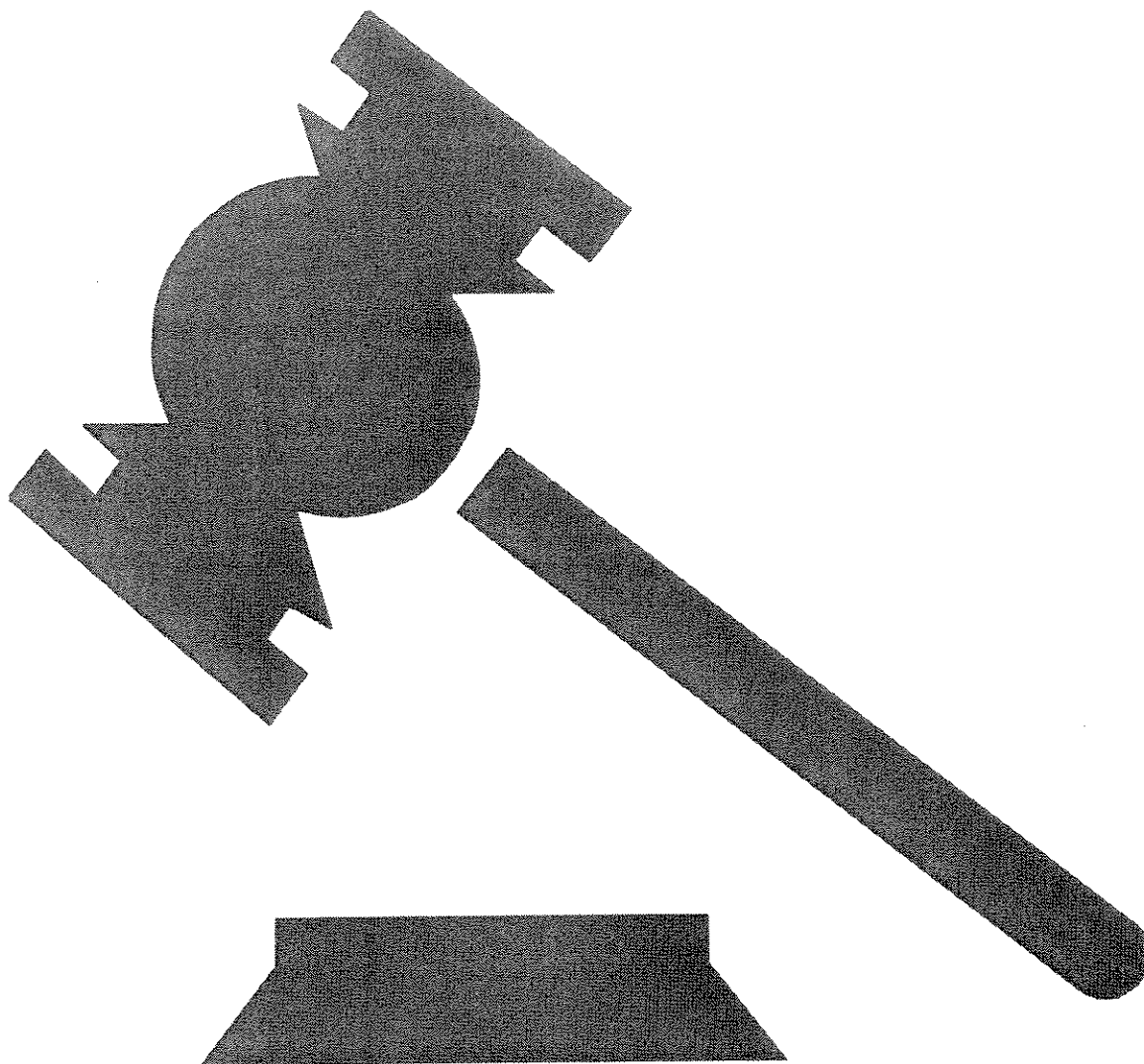




***ADMINISTRATIVE
ACTION/DISCUSSION ITEMS
AGENDA ITEM VI.A.***

**Council of Fresno County Government's
Draft 2008 Legislative Platform**

Council of
Fresno
County Governments

Council of Fresno County Governments

2008 Legislative Platform

Policy Board

Chair: Mayor Trinidad M. Rodriguez	City of Kerman
Vice-Chair: Mayor Pro Tem Dennis Lujan	City of Selma
Mayor Bob Whalen	City of Clovis
Mayor Patricia Hill	City of Coalinga
Mayor Craig Knight	City of Firebaugh
Councilmember Rico Aguayo	City of Fowler
Mayor Alan Autry	City of Fresno
Supervisor Henry Perea	County of Fresno
Mayor Ramon Dominguez	City of Huron
Mayor Leland Bergstrom	City of Kingsburg
Mayor Robert Silva	City of Mendota
Mayor Victor Lopez	City of Orange Cove
Mayor Armando Lopez	City of Parlier
Councilmember Scott Brockett	City of Reedley
Mayor Amarpreet Dhaliwal	City of San Joaquin
Mayor Michael Montelongo	City of Sanger

Barbara Goodwin – Executive Director

**2035 Tulare Street, Suite 201
Fresno, California 93721
(559) 233-4148**

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INTRODUCTION

THE PURPOSE OF THE 2008 LEGISLATIVE PLATFORM

The Fresno COG, in coordination with our member agencies, has established a 2008 Legislative Platform that reflects the current priorities of the Fresno COG in state and federal legislative matters. The Legislative Platform represents a unified voice when communicating legislative priorities to our state and federal legislators as well as to relevant state and federal agencies. It also provides guidance to the Fresno COG staff and our lobbying partners when advocating on behalf of the Policy Board.

The goal of the Legislative Platform is to have a document in place that outlines the legislative priorities of our region that will direct advocacy efforts for improvements in areas such as air quality, transportation mobility, and regional prosperity that will ultimately contribute to an improved quality of life throughout Fresno County.

ABOUT THE FRESNO COG

Our Role:

The Council of Fresno County Governments, better known as Fresno COG, brings together mayors, city council members and county supervisors to work on regional issues for Fresno County. Since its inception in 1969, Fresno COG has primarily acted as the transportation planning, coordinating and financing agency for Fresno County. Fresno COG functions as both the state designated Regional Transportation Planning Agency and for federal purposes, as the county's Metropolitan Planning Organization.

Organization:

A 16-member Policy Board gives Fresno COG policy direction. The Board consists of the mayors from each of the 15 incorporated cities in Fresno County and the Chairman of the Fresno County Board of Supervisors. Fresno COG offers each of these agencies an opportunity to come together on a level playing field to discuss and resolve transportation and related air quality issues that go beyond their own jurisdictional boundaries.

Regional Profile:

Fresno County is classified as an urban county (despite many rural characteristics) and is located in the Central San Joaquin Valley within the state of California. Fresno County is the first most populous county and second geographically largest county in the San Joaquin Valley, encompassing approximately 6,000 square miles. With \$4.8 billion a year in commercial crop production it is the nation's leading farm county. The January 2007 population of 917,500 places Fresno as the tenth most populous of the 58 California counties and the City of Fresno is the sixth most populous city in the state, with a population of 481,000. There are fifteen incorporated cities and the county contains a federally-recognized urbanized area – the Fresno Clovis Metropolitan Area – with a January 2007 population of over 650,000.

GENERAL PRINCIPLES

- Protect and enhance current funding levels for transportation-related programs.
- Continue to advocate for transportation-related improvements in state and federal legislation through face-to-face discussions with and written letters to state and federal legislators.
- Continue to coordinate advocacy efforts with our local and regional partners to advance common goals and shared interests that will contribute significantly to an improved quality of life for Fresno County residents.

TRANSPORTATION

Funding – Federal

- Actively participate with Caltrans and other interests on the development of state and national consensus principles and priorities that will be favorable to the Fresno County region for the next Federal Surface Transportation Program due to be enacted in 2009.
- Support FY 2008 and FY 2009 appropriation requests for Fresno COG One Voice projects.

Funding – State

- Support increased funding by the state for transportation purposes.
- Support legislation to implement and fund the remaining provisions of Propositions 1B (state transportation bond), 1C (state affordable housing bond), and Proposition 84 (state water and parks bond) that will maximize Fresno County's regional share of funding.
- Actively participate in developing guidelines and/or criteria necessary to implement Proposition 1B, Proposition 1C, and Proposition 84.
- Support the Policy Board's approved criteria to be part of the funding guidelines for the State-Local Partnership Program (Proposition 1B).
- Protect Proposition 42 (Transportation Congestion Improvement Act) and other transportation funds from being diverted to other purposes in the state budget.

Funding – Local

- Support efforts to reward self-help counties in funding programs and policies.
- Oppose revisions to state transportation programming and funding reform legislation not consistent with SB 45 (1988).
- Support legislation that lowers the threshold required to pass transportation initiatives to 55%.

Streets and Highways

- Support legislation that includes the use of design/build, public/private partnerships, and other innovative financing for transportation infrastructure projects.

Highway 99 as an Interstate

- Continue supporting efforts to designate State Route 99 through the Central San Joaquin Valley as a federal interstate.

Public Transportation

- Support protection of Federal Transit Administration funding and oppose budget cuts that will transfer transit funds to other non-transit programs.
- Support, in coordination with the local transit operators, efforts to identify additional transit operating funds to meet long-term needs.
- Support high speed rail serving the entire San Joaquin Valley.
- Support funding for the High Speed Rail project and oppose any decrease in funding in the state budget.
- Support the High Speed Rail ballot measure for the 2008 ballot.
- Support Federal contributions to high speed rail and the establishment of a Federal High Speed Rail Authority.
- Support both Pacheco and the Altamont corridors for connecting the San Joaquin Valley to the Bay Area. However, if the High-Speed Rail Authority selects only one corridor, the preferred corridor should be Altamont.
- Support efforts to secure additional funding from Proposition 1B, Intercity Rail Improvement Program, for high speed rail.

- Support adequate funding for passenger service and capitol improvements on Amtrak's San Joaquin Rail Corridor.
- Seek increases in funding levels for grade separation projects and the evaluation of the state's funding program to improve access to funds.
- Support legislation that includes additional funding and economic development activities for municipal general aviation airports outside the Fresno-Clovis Metropolitan Area.

Goods Movement

- Support goods movement legislation that includes the San Joaquin Valley region as a recipient of any new port container fees collected at the California ports to mitigate the emissions associated with freight movement to and from the ports through the Valley.
- Support including the Central Valley Trade Corridor in legislation pertaining to Goods Movement funding and programs.
- Maximize regional share of Proposition 1B funding to mitigate the impacts of goods movement in the Central Valley Trade Corridor.
- Support legislation pertaining to the Trade Corridor Improvement Fund and the Goods Movement Emission Reduction Program that include the Policy Board's approved criteria when considering funding allocations.
- Educate state officials and legislators that the San Joaquin Valley carries more truck traffic than any other major goods movement corridor in the state, and the resulting impact is significant.
- Support the inclusion of a dedicated funding program for Goods Movement infrastructure projects in the next Federal Surface Transportation Program due to be enacted in 2009. Work with the appropriate state and federal agencies and legislators to ensure that the San Joaquin Valley receive an equitable share of this funding to complete goods movement projects of regional significance.

Other

- Monitor legislation pertaining to the Abandoned Vehicle Abatement Program.
- Monitor legislation impacting the Freeway Service Patrol Program.

LOCAL AND REGIONAL PLANNING

Blueprint Planning

- Support consistent and ongoing funding in the state budget for the development, implementation, and update of regional blueprints.
- Seek a dedicated set-aside from Proposition 84, Sustainable Communities Program, for Regional Transportation Planning Agencies (RTPAs) to develop and update regional blueprints and support legislation that allows all RTPA's to be eligible for funding whether or not they have existing funds for blueprint planning.
- Support the Office of Planning and Research in their efforts to incorporate strategies in the general plan guidelines for implementation of blueprints.

