Presentations) to present the issues. PAC members indicated a desire to have this item placed on their October, 19, 2007 agenda. Mr. Reid was present at the October 19, 2007 meeting to express his concerns and Neil Bretz (Caltrans) was present to explain the alternatives. After discussion, PAC members felt it was still too premature to eliminate any alternatives and it should be discussed at future meetings.

Sharri Ehler (Caltrans) explained this is a scoping document which is used to identify the cost scoping and schedule. Caltrans is still only developing potential alternatives. Staff further requested Caltrans to make a presentation at the next meeting of the purpose and need by the project developer.

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

G. State Controller's Office Revised Estimate on State Transit Assistance/PTMISEA Funding

Les Beshears (COG) reported on this item. In January the State Controllers Office released preliminary 2007/08 State Transit Assistance Fund estimates which included \$600 million from Prop 1B. The estimates indicated our region would receive \$10,889,094 in State Transit Assistance. In May, the Board adopted those estimates and subsequently member agencies have adopted their Transportation Development Act Claims based on those estimates.

On October 4 (received October 12) the State Controllers Office released revised estimates indicating our region will only receive \$4,338,929 in State Transit Assistance in 2007/08. The \$6,550,165 difference resulted when SB 88 changed the methodology by which the \$600 million from Prop 1B would be allocated. The \$600 million will now be distributed to Transit Operators for Capital projects only, whereas Operators have used State Transit Assistance for Capital and Operations in the past. Caltrans is presently developing guidelines for the allocation of the Prop 1B funds (Public Transportation Modernization, Improvement, and Service Enhancement Program PTMISEA). It is unclear whether the funding will now flow to Transit Operators directly from Caltrans or through the Regions. However, project sponsors must submit projects to Caltrans, who

will determine eligibility per SB 88. The State Controllers Office is developing estimates of the maximum amount of funding available to each operator based on the amounts of STA received during the last three years. To summarize, the PTMISEA funding is not lost to Operators in our area. However, it can't be used for operations and will require additional process to receive the funding.

The net result is that Transit budgets in our region must use \$6,550,165 in Local Transportation Funds to fund Transit operation budgets that were previously funded with the Prop 1B funding. This will have the effect of reducing Article 8 Street and Road Claims for everyone except the City of Fresno, who already claims all their TDA funding for Transit. However, there is somewhat of a silver lining to this, in that during September, the Board distributed a \$4,278,634 TDA 2006/07 Surplus which will count as revenue in 2007/08 and partially offset the shortfall. Adopted policy allows staff to make administrative changes to the Adopted Claims to account for the changes in estimates for STA funds that occur during the year. Therefore, member agencies will not need to re-adopt their 2007/08 TDA Claims.

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

H. Caltrans Monthly Report

Sharri Ehlert, Caltrans staff provided an update on Caltrans activities as follows:

- Following up on item II. C. Bicycle Transportation Account – Call for Projects, Ms. Ehlert stated the deadline for applications is December 3, 2007
- Following up on item II. H. Transportation Planning Grants—Call for Applications, Ms. Ehlert stated the deadline for applications is January 11, 2008

Projects under Construction:

- Extension SR 180 East – Sequoia Freeway, 6 lanes Clovis to Fowler and 4 lanes Fowler to Temperance, tentatively scheduled for construction to begin in February, 2008
- SR 99 Widening – Goshen to Kingsburg, widening from 4 to 6 lanes, scheduled to begin in Spring of 2010
- SR 99 Widening 4 to 6 lanes, Ashlan to Ave. 7, Environmental Stages, Scheduled to begin construction in April 2010
- SR 99 Kingsburg to Selma widening completed 4 to 6 lanes – ribbon cutting November 30, 2007

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

Fresno COG Sitting As the Council of Fresno County Governments

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

A motion was made by Mayor Pro Tem Lujan (Selma) and seconded by Councilmember Aguayo (Fowler) to reaffirm all actions taken while sitting as the Transportation Policy Committee. A vote was called for and the motion carried.