Alternative Growth Strategies

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

Housing

- In coordination with local agencies, participate in activities related to legislative and administrative reforms of the Regional Housing Needs Assessment (RHNA).
- Ensure that there is sufficient funding to carry out the RHNA process.
- Monitor legislation and other activities that would establish a San Joaquin Valley Rural Regional Affordable Housing Trust Fund.

Eminent Domain

- Support clean-up language of current Eminent Domain law so that both the needs of the public agency and the rights of the property owner are met.

Transportation Modeling

- Monitor legislation that modifies modeling practices or imposes new standards on transportation modeling in transportation planning agencies.

AIR QUALITY

- Monitor air quality issues affecting the Fresno region.
- Partner with the San Joaquin Valley Air District and support their efforts where appropriate.
- Seek the establishment of a new San Joaquin Valley designation as an Air Quality Enterprise/Empowerment Zone at the state and federal level.
- Support increased funding to replace the oldest school buses in the Valley and adding flexibility to existing funding programs to allow for the replacement of more school buses.
- Support efforts to pursue funds for the Diesel Truck Retrofit Program and the Triangular Truck Trade Program.
- Work with state and local government and other key stakeholders on the development of legislation and regulations to incorporate climate change policies into regional transportation planning.
- Monitor efforts by the federal, state and local governments to establish common environmental standards related to the North American Free Trade Agreement (NAFTA).

PROCESS STREAMLINING

- Support legislation and/or administrative reforms to streamline the federal and state government's project delivery process and to eliminate unnecessary and/or duplicative requirements.

ONE VOICE ADVOCACY EFFORTS

- Continue to pursue federal and state support for the projects and policy issues identified through the Fresno COG One Voice efforts.

WATER SUPPLY, STORAGE and QUALITY

- Support legislation and bond proposals that adequately address the water supply, water storage, and water quality needs of Fresno County with special recognition for the importance of agriculture to the county's economy.

CALIFORNIA PARTNERSHIP FOR THE SAN JOAQUIN VALLEY

- Support efforts to establish in statute, the California Partnership for the San Joaquin Valley, and to provide a continuing stream of funding for its existence.
- Partner with the California Partnership for the San Joaquin Valley for the successful implementation of their strategic action plan.

FLOOD CONTROL

- Support legislation in partnership with the Fresno Metropolitan Flood Control District to provide funding that helps local flood protection efforts.

ECONOMIC DEVELOPMENT

- Partner with the Economic Development Corporation serving Fresno County, the Five Cities Economic Development Authority, the I-5 Business Development Corridor, Inc., the region's Chambers of Commerce, and any other relevant organization, to advocate for improvements, when appropriate, to enhance the economic well-being of Fresno County residents.
- Evaluate proposed formulas in state and federal legislation that provide program or formula funding to ensure Fresno County and the Central Valley entities can be competitive for the funds.

IMMIGRATION

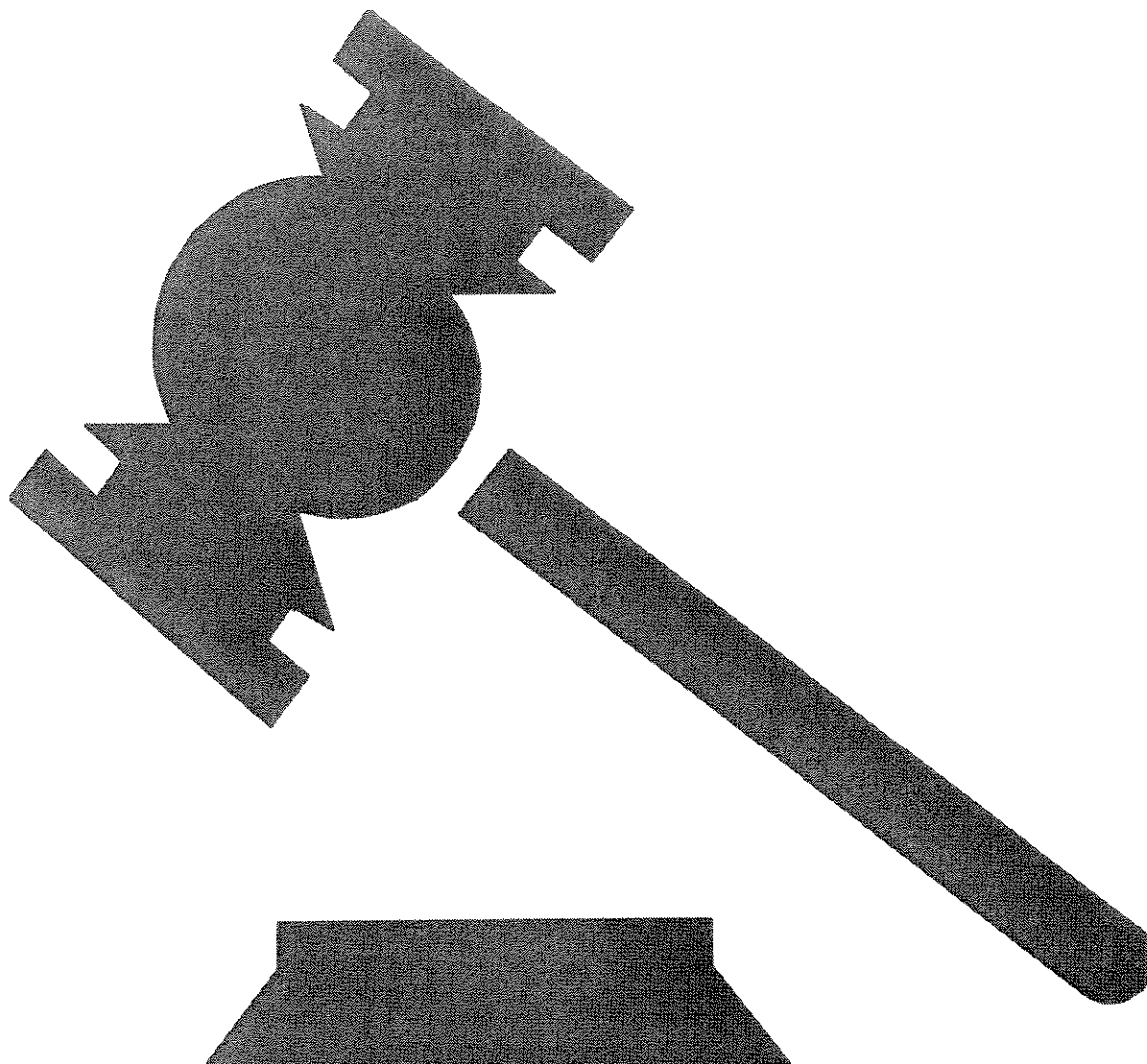
- Oppose indiscriminate enforcement actions by the U.S. Government that are conducted in a manner that violates the civil rights of Fresno County area residents for the purpose of deporting undocumented foreign nationals residing and working in Fresno County.

REAUTHORIZATION OF FEDERAL FARM BILL

- Monitor legislation pertaining to the federal reauthorization of the 2002 Farm Bill and support the Fresno County Farm Bureau's Farm Bill priorities, where appropriate.

OTHER

- Oppose unfunded federal and state mandates on local and regional governments, and support proposals that would prohibit the passage of legislation that impose new unfunded mandates.
- Work with staff from other Regional Transportation Planning Agencies, both in the San Joaquin Valley and in other regions of the state, to identify issues of regional significance in legislative proposals and policies and coordinate advocacy efforts to advance common goals.



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

**Do you care
about the future of Fresno
farms and farmland?**



The Council of Fresno County Governments (COG) invites you to share your thoughts about the future of Fresno County agriculture.

Fresno County is experiencing unprecedented growth. In the next generation, population is expected to more than double to 1.93 million people! Because most of the County's cities are surrounded by farmland, this will place tremendous pressure on agricultural resources.

To address this growth and plan for the future of the County's farms and farmland, the COG is designing a Model Farmland Conservation Program (MFCP). The purpose of the MFCP is to design and implement a coordinated set of local policies that will effectively conserve the land and water resources necessary for Fresno County agriculture to remain economically viable.

Public input is the foundation of this process. To be effective, the MFCP must address your needs. We are looking for you and other concerned citizens to be an integral part of this process.

**We want to hear
your views!**

**Take the opportunity
to make a difference.**

**Join the
discussion.**

Wednesday, January 16, 2008

**University of California
Kearney Research and
Extension Center
9240 S. Riverbend Avenue
Parlier**

6:00 PM – 8:00 PM

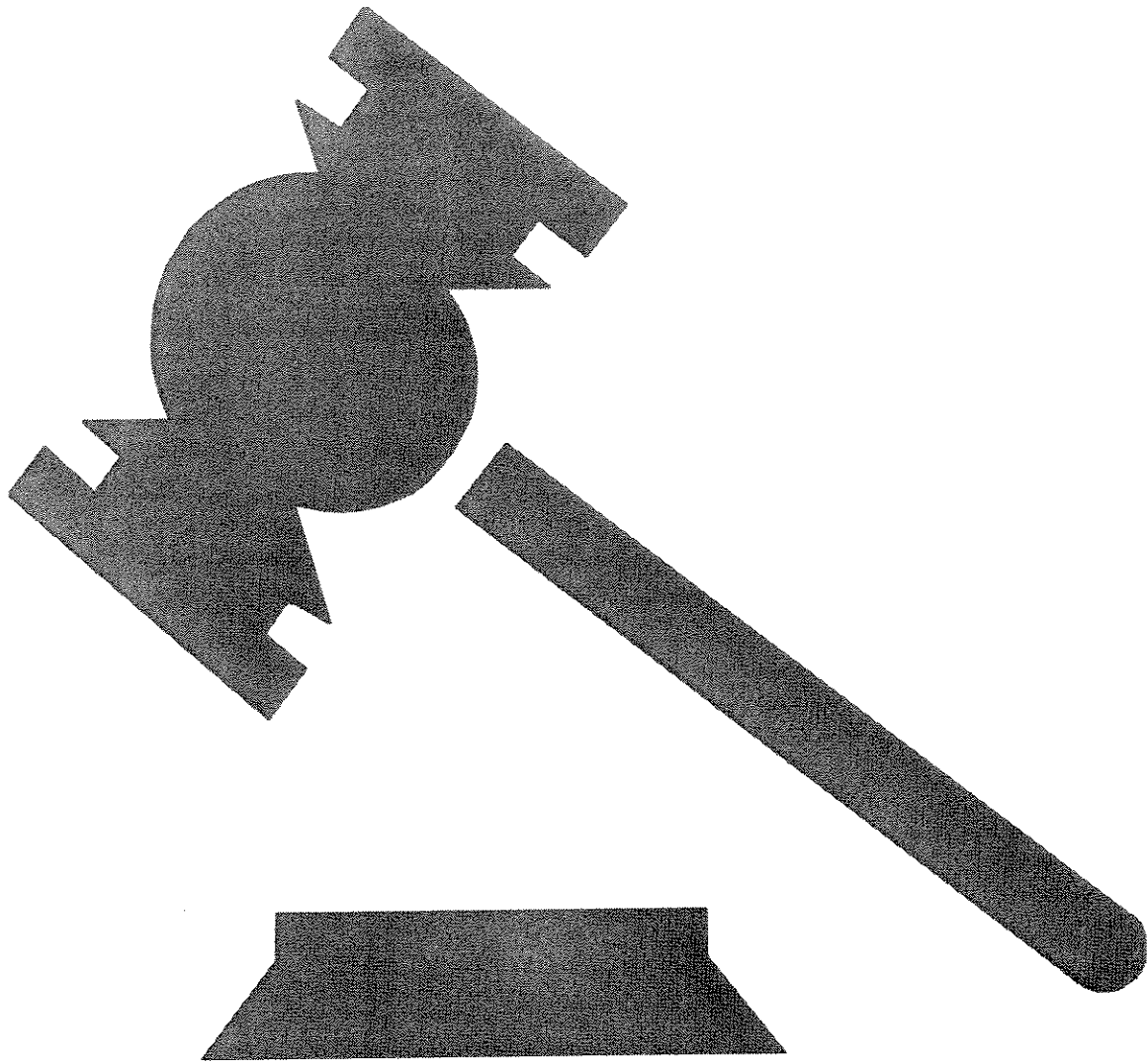
Thursday, January 17, 2008

**University of California Center
550 E. Shaw Avenue
Fresno**

6:00 PM – 8:00 PM

Contact Information

Todd Sobrado, Council of
Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, California 93721
(559) 233-4148
todds@fresnocog.org

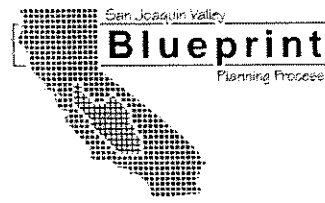


***ADMINISTRATIVE
ACTION/DISCUSSION ITEMS
AGENDA ITEM VI.E.***



2035 Tulare Street, Suite 201
Fresno, California 93721

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



December 19, 2007

**To: Barbara Goodwin, Executive Director
Tony Boren, Deputy Director
COG Blueprint Staff**

From: Barbara Steck, Senior Transportation Planner

Re: Blueprint – Phase III – Fresno County Alternative Scenario Analysis

Following is an outline of critical dates for the completion of Fresno COG's Phase III of the Blueprint planning process. We are requesting bids from marketing and/or advertising firms for assistance with these tasks.