V. ADMINISTRATIVE CONSENT ITEMS

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

- | | |
|--|-----------------|
| A. Executive Minutes of September 27, 2007 | Approve |
| B. Fresno COG 2007 Public Participation Plan | Concur w/Review |
| C. Farmland Conservation Model Program Update | Information |
| D. FY 2008 Pre-Disaster Mitigation (PDM) Grant Program | Information |
| E. Monthly Legislative Update | Information |

For a summary of these items, please see the October 25, 2007 Annotated Agenda.

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

VI. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. Status Report on Sacramento Lobbying Activities—Steve Samuelian, California Consulting LLC

Steve Samuelian, California Consulting staff provided an update on lobbying activities in Sacramento. Some of the activities he reported were as follows:

- Trade Corridor Issues -- \$2 billion, Business Transportation & Housing (BTH) wanted to fast-track but others wanted more time to develop projects after January 1.
- Water Issues – the Legislature was unable to reach an agreement and are still discussing the issues
- SB 974 – Will be holding meetings in the next week or two.
- Proposition 1B Money – discussions on fair and equal division of the money

Mr. Samuelian handed out a flyer announcing a luncheon with special guest, Curt Augustine, Deputy Legislation Secretary for Transportation and Housing for Governor Schwarzenegger. The luncheon is hosted in the City of Reedley in conjunction with CA Consulting, LLC and will be on November 7, 2007 at the Reedley Opera House.

Mr. Samuelian thanked Jennifer Dansby (COG) for the Legislative Platform meeting held prior to the Board meeting and he also thanked Malcolm Dougherty and Sherri Ehlert (Caltrans staff) for their help on many issues.

Barbara Goodwin (COG) questioned Mr. Samuelian regarding SB 375 (Steinberg) a bill which the Board has previously opposed unless amended. Mr. Samuelian reported the bill has gone through the Senate and has been amended and re-referred to the Committee on Appropriations. The bill may move forward in January and we will continue to watch it and oppose it unless amended.

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

B. San Joaquin Valley Blueprint, Resolution 2007-44

Barbara Steck (COG) reported on this item. Three major activities are currently in process regarding the Blueprint. During the fall months, staff will be presenting updates on preliminary modeling activities to all our member agencies at their city council and board meetings. Concurrently, local agency planners have been helping to develop Blueprint Goals, Objectives and Performance Measures that reflect the values and vision from phase 1. Staff will take these work products through the COG process and on to our member agencies.

In addition, Merced COG, as the lead agency for the eight Valley COGs, is in the process of filing a grant application for third year funding of the San Joaquin Valley Blueprint. Each of the eight COG partners is asked to pass a resolution to include with the application in support of continued participation in the California Regional Blueprint Planning Program. [STECK]

After an expressed opportunity for public comment, a motion was made by Councilmember Aguayo (Fowler) and seconded by Mayor Hill (Coalinga) to approve Resolution 2007-44 in support of third year participation in the California Regional Blueprint Planning Process. A vote was called for and the motion carried.

C. 2008 Washington, D.C. "One Voice" Update

Barbara Steck reported on this item. In preparation for our upcoming "One Voice" trip to Washington D.C. (February 9-14, 2008) we have initiated the regional "call for projects" process. We will be reviewing the projects that have been submitted and will hold the project selection committee meeting on October 17th from 1:00-5:00 PM here at COG. Recommended projects will be presented to the Board at its November meeting.

In an effort to consider other issues for our "One Voice" project, we have scheduled a meeting with city managers, community partners and federal legislative staff to discuss potential legislative reform that might affect our region. At the meeting we will also discuss how we might assist our delegation in Washington to further their legislative agenda. This meeting is scheduled for October 25th from 10:30 to noon here at COG.