January 23rd Blueprint Roundtable – Present scenario updates

February 27th Blueprint Roundtable – Present preliminary scenario runs with outcomes on 6 Fresno County alternative scenarios, take comments from committee, refine as needed

March 26th Blueprint Roundtable – Present results of final runs on all scenarios; Roundtable approval to take to public

March 27 - April 22 - Public outreach and feedback on 6 scenarios

Some suggested approaches:

- Community TV and Radio spots
- Presentations to local agencies and community groups
- Community Forums – one on east side and one west side
- Fresno Bee Survey? (TBD)
- Comcast Town Hall Meeting w/ Clickers? (TBD)
- Interactive COG website? (TBD)
- Other outreach strategies (TBD)

April 23rd Blueprint Roundtable - Report on public outreach; committee makes recommendation to COG Policy Board on selected concept

May 29th - COG Policy Board - approve Fresno's selected concept and forwards to UC Davis for inclusion in Valleywide analysis.

After this point, we will begin the Valleywide process of developing alternative regional scenarios and conducting outreach on scenarios. Once the San Joaquin Valley preferred growth scenario is selected, we will move to implementation – beginning with adoption of the SJV Blueprint by local agencies with land use authority. It's a challenging schedule, but we need to move forward if we hope to have all 70 Valley jurisdictions with land use authority endorse the SJV Regional Blueprint preferred scenario by June 30, 2009.

Fresno County Blueprint

Preliminary Draft Scenarios Descriptions

Three levels of network analysis will be conducted:

- *RTP Buildout (Scenarios 1-5)*
- *RTP Enhanced - RTP Buildout with SR 65 and TBD 99 Bypass (Scenarios 1-5)*
- *Metro Rural Loop (Scenario 6)*

SCENARIO 1: Current Trends - Status Quo Land Use pattern that reflects recent development practices. Growth would not be constrained within the current Spheres of Influence (SOI).

SCENARIO 2: Metro-focused, maintaining SOI - High density metropolitan area growth. This scenario directs 90% of the future growth in Fresno County to the metropolitan area. (Average densities will be determined after model runs.) It would emphasize higher density infill development and redevelopment; some greenfield development would also occur. It would maintain or shrink the existing SOI. It would allow no further development on strategic agricultural land or on strategic resource conservation land. There would be limited growth in the remainder of the County.

SCENARIO 3: SOI-focused, maintaining SOI - High density metropolitan area growth. This scenario directs almost all of the future growth in Fresno County to the city spheres and Millerton/Shaver Lake areas. (Average densities will be determined after model runs.) It would emphasize higher density infill development and redevelopment; some greenfield development would also occur. It would maintain or shrink the existing SOI. It would allow no further development on strategic agricultural land or on strategic resource conservation land. There would be limited growth in the remainder of the County.

SCENARIO 4: Metro-focused, expanding SOI - Moderate density increase, metropolitan area growth. This scenario directs 80% of the future growth in Fresno County to the metropolitan area. (Average densities will be determined after model runs.) It would involve infill development, redevelopment and significant greenfield development. It would allow for expansion of the SOI to accommodate growth. It would discourage further growth in areas of strategic agricultural or resource conservation land. There would be limited growth in the remainder of the county.

SCENARIO 5: Countywide Growth - Distributing a moderately increased density within all of the cities and unincorporated communities, and include new town development. (Average densities will be determined after model runs.) It includes some density increase from infill development and redevelopment. It would allow for expansion of the spheres of influence to accommodate growth. It would discourage further growth in areas of strategic agricultural or resource conservation land. There would be limited growth in the remainder of the county (unincorporated areas) to support agriculture.

SCENARIO 6: Corridors and Nodes - Moderate growth and high density increases utilizing the concept of the "Metro Rural Loop". Growth would be distributed within the County along the major transportation corridors and at designated "Nodes" which could expand existing cities or be "new cities/towns". This scenario would provide for significant infill/redevelopment in the metropolitan area and greenfield development to accommodate projected population. (Average densities will be determined after model runs.) Spheres of Influence would be adjusted accordingly. Growth corridors and nodes would be developed using the strategic farmlands study and strategic resource land mapping. There would be 2050 and 2110 versions.

DRAFT SCENARIO MATRIX

	Scenario 1 Current Trends/Status Quo	Scenario 2 Metro-Focused Growth "Frozen Spheres"	Scenario 3 Sphere of Influence Focused "Frozen Spheres"	Scenario 4 Metro Focused w/Sphere Expansion New Greenfields	Scenario 5 Countywide Growth w/Sphere Expansion New Towns and Rural Communities	Scenario 6 Corridors and Nodes Metro Rural Loop MRL consultants will provide modeling
		High Density Metro Growth	High Density Countywide Growth	Moderate Density Metro Growth	Moderate Density Countywide Growth	
GROWTH AREAS	Countywide	Metro 90%/Remaining 10%	All city SOIs and Millerton/Shaver Lake area	Metro 80%/Remaining 20%	10% for New towns, Countywide	To be determined
REDEVELOPMENT	250 units/year	3000 units/year	3000 units/year	1500 units/year	500 units/year	To be determined
SPHERES	Unlimited expansion	No expansion	No expansion	Some expansion	Some expansion	To be determined

Blueprint: Outlying cities' boundaries blur

Continued from Page A1

les such as limiting growth to existing urban areas or establishing new towns along key corridors such as Interstate 5 and highway 168.

But the centerpiece will be the status quo maps, with their unliking forecast of a county dominated by urban sprawl at midcentury.

"The story we want to tell the public right now, I guess, is if we continue with business as usual, this is what the urban area's footprint will look like," said Barbara Steck, senior transportation planner for the county and staff coordinator of the Fresno County portion of the blueprint effort.

The public will get its chance to weigh in at a series of meetings tentatively planned for April.

The next month, the council's governing board — composed of mayors and other representatives from the county's 15 cities — and the Board of Supervisors — scheduled to vote on which alternative best fits the county's own preferred vision of its future.

After that, vision documents from all eight Valley counties — he others are San Joaquin, Stanislaus, Merced, Madera, Kings, Tulare and Kern — will be merged into a comprehensive set of guidelines for accommo-

"There's a lot of concern that development will chew up open space and farmland."

— Michael Prandini,

president and chief executive officer of the Building Industry Association of the San Joaquin Valley



dating 4 million more people, more than double the current number, without turning wide swaths of the Valley into new versions of Los Angeles or San Jose.

The nonprofit Great Valley Center, based in Modesto, will coordinate that part of the process. But details on the implementation, including new land-use maps and other legally binding documents, such as general plans, will remain mostly vested with individual cities and counties.

There appears to be broad consensus that the "business as usual" future depicted by the status quo maps is not acceptable, at least in Fresno County. Even the building industry's representatives are on board, up to a point.

"There's a lot of concern that development will chew up open space and farmland," said Michael Prandini, president and chief executive officer of the Building Industry Association of the San Joaquin Valley.

Valley seeking to stall sprawl
Eight counties work toward smarter growth.

By Russell Clemings
The Fresno Bee

Welcome to Fresno County in the year 2050, the population has doubled to almost 2 million. But development patterns haven't changed. Endless subdivisions of single-family homes still rule the landscape. Farmland still gives way to the roots and rescue lawns in one gulp after another of 160 acres each.

The Fresno/Clovis metropolitan area has swallowed Easton and is creeping to the outskirts of Sanger.

Farther south, Kingsburg, Selma and Fowler have grown into one knotty mass and have nearly merged with Parlier and Reedley.

That vision of the future, laid out in newly issued computer-generated maps, is something that participants in a current eight-county planning effort say they want the region to avoid — along with the traffic congestion, air pollution and other consequences of unchecked urban sprawl.

"If we keep building the way we've been building, then that's likely to be what we'll look like," said Clovis planning and development director John Wright, who is on a committee that is shepherding Fresno County's slice of the state-funded San Joaquin Valley Blueprint Planning Process.

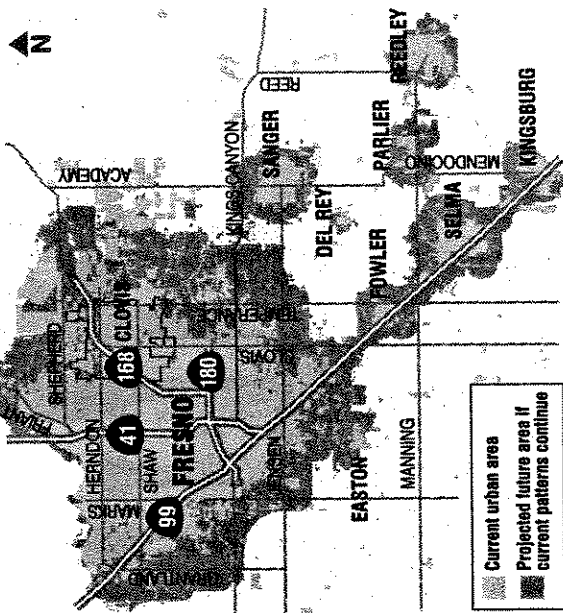
Like their counterparts in other counties, local planners with the Council of Fresno County Governments will reach out to the public in coming months for help reshaping the "status quo" outlook reflected by the maps — and for reaction to various alternative visions. The alternatives will place varying amounts of emphasis on priorities such as preserving farmland and environmentally sensitive land, such as wetlands.

They will also examine strategies such as wetlands.

See BLUEPRINT, Page A14

A sprawling vision

Maps produced as part of a long-term San Joaquin Valley planning effort show that, if current development patterns do not change, large parts of rural Fresno County will become urbanized by 2050, connecting cities along Highway 99 into one continuous urban mass and encroaching on outlying cities such as Sanger.



Source: Council of Fresno County Governments

THE FRESNO BEE

Clovis planner Wright sees reason to hope that the effort will succeed, even if it means confronting a history of sprawl dating back at least to World War II.

he said. "So you can't say there's nowhere else in the world where they've done this kind of thing."

► The reporter can be reached at rclmings@fresnobee.com or (559) 441-6371.