We are also soliciting "local specific" projects that member agencies and community partners are lobbying for on their own behalf. The deadline for submittal of local projects is December 14th. While we will not actively promote these projects in our presentations, we will include them in the materials that we distribute on our trip. It is a good opportunity to gain additional exposure for local projects. Please contact Barbara Steck at bjsteck@fresnocog.org if you have questions. [STECK]

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

D. Rescheduling to Spring the San Joaquin Valley Regional Transportation Planning Agencies Policy Conference

Barbara Goodwin, Executive Director reported on this item. The San Joaquin Valley Regional Transportation Planning Agencies Policy Conference has been postponed until spring. The theme is "Strengthening Our Valley Voice". [GOODWIN]

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

Fresno COG Sitting As the Council of Fresno County Governments

VIII. OTHER BUSINESS

A. Items from Staff

1. No FCRTA Meeting

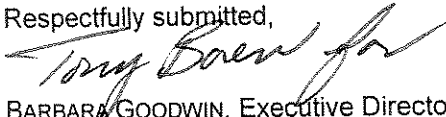
2.. Items from Members

Councilmember Aguayo (Fowler), and Mayor Rodriguez (Kerman) reported that on November 8, 2007, the Latino Caucus for the League of California Cities will have an event highlighting housing in downtown Fresno. The group will meet and tour the new housing available on the Fulton Mall. More information about the event will be forthcoming.

Adjournment

There being no further business, the meeting was adjourned.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Tony Baer for". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

BARBARA GOODWIN, Executive Director
Council of Fresno County Governments
ldw

Attachment A
Observers and Non-Members
COG Board Meeting
October 25, 2007

Tony Boren, COG
Les Beshears, COG
Barbara Steck, COG
Jason Paukovits, COG
Jennifer Dansby, COG
Tom Webster, COG
Dottie Wright, COG
Jeff Long, COG/FAX
Steve Samuelian, California Consulting LLC

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF FINANCIAL ASSISTANCE**

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**Infill Incentive Grant Program -- Proposition 1C**

October 15, 2007

The Infill Incentive Grant Program was established by SB 86 of 2007, with funding from Proposition 1C, the Housing and Emergency Shelter Trust Fund Act of 2006. The program provides grants for infrastructure improvements necessary to facilitate new infill housing development. Approximately \$240 million is available for award by June, 2008 through a competitive application process.

Eligible Activities

Program funds may be used for infrastructure improvements necessary to develop housing in urbanized infill areas, as well as for improvements necessary for specific residential or mixed use infill development projects. Both areas and projects must have either been previously developed or be largely surrounded by development. Specific eligible improvements include:

- Development or rehabilitation of parks or open space
- Water, sewer or other utility service improvements
- Streets, roads, parking structures, transit linkages, transit shelters
- Traffic mitigation features
- Sidewalks and streetscape improvements

Eligible Applicants

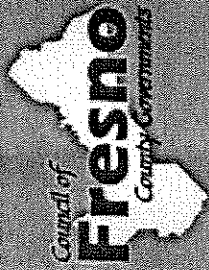
- City, county, housing authority, redevelopment agency with jurisdiction over area
- Nonprofit or for-profit developer of a specific project
- Business improvement districts, as joint applicants with eligible public agencies

Threshold Application Requirements

- Location in a jurisdiction with a housing element deemed in compliance by HCD
- Inclusion of not less than 15% affordable units
- Development at density levels described in housing element law (Government Code Section 65583.2)
- Location in an urbanized area, and one designated for residential or mixed-use development by the local general plan or similar document

Competitive Application Scoring Criteria

- Project readiness
- Affordability of the housing supported by infrastructure
- Proximity to transit, parks, employment centers, etc.
- Consistency with regional blueprint or other similar regional plan
- Density exceeding the minimum threshold requirement.



Legislation Summary November

[illegible]

AB 633 Galgiani	Grade separation projects.	2nd Policy ████████████████████	5
AB 867 Davis	Traffic analysis zones.	2nd Fiscal ████████████████████	5
AB 878 Davis	Service authority: registration and service fees.	Vetoed ████████████████████	6
AB 901 Nunez	Transportation: Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.	2nd Fiscal ████████████████████	7
AB 945 Carter	Transportation needs assessment.	Vetoed ████████████████████	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 ████████████████████	9
AB 1019 Blakeslee	Land use: annexation: housing.	Chaptered ████████████████████	9
AB 1053 Nunez	Regional Planning, Housing, and Infill Incentive Account: programs.	Chaptered ████████████████████	10

<u>AB 1055</u> Blakeslee	Environment: mitigation: Highway 99.	Chaptered [REDACTED]	10
<u>AB 1129</u> Arambula	Rural regional affordable housing trust.	2 Year [REDACTED]	11
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<u>AB 1221</u> Ma	Transit village developments: tax increment financing.	2nd Policy [REDACTED]	13
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<u>SB 46</u> Perata	Housing and Emergency Shelter Trust Fund Act of 2006: Regional Planning, Housing, and Infill Incentive Account.	2nd Fiscal	22
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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 strategy: environmental review.	2nd Fiscal [REDACTED]	29
SB 445 Torlakson	Road User Task Force.	2nd Policy [REDACTED]	30
SB 650 Migden	Labor representatives: elections.	Vetoed [REDACTED]	30
SB 716 Perata	Transit operators.	2nd Fiscal [REDACTED]	31
SB 717 Perata	Transportation Investment Fund.	Chaptered [REDACTED]	31
SB 719 Machado	San Joaquin Valley Unified Air Pollution Control District: district board membership.	Chaptered [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]	32
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<u>SB 803</u> Lowenthal	Transportation enhancement funds: community conservation corps.	Vetoed [REDACTED]	33
<u>SB 947</u> Hollingsworth	California Environmental Quality Act: consultation: transportation facilities.	2nd Policy [REDACTED]	34
<u>SB 974</u> Lowenthal	Ports: congestion relief: air pollution mitigation: regulatory fee.	2nd Floor [REDACTED]	35
Total Position Forms: 63			



Legislation Summary November

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. 01/08/08 9 a.m. - Room 447 ASM JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY	Watch	
AB 31 De Leon	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 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	09/10/2007-Re-referred to Com. on RLS.	Watch	

	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.			
<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.	10/14/2007-Chaptered by Secretary of State - Chapter 673, Statutes of 2007.	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 Budget	Transportation revenues. Existing law, pursuant to Chapter 173 of the Statutes of 2007, creates the Transportation Debt Service Fund and the	10/08/2007-Chaptered by the Secretary of State, Chapter Number 313, Statutes of 2007	Watch	LEAGUE OF CITIES- support

	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.			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 counties in the amount of \$400,000,000 and cities in the amount of \$550,000,000. The bill would make other related	10/08/2007-Chaptered by the Secretary of State, Chapter Number 314, Statutes of 2007	Watch	LEAGUE OF CITIES- support CSAC-support

AB 468 Ruskin	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.	10/10/2007-Chaptered by the Secretary of State, Chapter Number 389, Statutes of 2007	Support	KINGS COG-support RCRC-support CSAC-support
AB 534 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 found with the intent that another person use the information to commit a crime against a child and the	09/05/2007-From committee chair, with author's amendments: Amend, and refer to committee. Read second time, amended, and referred to Com. on RLS.	Watch	CALCOG-support

	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.			
AB 633 Galgiani	Grade separation projects. Existing law requires the Public Utilities Commission to develop and maintain a priority list of railroad-highway grade crossings determined to be most urgently in need of separation or alteration. Existing law requires each annual proposed budget prepared by the Department of Transportation to include \$15,000,000 for grade separation projects. Existing law requires the California Transportation Commission to allocate available funding to projects pursuant to the priority list prepared by the Public Utilities Commission, and requires certain matching funds to be provided from nonstate funds and by the affected railroad. Under existing law, an allocation may only be made to a local agency if it furnishes evidence that sufficient local funds will be made available as the grade separation project progresses. This bill would require the Public Utilities Commission and the Department of Transportation to issue a joint public report to the appropriate policy and fiscal committees of the Legislature no later than September 1, 2008. The bill would require the report to include, among other things, an evaluation of the grade separation project funding program and recommendations for establishing a hardship application process allowing for the adjustment or deferral of local financial participation in severe circumstances.	06/27/2007-In committee: Set, first hearing. Hearing canceled at the request of author.	Support	
AB 867 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 such as county transportation commissions or authorities, include development of a regional transportation plan and a	08/30/2007-In committee: Set, first hearing. Held under submission.	Watch	