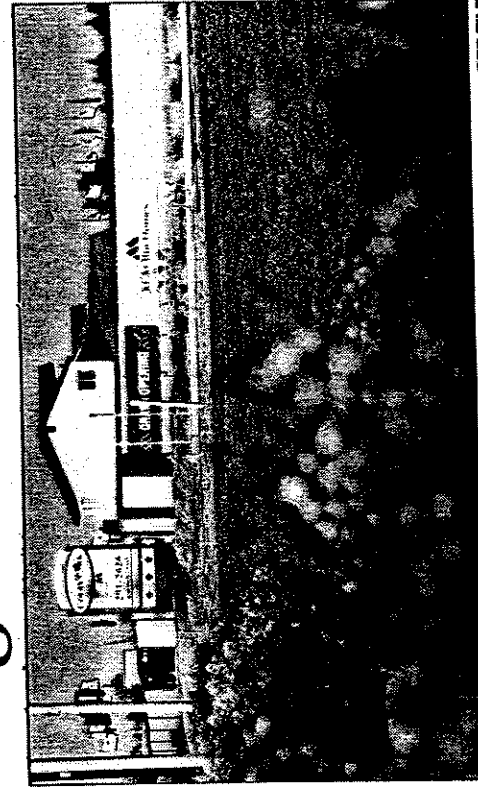
Good planning crucial to Valley's future quality of life

Public must be a part of the discussion and process of deciding direction.

The Valley is at a crossroads, buffeted on the one hand by growing population and on the other by the need to conserve precious resources such as water, air and farm land. How we balance these competing forces will have much to say about the quality of life in the Valley for our children and grandchildren — and whether any of them will want to live here at all.

The key is planning — and sticking to plans once they're adopted — and that's why we find the state-funded San Joaquin Valley Blueprint Planning Process such a good idea.

The professional planners among us know what the Valley will look like if we don't start making some changes in the patterns of growth and development that have dominated the landscape for decades. We'll have wall-to-wall cities clustered on both sides of Highway 99, and the Valley's vaunted agriculture will be a shell of its former self, with thousands of acres of once-productive land buried forever under houses, shopping malls and asphalt roads.



BEE FILE

The air will be even dirtier and water will be scarce.

That's what we'll bequeath to future generations if we continue with business as usual.

But how to yank the Valley in a new direction will be one of the thorniest public policy debates facing local governments in the coming years. The voices talking about change are growing in number and volume, but there is a tremendous inertia in the status quo — not to mention considerable profits. Change won't come easy.

Part of the reason for that is the fact that the "American Dream," fos-

brag to the world about the bounty of this fertile Valley, and then pave it over as fast as we can.

And some of the earlier suburbs have succumbed to the same decay and blight that people once sought to escape. We have let many of them fester and rot as we move ever outward to new residential pastures.

There are answers. Some of them have worked elsewhere, some will be unique to the Valley. None will be an easy sell.

Halting the spread of sprawling suburbs is a good start. Directing more development inward — and up instead of out — is one step several Valley cities, including Fresno, have already taken as part of their planning processes. That should be accelerated. There are many who say that Americans, especially Californians, are so wedded to their suburbs and their cars that they'll never live in denser urban neighborhoods. But we continue to believe that there is already considerable pent-up demand for just such neighborhoods, in Fresno and elsewhere.

Nor is it necessary for everyone to leave the suburbs and move to the inner cities. Downtown Fresno, for instance, could be successfully revitalized if a mere fraction of the half-million people who now live in the city moved downtown.

We are likely to always have suburbs, but they'll have to be a different sort than we are used to. Some communities have already adopted plans that call for "clusters" or "villages" — denser arrangements of housing adjacent to jobs and commercial spaces, with open areas surrounding them. That's another useful answer.

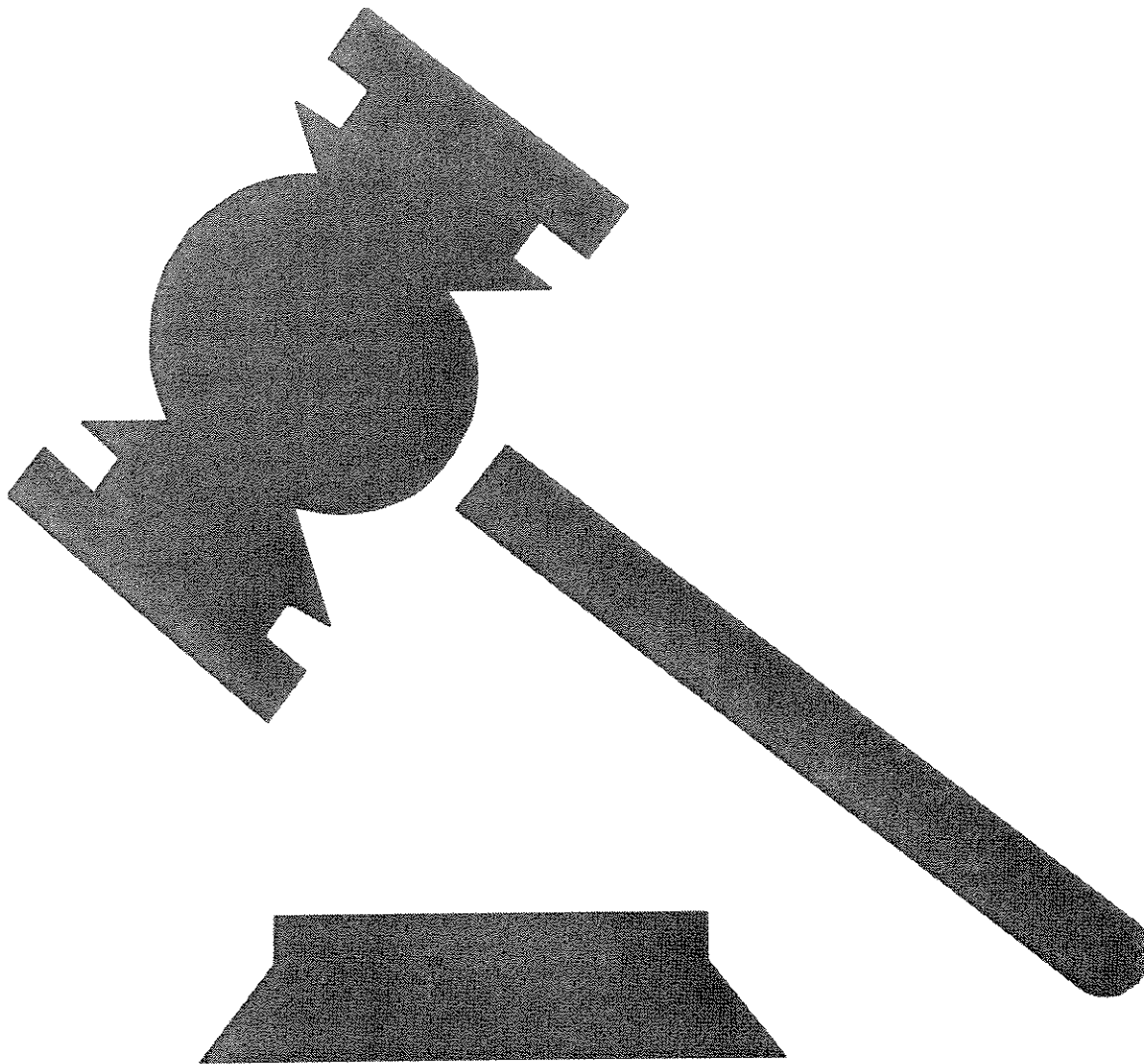
Yet another may lie in the proposed Metro Rural Loop, which would link population centers in Fresno and Madera counties with a combination of highways, rail and transit lines, preserving the identities of existing cities and towns while tying them together in a regional framework.

Other answers will emerge as the process continues. The Blueprint planners will be seeking public input in the months ahead; we'll be talking more about that as it approaches. It's important that this become a widespread public debate, not just an academic exercise between experts.

All of us have to live with the decisions that are made in our names. All of us must be part of that process. Otherwise, we're liable to wake up one day and wonder, "When did this Valley become so bleak and dreary?"

And know that by then, it will be too late to do anything about it.

► Tell us what you think. Comment on this editorial by going to <http://www.fresnobee.com/opinion>, then click on the editorial.



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

Fresno COG "One Voice" ~ 2008 Recommended Regional Priorities

Project/Bill/Account	Project Description	Project Location	Congressional District	Total Request (Final \$ TBD)	Requesting Agency
# 1 Transportation Priority Project					
State Route 180 - Temperance to Academy Ave. <i>THUD (STP)</i>	Completion of construction of the segment of SR 180 from Temperance to Academy	Southeast Fresno County	21	\$3,000,000	Fresno COG
Highway 269 Bridge Project <i>THUD (STP)</i>	Build a 500 foot bridge across the Arroyo Pasajero Creek	Near the City of Huron	20	\$1,300,000	Fresno COG
Golden State Corridor Economic Development Infrastructure <i>THUD (TCSP)</i>	Roadway rehabilitation, improvements and enhancements to facilitate economic development.	Golden State Boulevard through Kingsburg, Selma, Fowler, and portions of Fresno Co.	19, 20, 21	\$3,000,000	Fresno COG
Recycled Water Master Plan System – Phase C <i>Interior (EPA-STAG)</i>	Complete build-out of main water transmission lines. Developed in 5 phases – Total Cost - \$35 million	City of Clovis	21	\$850,000	City of Clovis
Veteran's Boulevard <i>THUD (STP)</i>	Diagonal connection between Herndon Ave. and Grantland in NW Fresno	NW area of City of Fresno	19	\$1,500,000	City of Fresno
Willow Avenue Corridor Improvements from Herndon Ave to Copper Ave. <i>THUD (TCSP)</i>	Widening of Willow Ave	Northeast Fresno connecting to the City of Clovis	21	\$2,000,000	City of Fresno
Manning Avenue Bridge Rehabilitation and Reconstruction. <i>THUD (TCSP)</i>	Manning Avenue Bridge Rehabilitation and Reconstruction.	Manning Avenue entrance to Reedley over the Kings River	21	\$500,000	City of Reedley
#1 Social Services Priority Project					
Never Give Up - Fresno County Gang Prevention Initiative Justice: Commerce, Justice, Science	Institute first step of countywide Gang Prevention Initiative	Countywide	18, 19, 20, 21	\$1,500,000	County of Fresno
Transit Signal Priority <i>THUD (Bus and Bus Facilities)</i>	Fund Transit Signal Priority System	Various congested intersections within Fresno Clovis Metropolitan Area	18, 20, 21	\$3,500,000	City of Fresno

Congressional Districts – 18 – Cardoza, 19 – Radanovich, 20 – Costa, 21 – Nunes
1/7/2008

Fresno COG "One Voice" 2008 Policy Priorities

Project/Legislative Vehicle	Project Description	Project Location	Applicant	Congressional Districts
Future of the 144th Fighter Wing, California Air National Guard <i>Defense (Authorization)</i>	To assign F-15 aircraft to the 144th Fighter Wing to replace the F-16 dated to expire in the year 2012.	Fresno Yosemite International Airport	City of Fresno	21
Fresno Yosemite International Airport <i>DHS (Authorization)</i>	Establish FYI as an international Port of Entry (POE) with the US Dept. of Homeland Security, Customs and Border Protection Agency (CBP)	Fresno Yosemite International Airport	City of Fresno - Dept. of Airports	21
Air Quality Enterprise/ Empowerment Zone Designation <i>Federal Tax Legislation (Authorization)</i>	Establishment of new designation	County of Fresno	County of Fresno - Board of Supervisors	18, 19, 20, 21