AB 878 Davis	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 a continuous appropriation, thereby making an appropriation.	10/14/2007-Vetoed by the Governor	Watch	RCRC-support CSAC-support
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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 in the state, as well as an assessment of available funding for transportation purposes and unmet transportation needs	10/11/2007-Vetoed by Governor	Watch	LEAGUE OF CITIES-support CSAC-support

<u>AB 981</u> Ma	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.	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 projects eligible for funding from the Trade Corridors Improvement Fund would receive priority if they meet specified requirements. The bill would require the California		09/06/2007-Withdrawn from committee. Ordered placed on third reading file.	Watch	

	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 contains other related provisions and other existing laws.	05/02/2007-Failed Deadline pursuant to Rule 61(a)(2). Last location was H. & C.D.	Support	
AB 1019 Blakeslee	Land use: annexation: housing. The Cortese-Knox-Hertzberg Local Government	07/30/2007-Chaptered by Secretary of State - Chapter	Watch	CALCOG-support

	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.	No. 165, Statutes of 2007		RCRC-support
AB 1053 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.	10/14/2007-Chaptered by Secretary of State - Chapter 692, Statutes of 2007.	Watch	RCRC-oppose
AB 1055 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	10/11/2007-Chaptered by the Secretary of State, Chapter Number 503, Statutes of 2007	Watch	

	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.			
<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> Krekorian	State mandates. Under the California Constitution, whenever the Legislature or a state agency mandates a new program or higher level of service on any local government, including school districts, the state is required to provide a subvention of funds to reimburse the local government, with specified	08/30/2007-In committee: Set, first hearing. Held under submission.	Watch	

AB 1209 Karnette	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 subvended 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. State Air Resources Board: emission reduction projects and measures. Existing law creates the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 requires \$3,100,000,000 of these funds to be deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account within the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006, and requires \$1,000,000,000 of these funds to be made	08/23/2007-In committee: Hearing postponed by committee. (Refers to 8/20/2007 hearing)	Support	CALCOG-support
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	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. 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	06/27/2007-In committee: Set, first hearing. Hearing canceled at the request of author.	Watch	CALCOG-support

	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.			
AB 1227 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	
AB 1252 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 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	09/10/2007-Withdrawn from committee. Ordered placed on third reading file. (Ayes 24. Noes 15. Page 2541.)	Watch	CALCOG-support

	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.		
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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 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

10/14/2007-Chaptered by
Secretary of State - Chapter
695, Statutes of 2007.

Watch

	an appropriation. This bill contains other related provisions and other existing laws.			
AB 1350 Nunez	Transportation bond funds. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. Specified moneys in the fund are required to be deposited in the Transit System Safety, Security, and Disaster Response Account to be made available, upon appropriation by the Legislature, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems. This bill would require 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	
AB 1351 Levine	Transportation: state-local partnerships. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. The act authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$1 billion for the State-Local Partnership Program, to be allocated by the California Transportation Commission to eligible transportation agencies, subject to appropriation by the Legislature. Existing law requires a dollar-for-dollar match of local funds for projects funded with these bond funds. This bill would make various findings regarding transportation infrastructure and funding in California and would state the purpose of the State-Local	08/30/2007-In committee: Set, first hearing. Held under submission.	Watch	RCRC-oppose

	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 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	09/10/2007-Withdrawn from committee. Ordered placed on third reading file. (Ayes 23. Noes 14. Page 2494.)	Watch	

	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.	10/11/2007-Chaptered by the Secretary of State, Chapter Number 514, Statutes of 2007	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 to any guidelines for the expenditure of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality and Port Security Act of 2006. This bill contains other related provisions and other existing laws.	10/14/2007-Chaptered by Secretary of State - Chapter 717, Statutes of 2007.	Watch		
<u>AB 1742</u>	State Water Pollution Control Revolving Fund:	10/13/2007-Chaptered by	Support	RCRC-support	

Committee on Environmental Safety and Toxic Materi	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.	Secretary of State - Chapter 632, Statutes of 2007.		
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 pursuant to a mapping process in accordance with certain standards, prioritized in a certain order and applied in a manner consistent with specified federal law. This bill contains other related provisions.	06/21/2007-Re-referred to Com. on APPR.	Watch	
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	02/21/2007-Re-referred to Com. on U. & C.	Watch	

	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 the recovery of uncollected deferred amounts incurred by the state's public utilities as a result of this program.				
<u>SB 9</u> Lowenthal	Trade corridor improvement: transportation project selection. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19.925 billion of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements. This bill would 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	
<u>SB 16</u> Flores	Local agency finance: limited obligation bonds. Existing law authorizes cities and counties to issue various types of debt instruments, including limited obligation bonds, funded by certain revenue sources, and subject to specified criteria. The initiating resolution adopted by a local agency pursuant to these provisions is required to include, among other things, a pledge by the local agency that any bonds issued pursuant to the resolution shall be secured by all or part of the revenues received by the local agency. This bill would additionally authorize a local agency to restrict the	07/02/2007-Chaptered by the Secretary of State, Chapter Number 25, Statutes of 2007	Watch		

	pledge to the revenues received by the local agency from a specified geographical area that is within the local agency's exterior boundaries.			
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 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	10/13/2007-Chaptered by the Secretary of State, Chapter Number 634, Statutes of 2007	Watch	

	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. 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.	10/13/2007-Chaptered by the Secretary of State, Chapter Number 635, Statutes of 2007	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 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	07/16/2007-Read second time. Amended. Re-referred to Com. on APPR.	Watch	

	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 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	08/24/2007-Chartered by Secretary of State. Chapter 179, Statutes of 2007.	Watch	

	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.			
<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 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	08/24/2007-Chaptered by Secretary of State. Chapter 181, Statutes of 2007.	Watch	

	funds, and reporting on projects funded by the bond funds. The bill would enact other related provisions. This bill contains other related provisions.			
<u>SB 97</u> Dutton	CEQA: greenhouse gas emissions. 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 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. This bill contains other related provisions and other existing laws.	08/24/2007-Chaptered by Secretary of State. Chapter 185, Statutes of 2007.	Watch	
<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.	09/21/2007-Chaptered by Secretary of State - Chapter No. 223, Statutes of 2007	Watch	

	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.			
<u>SB 116</u> Maldonado	Unemployment compensation benefits: freezing weather. Existing law provides that an individual is considered "unemployed" for the purpose of eligibility for unemployment compensation benefits if, for any week of less than full-time work, the wages payable to the individual for that week, when reduced by \$25 or 25% of the wages payable, whichever is greater, do not equal or exceed the individual's unemployment weekly benefit amount. Existing law provides for the calculation of unemployment benefits. This bill would provide that an individual who has been laid off from his or her most recent work, or is unable to commence work at his or her regular or seasonal workplace, as a direct result of the freezing weather conditions in January 2007, as specified, shall be considered "unemployed" for the purpose of eligibility for unemployment compensation benefits if the individual worked or was scheduled to commence work in a county specifically designated by the Governor as being in a state of emergency, as provided, and for any week of less than full-time work, the wages payable to the individual for that week, when reduced by \$200, do not equal or exceed the individual's unemployment weekly benefit amount. This bill would require the payment of unemployment compensation to an individual under these circumstances in a weekly amount equal to his or her weekly benefit amount less the amount of wages in excess of \$200 payable for that week, with benefits subject to the regular one-week waiting period. This bill contains other related provisions and other existing laws.	10/05/2007-Chaptered by the Secretary of State, Chapter Number 289, Statutes of 2007	Watch	
<u>SB 167</u> Negrete	General plans: planning grants and incentives. The Safe Drinking Water, Water Quality and Supply, Flood	06/08/2007-Failed Deadline pursuant to Rule 61(a)(8). Last	Watch	