A Guide to Appropriations Project Opportunities

Bill THUD: Transportation-Housing and Urban Development Account STP: Surface Transportation Program TCSP: Transportation-Community-System Preservation Account EDI: Economic Development Initiative Account	(STP) The Surface Transportation Program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities; Average Project Amount \$1,500,000-\$2,500,000. (TCSP) Funds within this account are used to: (1) Improve the efficiency of the transportation system; (2) Reduce environmental impacts of transportation; (3) Ensure efficient access to jobs, services, and centers of trade; (4)Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals; Average Project Amount \$300,000-\$1,000,000. (EDI) This account is the broadest of all the urban development funds. EDI funds are used for a wide variety of economic development projects but must be used for construction or real property acquisition; Average Project Amount \$300,000-\$500,000.
Bill Interior Account STAG: State and Tribal Assistance Grants Account	These funds are largely designed to build or rehabilitate water and wastewater infrastructure systems. However, funding may also be used for related activities such as monitoring and treatment. This account provides funding for both wastewater and drinking water projects and related activities. 70% of funds within this overall account are used to capitalize state revolving funds for wastewater and clean water while roughly 30% of total funds are earmarked by Congress for the above activities; Average Project Amount \$250,000- \$500,000.
Bill Labor-HHS-Education: Labor Health and Human Services and Education Account Museum and Library Services Account Health Resource Service Administration (HRSA)	(Museum and Library Services) This related agency program provides funding to upgrade and expand museums and other educational institutions including facilities and programming; Average Project Amount \$75,000-\$300,000. (HRSA) These funds are used for construction and equipment as well as program development. HRSA supports programs which provide health services to disadvantaged, medically underserved, and special populations, decrease infant mortality, assist in the education of health professionals, and provide technical assistance regarding the utilization of health resources and facilities. Construction projects <u>must</u> be directly related to health-related activities; Average Project Amount \$600,000-\$800,000.
Bill Justice: Commerce, Justice, Science Account Juvenile Justice Program Byrne-JAG: Byrne Memorial Justice Assistance Grants Account COPS Technology	JAG funds are used for law enforcement programs, prevention and education programs, drug treatment programs, prosecution and court programs, and planning, evaluation, and technology improvement programs; Average Project Amount \$500,000- \$700,000. COPS Technology grants provide funding for the continued development of technologies and automated systems that help Tribal, state, and local law enforcement agencies prevent, respond to, and investigate crime. This funding allows state agencies to purchase technologies to advance communications interoperability, information sharing, crime analysis, intelligence gathering, and crime prevention in their communities. Average Project Amount \$200,000-\$300,000.
Bill Department of Agriculture Account Buildings and Facilities and/or	Funds for Agriculture Research Service buildings and facilities. To perform agricultural research and demonstration relating to production, utilization, marketing, and distribution (not otherwise provided for), home economics or nutrition and consumer use including the acquisition, preservation, and dissemination of agricultural information; and for acquisition of lands by donation, exchange, or purchase at a nominal cost Average Project Amount \$270,000- \$2,000,000

THE WHITE HOUSE

WASHINGTON

December 28, 2007

Dear Mr. Rodriguez:

On behalf of President Bush, thank you for your interest in the Administration's efforts to address illegal immigration nationwide and in your community. We understand the impact of illegal immigration on state and municipal governments and your desire for the federal government to help local communities address this issue.

President Bush led last year's debate for a comprehensive, bipartisan reform of our nation's immigration policy. The Secure Borders, Economic Opportunity and Immigration Reform Act, supported by the President, embodied his commitment to border security and interior enforcement and his opposition to amnesty for illegal immigrants. Unfortunately, Congress did not pass this bill, which made enforcement of immigration laws the highest priority and provided the law enforcement tools necessary to end illegal immigration while keeping the U.S. economy strong. Despite this setback, the President is committed to enforcing existing immigration law.

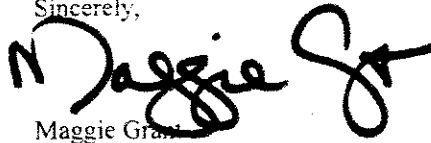
Since President Bush took office in 2001, the Administration has more than doubled funding for border security from \$4.6 billion in 2001 to \$10.4 billion in 2007. Of these monies more than \$1.5 billion was appropriated over the last two years for the construction of fencing and other border infrastructure. We will also have doubled the size of the Border Patrol by the end of this year and by the end of the Administration, we will have over 18,000 agents on duty patrolling our borders. As a result of this investment, and other deterrence factors, between 2006 and 2007 the number of people apprehended for illegally crossing the southern border was down by nearly 20 percent.

In addressing worksite enforcement, the Administration is also helping States make greater use of E-Verify, the electronic employment eligibility verification system, and seeking partners willing to share their Department Of Motor Vehicles (DMV) photos and records with E-Verify. Through outreach and technical assistance, the Administration is helping to grow the number of States that mandate the use of E-Verify by some or all of their hiring agencies.

The President has also instituted a policy of "catch and return," ensuring all removable aliens caught trying to cross the border illegally are held until they can be returned to the country from which they came. Since 2001, the Administration has provided funding for nearly 7,800 new beds to detain these aliens - a 40 percent increase. By the time the President leaves office, we will have enough funding for beds to hold 31,500 persons.

Thank you again for your correspondence. I have taken the liberty of forwarding your letter to Secretary Chertoff at the Department of Homeland Security for his review and consideration. Please do not hesitate to contact Bill Behrens or me if we can be of further assistance to you.

Sincerely,



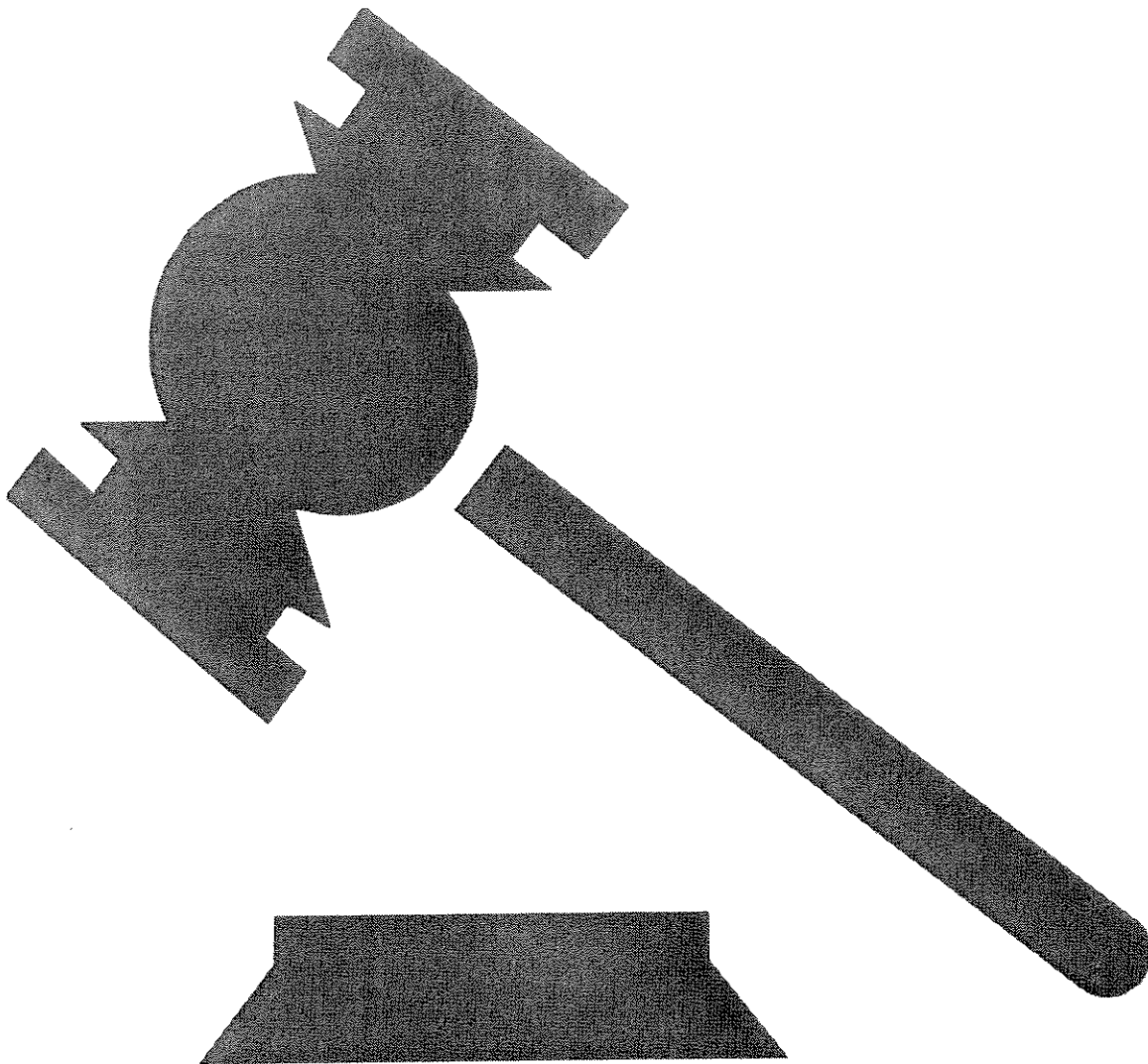
Maggie Grant
Deputy Assistant to the President and
Director of Intergovernmental Affairs

The Honorable Trinidad M. Rodriguez
Council of Fresno County Governments
Mayor, City of Kerman
2035 Tulare Street, Suite 201
Fresno, California 93721

RECEIVED

JAN 14 2008

BY: _____
FRESNO COG



***ADMINISTRATIVE
ACTION/DISCUSSION ITEMS
AGENDA ITEM VI.G.***



2035 Tulare Street, Suite 201
Fresno, California 93721

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

**THE COUNCIL OF FRESNO COUNTY GOVERNMENTS
POLICY BOARD AD HOC SACRAMENTO "ONE VOICE" SUBCOMMITTEE**

2008 Sacramento "One Voice" Meeting

6:00 p.m. Thursday, January 24, 2008
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Ash Conference Room

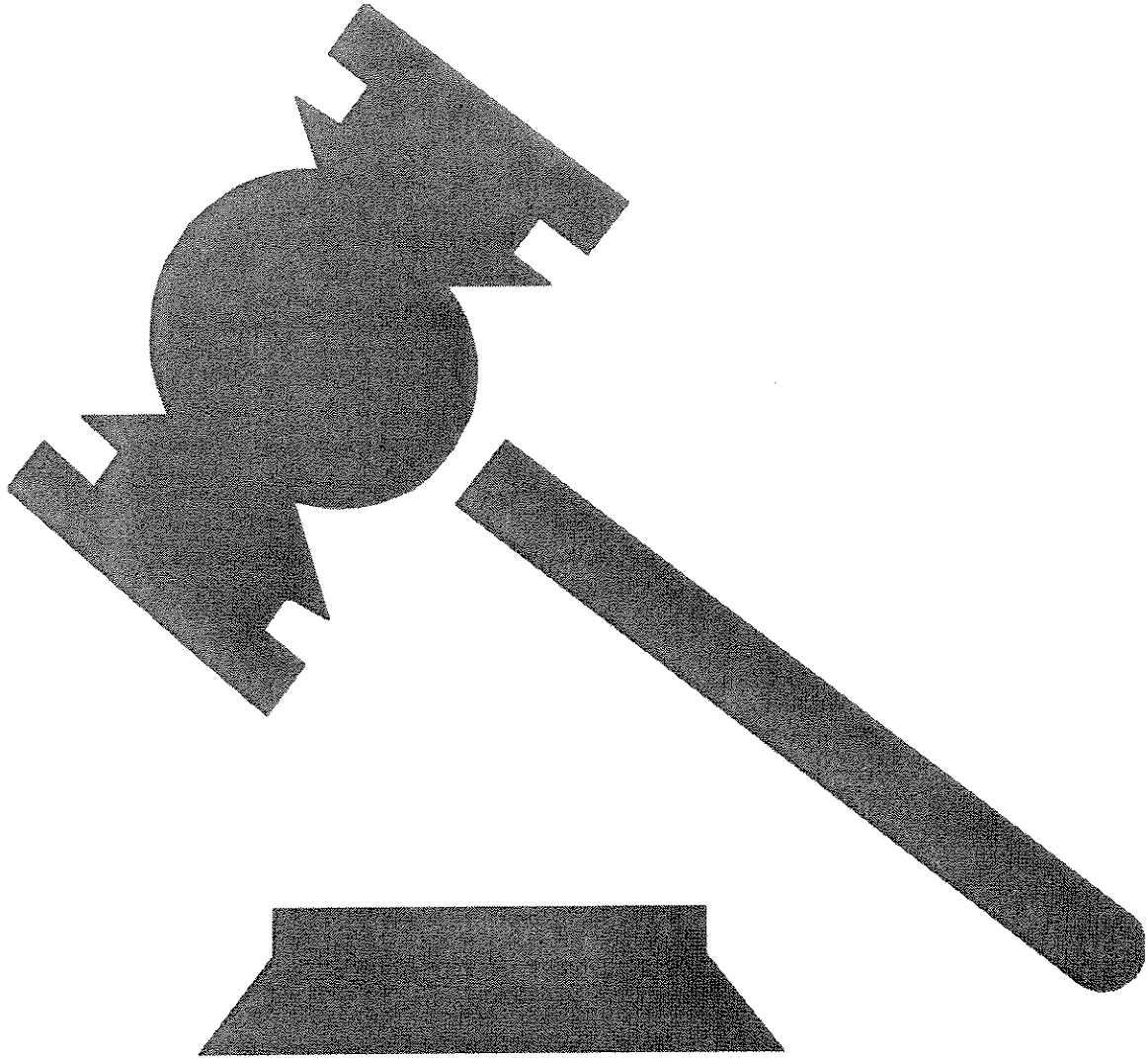
-AGENDA-

- I. **Introductions**
- II. **Overview and Purpose of the Sacramento "One Voice" Advocacy Effort**
2008 Sacramento Trip Dates: Monday, March 10th – Tuesday, March 11th.
- III. **Presentation of Preliminary List of Legislative Issues**
COG's state lobbyist, Steve Samuelian, will present the enclosed preliminary list of legislative priority issues for advocacy on Capitol Hill.
- IV. **Prioritize List to Send to COG Policy Board for Approval in January**
The Subcommittee will prioritize the list to send to the Policy Board for their approval at their January 24th meeting.
- V. **Other Business**

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

POTENTIAL SACRAMENTO "ONE VOICE" ADVOCACY ISSUES	PRIORITY RANK
WATER: SURFACE LEVEL WATER STORAGE: Support funding to meet the surface level water storage needs of Fresno County via new bond monies, legislation, or other avenues of funding.	
PROPOSITION 1B (TRANSPORTATION BOND): Maximize Fresno County's regional share of Proposition 1B bond monies.	
PROPOSITION 1C (HOUSING BOND): Maximize Fresno County's regional share of Proposition 1C bond monies.	
PROPOSITION 84 (PARKS BOND): Maximize Fresno County's regional share of Proposition 84 bond monies.	
PORT CONTAINER FEES FOR THE SAN JOAQUIN VALLEY: Support legislation that includes the San Joaquin Valley region as a recipient of any new port container fees collected at the California ports to mitigate the emissions associated with freight movement to and from the ports through the Valley.	
SAN JOAQUIN VALLEY DESIGNATION AS AN AIR QUALITY ENTERPRISE/EMPOWERMENT ZONE: Seek the establishment of a new San Joaquin Valley designation as an Air Quality Enterprise/Empowerment Zone at the State and Federal level. The new designation would recognize that the Valley has a unique air quality and economic situation that calls for additional state and federal resources to effectively meet the unique challenges that face the Valley.	
HIGH-SPEED RAIL: Support the development of High-Speed Rail in a manner that is most beneficial to Fresno County and the entire San Joaquin Valley and the retention of the High-Speed Rail Bond Measure on the November 2008 ballot.	
CALIFORNIA PARTNERSHIP FOR THE SAN JOAQUIN VALLEY: Support AB 27 (Parra) establishing the California Partnership for the San Joaquin Valley, in statute, through January 1, 2020.	
THE SAN JOAQUIN VALLEY REGIONAL AFFORDABLE HOUSING TRUST: Support AB 1129 (Arambula) establishing the San Joaquin Valley Regional Affordable Housing Trust and maximize funding opportunities from Proposition 1C and other available state sources for the Trust.	

COMMENTS...



***ADMINISTRATIVE
ACTION/DISCUSSION ITEMS
AGENDA ITEM VI.I.***

Adopted January 9, 2009

San Joaquin Valley Housing Trust Board of Directors and Alternates

San Joaquin Valley COGs (8)

Kings County Association of Governments	Staff: Terri King, ED
Elected: Sid Craighead, Avenal Council	
Fresno County Council of Governments	Staff: Barbara Goodwin, ED
Elected: January 24 meeting	
Kern County Council of Governments	Staff: Ron Brummit, ED
Elected: January meeting	
Madera County Transportation Commission	Staff: Patricia Taylor, ED
Elected: January meeting	
Merced County Association of Governments	Staff: Jesse Brown, ED
Elected: Diedre Kelsey, Supervisor	
San Joaquin Council of Governments	Staff: Andrew Chesley, ED
Elected: January meeting	
Stanislaus Council of Governments	Staff: Vince Harris, ED
Elected: January meeting	
Tulare County Association of Governments	Staff: George Finney, ED
Elected: January 28 meeting	
City staff Professional: from Each County to be chosen by COGs	

California Partnership for the San Joaquin Valley (4)

Land Use, Agriculture, Housing Work Group:
Energy Work Group: Green Builders Association
Workforce Work Group:
Partnership Board liaison: Fritz Grupe, The Grupe Company

Affordable Housing Developers (4)

Carol Ornelas, Executive Director, Visionary Builders
Michael Lane, Management Analyst, Self Help Enterprises
Dennis Wallace, Executive Director, Habitat Bakersfield, representing Valley Habitats

Valley Housing Authorities: Stephen Pelz, ED, Kern County Housing Authority
Alternate: Nick Benjamin, ED, Madera Housing Authority

Valley Homebuilders Association (BIA): John Beckman, CEO, BIA of the Delta
Alternate: Mike Prandini, CEO, BIA Fresno County

Trade Unions: Building Trades Council

Housing Advocates (3)

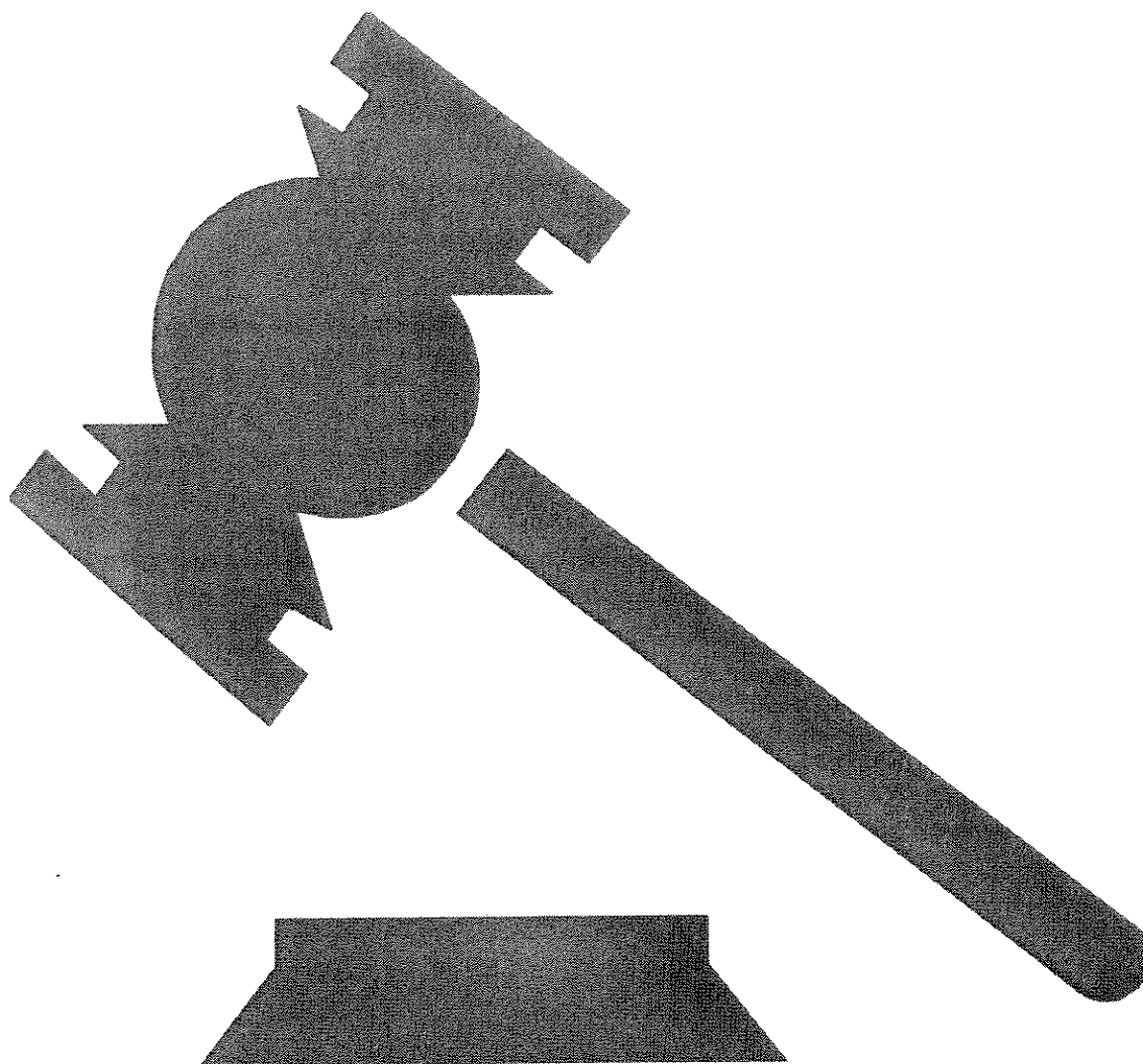
North Valley: People and Congregations Together: Loretta Thomas
Central Valley: Sara Hedgepath Harris, Fresno Housing Alliance
South Valley: Faith in Action: Andrae Gonzales

Specialists (3)

Child Care: Christie Hendricks, Child Care Planner, Merced Department of Education
Disabilities: Bob Hand, Executive Director, Centers for Independent Living
CV Planning Organization: John Wright, City of Clovis; Fred Brusuelas, City of Visalia

CALIFORNIA COALITION OF
Staff assistance to Board: Central California Rural Housing: Darryl Rutherford; California Partnership: Allysun Williams.