McLeod	Control, River and Coastal Protection Bond Act of 2006 allocates \$580,000,000 for revitalizing communities and making them more sustainable and livable by investing in sound land use planning, local parks, and urban greening, and specifically authorizes \$90,000,000 for planning grants and incentives, as specified, to encourage, among other things, the development of specified regional and local land use plans. The act also requires that these funds be made available upon appropriation by the Legislature. This bill would require the Governor's to administer multiple programs, as specified, to award (1) grants and loans to cities and counties to prepare and adopt general plans, including, among other things, a preference for a grant or loan if one or more criteria are met, (2) loans to cities and counties to prepare and adopt programs to implement city and county general plans, including specific plans, habitat conservation plans, zoning ordinances, and design standards, (3) grants to counties and the cities, if any, in those counties to prepare collaborative strategic growth plans, subject to specified criteria, and (4) grants and loans to local agency formation commissions to 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.	location was APPR.		
SB 184 Alquist	Transportation projects. Existing law authorizes a regional or local entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program to expend its own funds for any component of a project within its jurisdiction that is included in an adopted state transportation improvement program, and for which the commission has not made an allocation. Existing law requires these expenditures to be reimbursed by the state, under specified conditions. Existing law limits these provisions to projects advanced for expenditures by an	10/11/2007-Chaptered by the Secretary of State, Chapter Number 462, Statutes of 2007	Watch	

	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.			
<u>SB 240</u> Florez	San Joaquin Valley Unified Air Pollution Control District. Existing law authorizes air pollution control districts and air quality management districts, except as provided, to levy a fee up to \$2 on motor vehicles, and authorizes the districts to increase this fee up to \$6 if certain conditions are met. This bill would 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.	08/30/2007-Set, second hearing. Held in committee and under submission.	Watch	
<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	08/22/2007-Set, first hearing. Hearing canceled at the request of author.	Support	MERCED COG-support RCRC-support

	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.			
SB 303 Ducheny	Local government: land use planning. The Planning and Zoning Law requires a city, county, or city and county to adopt a comprehensive, long-term general plan for the physical development of the city, county, or city and county that addresses a number of elements, including, among other things, a housing and an open-space element. Existing law provides that the general plan may be adopted as a single document or as a group of documents relating to subjects or geographic segments of the planning area. This bill would require the general plan, and each of its elements to encompass a planning and projection period of at least 20 years, except for the housing element, and would require each element, except for the housing, 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.	07/03/2007-Set, first hearing. Held in committee and under submission.	Oppose	CALCOG-oppose RCRC-oppose LEAGUE OF CITIES-oppose
SB 375 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	09/12/2007-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on APPR. (Corrected October 18.)	Oppose Unless Amended	RCRC-oppose LEAGUE OF CITIES-oppose CSAC-oppose

	requirements. This bill contains other related provisions and other existing laws.			
SB 445 Torlakson	Road User Task Force. Existing law provides various sources of revenue to fund state highway and local road maintenance, operation, and improvement, including a state-imposed per-gallon fuel tax of 18 cents. This bill would create, until January 1, 2009, the Road User Task Force, with 14 members appointed by the Legislature, Governor, California Transportation Commission, city and county organizations, and other specified entities. The bill would require the task force to hold at least 3 public hearings around the state and to report to the Legislature and Governor by January 1, 2009, on alternatives to the current system of taxing road users through per-gallon fuel taxes. The bill would make legislative findings and declarations in that regard.	07/02/2007-Set, first hearing. Hearing canceled at the request of author.	Support	CALCOG-support LEAGUE OF CITIES-support CSAC-support
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	10/14/2007-Vetoed by the Governor	Watch	