Advisors to Board: US HUD: Rollie Smith; State of California HCD: Paul McDougall

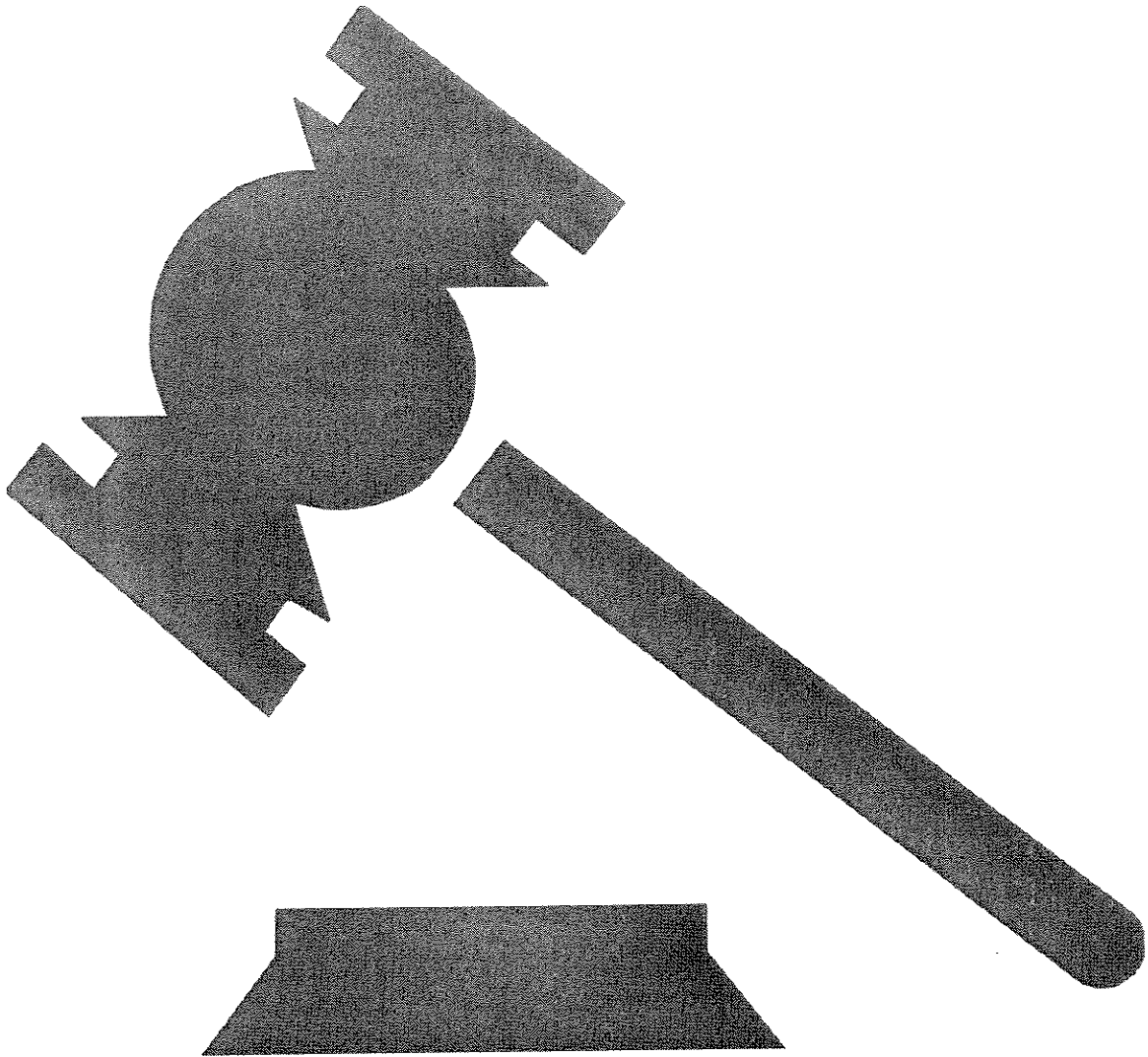


***ADMINISTRATIVE
ACTION/DISCUSSION ITEMS
AGENDA ITEM VI.J.***

Original table

Table 19
Final Estimated Housing Construction Need
by Jurisdiction and Income Group
January 1, 2006 to June 30, 2013

by Jurisdiction and Income Group January 1, 2006 to June 30, 2013																
Market Area	City/Unincorporated	Very Low	Low	Moderate	Above Moderate	Total	Adjusted table			Difference						
							Very Low	Low	Moderate	Above Moderate	Total	Very Low	Low	Moderate	Above Moderate	Total
FCMA	Clovis	3,214	2,323	2,714	7,147	15,398	3,275	2,354	2,681	7,073	15,384	61	32	-33	-74	-14
	Fresno	4,820	3,260	3,696	9,195	20,971	4,912	3,304	3,651	9,100	20,968	92	44	-45	-95	-4
	Unincorporated	297	142	131	88	658	303	144	129	87	664	6	2	-2	-1	5
	FCMA Total	8,331	5,725	6,541	16,430	37,027	8,490	5,803	6,462	16,260	37,015					
East Valley	Fowler	130	94	106	220	550	132	96	105	218	551	2	1	-1	-2	0
	Kingsburg	308	227	172	504	1,211	314	230	170	499	1,213	6	3	-2	-5	2
	Orange Cove	213	157	145	263	778	218	159	144	260	781	4	2	-2	-3	3
	Parlier	139	102	144	255	640	142	104	142	252	639	3	1	-2	-3	0
	Reedley	311	231	263	544	1,349	317	234	260	539	1,350	6	3	-3	-6	0
	Sanger	561	403	465	921	2,350	572	408	459	912	2,351	11	5	-6	-10	1
	Selma	435	337	505	892	2,169	444	341	499	883	2,166	8	5	-6	-9	-2
	Unincorporated	252	155	130	140	677	257	157	128	138	680	5	2	-2	-1	3
East Valley Total		2,349	1,706	1,930	3,739	9,724	2,394	1,729	1,907	3,700	9,730					
Westside North	Firebaugh	99	79	78	123	379	101	80	77	122	380	2	1	-1	-1	1
	Kerman	689	419	495	817	2,420	702	425	489	809	2,424	13	6	-6	-8	4
	Mendota	89	71	73	126	359	91	72	72	124	359	2	1	-1	-1	0
	San Joaquin	53	42	40	64	199	54	43	40	63	200	1	1	0	-1	1
	Unincorporated	201	116	133	181	631	205	117	132	179	633	4	2	-2	-2	2
	Westside North Total	1,131	727	819	1,311	3,988	1,153	737	809	1,297	3,996					
Westside South	Coalinga	35	23	30	27	115	35	24	30	26	115	1	0	0	0	0
	Huron	126	80	99	170	475	129	81	98	168	477	2	1	-1	-2	2
	Unincorporated	60	12	15	52	139	61	12	15	51	140	1	0	0	-1	1
	Westside South Total	221	115	144	249	729	226	116	142	247	731					
Sierra Nevada	Unincorporated	114	86	116	356	672	116	88	114	352	670	2	1	-1	-4	-2
	Sierra Nevada Total	114	86	116	356	672	116	88	114	352	670					
Total County	Incorp. Total	11,222	7,848	9,026	21,269	49,366	11,436	7,955	8,917	21,048	49,357	214	107	-109	-220	-9
	Unincorp. Total	925	511	525	816	2,777	943	518	518	808	2,786	18	7	-6	-8	9
	County Total	12,147	8,359	9,550	22,085	52,142	12,379	8,473	9,434	21,856	52,142	232	114	-116	-229	0



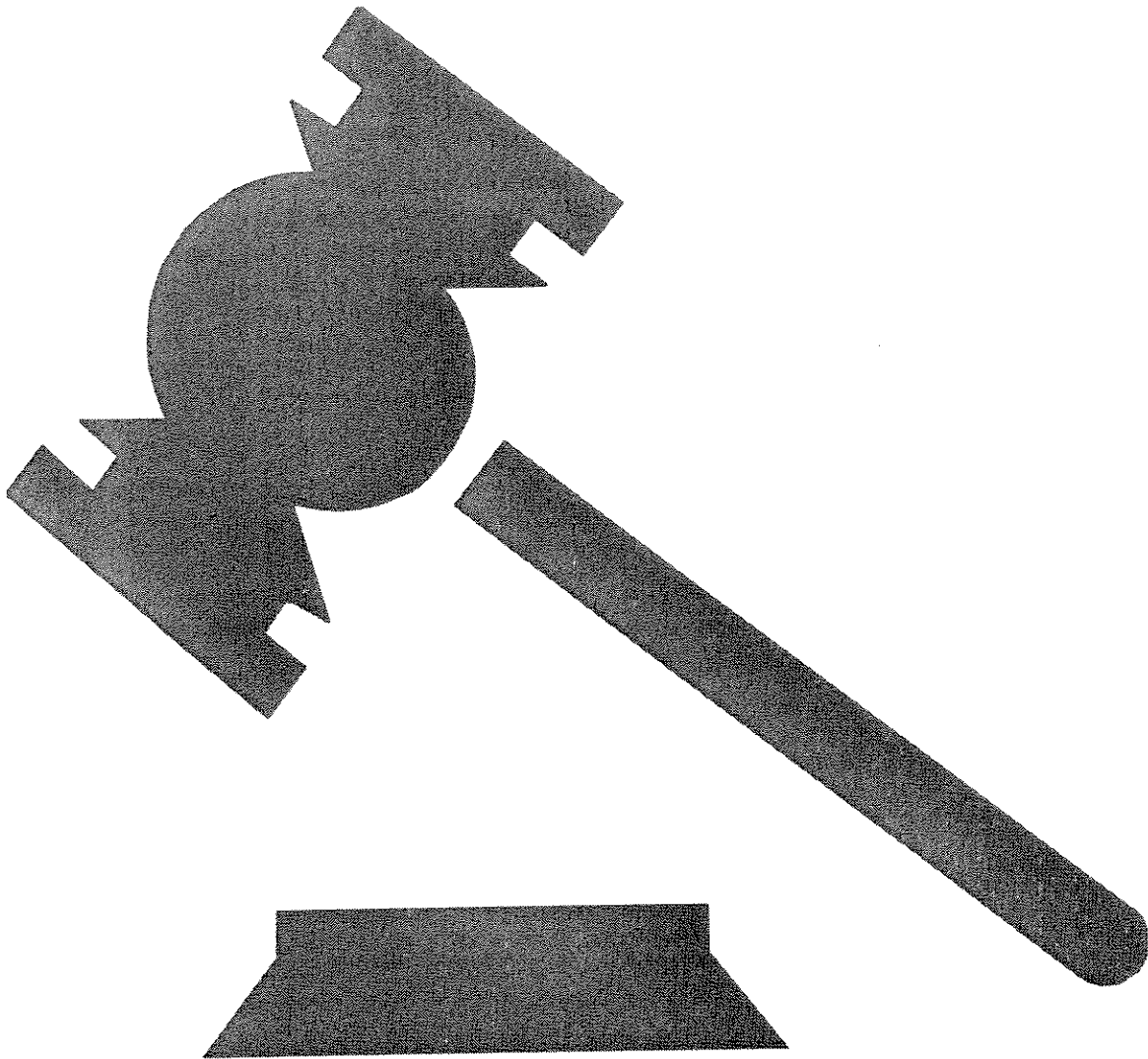
***ABANDONED VEHICLE
AGENDA ITEM VII.***

**FRESNO COUNTY ABANDONED VEHICLE ABATEMENT SERVICE AUTHORITY
ABANDONED VEHICLE ABATEMENT PROGRAM
STATUS REPORT FOR FIRST QUARTER FY 2007-08**

FINANCIAL OPERATIONS																		
	Clovis	Coalinga	Firebaugh	Fowler	Fresno City	Huron	Kerman	Kingsburg	Mendota	Orange Cove	Parlier	Reedley	Sanger	San Joaquin	Salina	Fresno County	Admini- stration	Total
YTD REVENUES																		
Registration Fees																		\$181,697.76
Interest																		\$6,418.18
Other																		
TOTAL REVENUES																		\$188,115.94
COSTS (3rd QUARTER)																		
Personnel	12,502.00	4,042.00	1,974.00	4,418.00	135,320.00		470.00	846.00				8,460.00	4,136.00	188.00	2,162.00	24,573.24	2,375.00	201,466.24
Services and Supplies			105.00				65.00	233.58				618.75		1,262.50	2,608.00	1,684.28		6,777.11
Major Purchases (\$2,500+)																		0.00
TOTAL COSTS	12,502.00	4,042.00	2,079.00	4,418.00	135,320.00		535.00	1,079.58				9,278.75	4,136.00	1,450.50	4,770.00	26,257.52	2,375.00	208,243.35
YTD COSTS	12,502.00	4,042.00	2,079.00	4,418.00	135,320.00		535.00	1,079.58				9,278.75	4,136.00	1,450.50	4,770.00	26,257.52	2,375.00	208,243.35
UNEXPENDED REVENUES																		\$0.00
VEHICLES ABATED																		
VOLUNTARY ABATEMENTS																		
PUBLIC	34	27	1	43														105
PRIVATE	59		14		768		3	7				74	36		19	183		1,163
TOWS (ABATEMENTS)																		
PUBLIC	4	8	1	2														15
PRIVATE	16		2		14		1	1				8	4	1	2			49
TOTAL ABATEMENTS																		
PUBLIC	38	35	2	45									0		0	0		120
PRIVATE	75		16		782		4	8				82	40	1	21	183		1,212
GRAND TOTAL ABATEMENTS	113	36	18	45	782		4	8				82	40	1	21	183		1,332

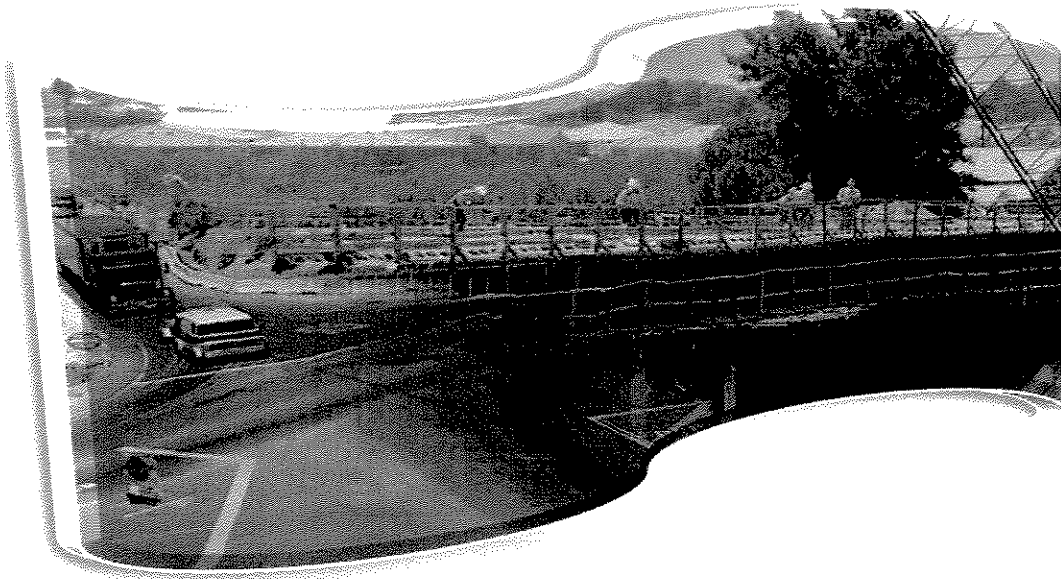
2007/08 ABANDON VEHICLE ABATEMENT FUND ACTIVITY
1ST QTR
09/30/07

Fund	UNDIST.	PRIOR	CURRENT	YTD	PRIOR	CURRENT	YTD	
NumbMember Agency	BALANCE	REVENUE	REVENUE	REVENUE	EXPENSE	EXPENSE	EXPENSE	
		****		****	****		****	
01 Clovis		15,492.58	17,059.60	32,552.18	.00	12,502.00	12,502.00	20,050.18
02 Coalinga		4,967.17	5,469.79	10,436.96	.00	4,042.00	4,042.00	6,394.96
03 Firebaugh		2,188.46	2,409.88	4,598.34	.00	2,079.00	2,079.00	2,519.34
04 Fowler		2,065.01	2,274.00	4,339.01	.00	4,418.00	4,418.00	(78.99)
05 Fresno		92,232.47	101,561.88	193,794.35	.00	135,320.00	135,320.00	58,474.35
06 Huron		732.22	806.51	1,538.73	.00	.00	.00	1,538.73
07 Kerman		1,483.39	1,633.46	3,116.85	.00	535.00	535.00	2,581.85
08 Kingsburg		1,364.17	1,502.09	2,866.26	.00	1,079.58	1,079.58	1,786.68
09 Mendota		831.78	916.05	1,747.83	.00	.00	.00	1,747.83
10 Orange Cove		930.43	1,024.63	1,955.06	.00	.00	.00	1,955.06
11 Parlier		1,154.22	1,270.87	2,425.09	.00	.00	.00	2,425.09
12 Reedley		6,920.83	7,620.78	14,541.61	.00	9,278.75	9,278.75	5,262.86
13 Sanger		6,545.16	7,207.21	13,752.37	.00	4,136.00	4,136.00	9,616.37
14 San Joaquin		359.25	395.50	754.75	.00	1,450.50	1,450.50	(695.75)
15 Selma		5,562.16	6,124.53	11,686.69	.00	4,770.00	4,770.00	6,916.69
16 Fresno County		19,379.07	21,339.16	40,718.23	.00	26,257.52	26,257.52	14,460.71
18 COFCG ADMIN	162,389.23	(162,208.37)	9,500.00	(152,708.37)	.00	2,375.00	2,375.00	7,305.86
		(.00)	188,115.94	188,115.94	.00	208,243.35	208,243.35	142,261.82
			188,115.94	188,115.94 **			208,243.35 **	
Fund	AVA				AVA	AMOUNT	Unclaimed	Cumulative
NumbMember Agency	CASH				PAYABLE	AVAILABLE	Cash	Unpaid
	BALANCE				Balance	TO PAY	Balance	Expenses
	****				****			
01 Clovis	32,372.18				12,322.00	12,322.00	20,050.18	.00
02 Coalinga	10,436.96				4,042.00	4,042.00	6,394.96	.00
03 Firebaugh	4,598.34				2,079.00	2,079.00	2,519.34	.00
04 Fowler	4,339.01				4,418.00	4,339.01	.00	78.99
05 Fresno	193,794.35				135,320.00	135,320.00	58,474.35	.00
06 Huron	1,538.73				.00	.00	1,538.73	.00
07 Kerman	3,116.85				535.00	535.00	2,581.85	.00
08 Kingsburg	2,866.26				1,079.58	1,079.58	1,786.68	.00
09 Mendota	1,747.83				.00	.00	1,747.83	.00
10 Orange Cove	1,955.06				.00	.00	1,955.06	.00
11 Parlier	2,425.09				.00	.00	2,425.09	.00
12 Reedley	14,541.61				9,278.75	9,278.75	5,262.86	.00
13 Sanger	13,752.37				4,136.00	4,136.00	9,616.37	.00
14 San Joaquin	754.75				1,450.50	754.75	.00	695.75
15 Selma	11,686.69				4,770.00	4,770.00	6,916.69	.00
16 Fresno County	40,718.23				26,257.52	26,257.52	14,460.71	.00
18 COFCG ADMIN	9,680.86				2,375.00	2,375.00	7,305.86	.00
	350,325.17				208,063.35	207,288.61	143,036.56	774.74
	350,325.17				208,063.35	0	142,261.82	
****							REV/SUM	(20,127.41)



VIII. OTHER BUSINESS

San Joaquin Valley Regional Transportation Planning Agencies Fall/Winter Policy Conference



Strengthening Our Valley Voice

January 31 – February 1, 2008
Stockton, CA

Stockton Sheraton at Regent Point
110 West Fremont Street
Stockton, CA 95202
\$109 single/double

Hosted by:
San Joaquin Council of Governments
555 East Weber Avenue
Stockton, California 95202
Phone: 209-468-3913
Fax: 209-468-1084
Email: info@sjcog.org



REGISTRATION

Conference Registration

To register, please make your checks payable to SJCOG and mail to: SJCOG, Attn: Nicole Gorham, 555 East Weber Avenue, Stockton, CA 95202. Please fax this form to (209) 468-1084.

Name: _____ Title: _____
Organization: _____ Address: _____
City: _____ State/Zip: _____
Phone: _____ Email: _____

Cost is **\$90 per person** and includes continental breakfast and lunch (both days) and the Thursday evening reception and dinner.

Total Amount Enclosed \$ _____

_____ Check here if you prefer vegetarian meals

Accommodations

The conference will be held at the new Stockton Sheraton Hotel at 110 West Fremont Street, Stockton. A block of rooms has been reserved for January 30 – 31, 2008. The room rate is \$109.00. The cutoff date for reservations is January 18, 2008. Make reservations by calling 800-325-3535 or 209-944-1140. To obtain the group rate, reference SJCOG when making your reservation.

Transportation

Driving Directions: From Highway 99 north/south, take the Highway 4 West exit towards Central Stockton. Take the Center Street/El Dorado Street/Downtown exit. Turn right on South Eldorado Street. Turn left on East Fremont Street. Arrive at Stockton Sheraton at Regent Point.

From Interstate 5 north/south, take the Downtown Stockton/Fresno Avenue exit. Turn left on El Dorado Street. Turn left on East Fremont Street. Arrive at Stockton Sheraton at Regent Point.

Cancellation Policy

All cancellations after January 29th are subject to payment for all costs; i.e. meals, copying fees, etc. There will be no refunds after January 30th. Substitutions are always accepted.

PRELIMINARY PROGRAM

Thursday, January 31st

7:00 am to 8:00 am
Registration and Continental Breakfast

8:00 am to 8:15 am
Welcoming Remarks

Victor Mow, Chairman, San Joaquin Council of Governments
Board of Directors and Supervisor, San Joaquin County Board
of Supervisors

8:15 am to 9:30 am
Session 1: Transportation Financing
Our unmet maintenance, operation, and rehabilitation
needs. How big is the problem for our local streets and
roads, state highways, and transit? What can we do
about it?

9:30 am to 10:45 am
Session 2: A Single Voice for San Joaquin Valley
Relationship-building, programming, and policy issues
between valley COGs. How well do we communicate?
What can we do differently? How do we develop "one
voice" for the valley?

10:45am to 11:00 am **Break**

11:00 am to 12:15 pm
Session 3: Route 99 - Next Steps
How Proposition 1B is helping to enhance the Valley's
major goods movement corridor.

12:15 pm to 1:30 pm **Lunch and Keynote Speaker**
Secretary Dale Bonner, Business, Transportation, &
Housing Agency

1:30 pm to 3:00 pm
**Session 4: Blueprint, Partnership, and Local
Government - Roles and Relationships**
How do the Blueprint Regional Advisory Committee
California Partnership for the San Joaquin Valley, and
local government see their roles today and in
the future? How can we best work together?

3:00 pm to 3:15 pm **Break**

3:15 pm to 4:45 pm
**Session 5: "We Are Not Alone"- Partnerships
Outside of the Valley**
What kind of public/private partnerships exist within our
regions? How do interregional partnerships leverage
more funding for common projects? This session will
explore regional transportation strategies and the
collaborative role of public/private partnerships.

5:30 pm to 6:30 pm **Reception**

6:30 pm to 9:00 pm **Dinner**
Congressman Dennis Cardoza (invited)

Friday, February 1st

8:00 am to 9:00 am
Continental Breakfast

9:00 am to 10:30 am
**Session 6: High Speed Rail - Impacts on the Valley
Region**
What are the pros and cons of high speed rail in the
Valley? What are the environmental impacts and
connectivity features? This session will discuss
alignment and access.

10:30am to 10:45 am **Break**

10:45am to 12:00 pm
Session 7: Transportation Sales Tax Measures
The good, the bad, and the ugly. Local transportation
measures in the San Joaquin Valley. This session will
discuss issues and strategies for developing a sales tax
measure.

12:00 pm to 1:00 pm **Working Lunch**
Session 8: Goods Movement
Priorities for goods movement in the valley. What are the
results from the Transportation Bond?