	organization 30 days to submit additional cards. This bill contains other related provisions and other existing laws.			
<u>SB 716</u> Perata	<u>Transit operators.</u> Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. \$3.6 billion of the moneys in the fund are required to be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account to be made available, upon appropriation by the Legislature, to transportation agencies for transit capital projects pursuant to a specified formula. This bill would specify the requirements for an eligible project sponsor, as defined, to receive an allocation of funds appropriated from the account. The bill would require the California Transportation Commission and the Controller to administer these provisions.	07/11/2007-Read second time. Amended. Re-referred to Com. on APPR.	Watch	
<u>SB 717</u> Perata	<u>Transportation Investment Fund.</u> 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	10/14/2007-Chaptered by the Secretary of State, Chapter Number 733, Statutes of 2007	Watch	CALCOG-support LEAGUE OF CITIES- support CSAC-support

SB 719 Machado	year. 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 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. 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. 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.	10/14/2007-Chartered by the Secretary of State, Chapter Number 728, Statutes of 2007 Watch
SB 732 Steinberg	Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006. 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	09/10/2007-Placed on inactive file on request of Assembly Member Bass. Watch

	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.			
<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	10/11/2007-Vetoed by Governor	Watch	

	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. 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.			
<u>SB 947</u> 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	05/24/2007-To Coms. on NAT. RES. and TRANS.	Watch	CALCOG-support

	impose a state-mandated local program. This bill contains other related provisions and other existing laws.			
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 related provisions and other existing laws.	09/10/2007-Placed on inactive file on request of Assembly Member Bass.	Support w/Amendments	
Total Position Forms: 63				



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MEMORANDUM

DATE: November 10, 2007
To: Policy Advisory Committee
COG Policy Board
FROM: Tony Boren, Deputy Director
SUBJECT: Regional Clearinghouse Consent Calendar

RECOMMENDATION: Per Board procedure, unless an item is pulled from the Consent Calendar, tacit authorization is given for staff to forward any comment(s) received, or any Committee/Board comment(s) generated as a result of this informational item, to the appropriate agency. It is understood that if in the event any item should be pulled from the consent calendar, discussion and comment by the Committee members and the public will be taken.

DISCUSSION: The Regional Clearinghouse is a process of informing local agencies of federal grant requests, providing an opportunity to comment, and potentially avoid duplication of effort. Clearinghouse items are brought before the Policy Advisory Committee (PAC) and, if appropriate, the Transportation Technical Committee (TTC) for review and comment. Any resulting TTC/PAC comments, and any comments received from other agencies as a result of the Clearinghouse notification process, are noted on a monthly report brought forward to the Fresno COG Policy Board.

COG Policy Board action would be to authorize staff to forward any comments received or any Board comments to the State Clearinghouse and other appropriate agencies. The applicants have been notified of this meeting. While participation by the agency is optional, they have been personally requested to attend the Policy Board meeting in case there should be any questions. It should be noted that if in the event any of these items should be pulled from the consent calendar, that discussion and comment by the Committee/Board members and the public will be taken. *Project Notification and Review Reports* describing these projects are attached.

FUNDING: Proposed funding levels are as shown below:

Project	Applicant	Federal Funds	Other/ Applicant Funds	Total Funds
DHHS Repayment of 2008 Head Start Preschool and Early Head Start	Fresno EOC	\$28,450,194	\$206,674	\$28,656,868

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

PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2007-129*
Project Title: *Department of Health and Human Services:
Administration for Children and Families – Repayment for
2008 Head Start Preschool and Early Head Start.*
Applicant Agency: *Fresno EOC*
Contact Person: *Naomi Quiring-Mizumoto*
Address: *1920 Mariposa Mall, Suite 200*
Phone: *559-263-1200*
Federal Catalog #: *93-600*
Status: *Continuation*
Area of Impact: *San Joaquin Valley*
Federal Funding Agency: *DHHS*

FUNDING:

\$28,450,194 Federal
\$206,674 Applicant
\$0 State
\$0 Local
\$0 Other
\$28,656,868 TOTAL

DOT, FHA – Statewide Planning and Research Studies