

***TRANSPORTATION TECHNICAL
COMMITTEE***

***CONSENT ITEMS
AGENDA ITEMS II. A-L.***



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Fresno, California 93721

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TRANSPORTATION TECHNICAL COMMITTEE Executive Minutes

Date: Wednesday March 5, 2008
Time: 8:30 a.m.
Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

Members Attending:

Scott Mozier, City of Fresno, Chair
Bruce Webber, City of Selma
Gary Joseph, Fresno County Economic
Opportunities Commission
Mary Gonzalez, Fresno County
Ken Hutchings, City of Selma/Reedley
Nicholas Don Paladino, Fresno Cycling
Club

Luis Patlan, City of Kerman
Bernard Jimenez, Fresno County
Renee Mathis, City of Clovis
Bret Giannetta, Building Industry
Association
Steve Curti, Caltrans
Darrell Unruh, City of Fresno, Planning

Others Attending:

Andrew Valles, City of Fresno
Allison Kessler, Supervisor Perea's office
John Stamboulion, City of Fresno
Barbara Goodwin, Fresno COG
Tony Boren, Fresno COG
Barbara Steck, Fresno COG
Les Beshears, Fresno COG
Tom Webster, Fresno COG

Todd Sobrado, Fresno COG
Kathy Chung, Fresno COG
Jason Paukovits, Fresno COG
John Downs, FAX/COG
Jeff Long, FAX/COG
Jennifer Dansby, Fresno COG
Marla Day, Fresno COG
Stephanie Maxwell, Fresno COG

The meeting was called to order by Chairperson Scott Mozier, City of Fresno.

I. PUBLIC PRESENTATIONS

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

There were no public presentations.

II. CONSENT ITEMS

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

- | | |
|---|-------------|
| A. Executive Minutes of February 6, 2008 | Approve |
| B. Call for Projects Information – HRisk Rural Roads & Regional Surface
Transportation Program & Congestion Mitigation and Air Quality | Information |
| C. Land Buffer Task Force Update | Information |
| D. Monthly Legislative Update | Information |
| E. FY 2007-08 Second Quarter Progress Report | Accept |

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

- | | |
|--|-------------|
| F. San Joaquin Valley Unified Air Pollution Control District Indirect Source Rule Upheld | Information |
| G. 25 th Anniversary Recognition of the Creation of the Consolidated Transportation Service Agencies in Fresno County by Fresno COG | Information |

For a complete summary of these items please see the March 5, 2008 Annotated Agenda.

A motion was made by Bruce Webber (Selma) and seconded by Nicholas Paladino (Fresno Cycling) to approve the Consent Items as presented. A vote was called for and the motion carried.

III. ACTION / DISCUSSION ITEMS

A. National Surface Transportation Policy & Revenue Study Commission Report

Jennifer Dansby (COG) reported that on August 10, 2005, President Bush signed the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU), providing \$286.4 billion in guaranteed funding for federal surface transportation programs over five years through FY 2009.

Under SAFETEA-LU, Congress created The National Surface Transportation Policy and Revenue Study Commission in 2005 to study the current condition and future needs of the national surface transportation system and also, the short and long-term alternatives to replace or supplement the fuel tax as the principal revenue source to support the Highway Trust Fund over the next 30 years.

In January, the Commission submitted a report to Congress with their study findings titled ***Transportation for Tomorrow: Report of the National Surface Transportation Policy & Revenue Study Commission***. The report is expected to provide information that would be useful as Congress considers the reauthorization of SAFETEA-LU in 2009.

Ms. Dansby called attention to the following items pertaining to the report:

1. The Executive Summary of the ***Transportation for Tomorrow: Report of the National Surface Transportation Policy & Revenue Study Commission***.
2. A PowerPoint presentation from the Metropolitan Transportation Commission (MTC) summarizing the Report. Steve Heminger, Executive Director of MTC, was one of the 12-members on the Commission.

The PowerPoint presentation noted above contains the names of the twelve members of the Commission as well as the twelve major recommendations from their report.

For more information on the Commission's activities or to download the full text of the report please go to the following website: <http://www.transportationfortomorrow.org/>.

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

B. FY 2008 Federal Transit Administration (FTA) grant program for FY 2008--Call for Projects-FTA Sections 5310, 5311(f), 5316 & 5317

Todd Sobrado (COG) reported that the Fresno COG was announcing the call for projects for the following Federal Transit Administration (FTA) grant programs for federal fiscal year 2008:

Section 5310 – Elderly and Disabled Specialized Transit Program – Estimated funding is \$12.1 million

- Website for additional information: <http://www.dot.ca.gov/hq/MassTrans/5310.html>
- Toll free assistance line: 1-888-472-6816
- Application due to Fresno COG by June 2, 2008
- Application due to Caltrans on or before August 29, 2008

Section 5311(f) – Non-Urbanized Area Intercity Bus Program – Estimated funding is \$2.9 million

- Website for additional information: <http://www.dot.ca.gov/hq/MassTrans/5311.html>
- Application due to Caltrans on or before August 29, 2008

Section 5316 – Job Access and Reverse Commute Program

- Estimated funding for small-urbanized projects is \$5.6 million
- Estimated funding for rural projects is \$2.7 million
- Website for additional information: <http://www.dot.ca.gov/hq/MassTrans/5316.html>
- Application due to Fresno COG by June 2, 2008
- Application due to Caltrans on or before August 29, 2008

Section 5317 – New Freedom Program

- Estimated funding for small-urbanized projects is \$3.2 million
- Estimated funding for rural projects is \$1.3 million
- Website for additional information: <http://www.dot.ca.gov/hq/MassTrans/5317.html>
- Application due to Fresno COG by June 2, 2008
- Applications due to Caltrans on or before August 29, 2008

Fact Sheets were included in the agenda packet. Mr. Sobrado added that these programs are related to the Fresno County Social Services Public Transit Plan approved by the Fresno COG Policy Board in January of 2008. Mr. Sobrado also noted that the urbanized component of the 5310, 5311, 5316, and 5317 grant programs are being administered by the Fresno COG while the rural component is being administered by CALTRANS.

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

C. Farmland Conservation Model Program Update

Todd Sobrado (COG) reported that on Thursday, February 28, 2008, Fresno COG and the American Farmland Trust hosted two public outreach meetings directed at elected officials and employees of the incorporated cities in Fresno County. The purpose of these meetings was to solicit feedback on the maps and the work completed thus far as part of the Model Farmland Conservation Program. Comments and suggestions will be incorporated into the work completed to date.

The Farmland Conservation Model Program Advisory Committee is also scheduled to meet on March 10, 2008 at the Fresno COG offices to review progress on the Farmland Conservation Model Program. The Steering Committee continues to meet to oversee development of the program. Currently, American Farmland Trust staff is developing a 'toolkit' which includes best practices currently in use throughout the United States and the world that are applicable for agricultural conservation in Fresno County. Development of the Farmland Conservation Model Program is on track for completion in August of 2008.

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

D. Highway Performance Monitoring Systems

Tom Webster (COG) reported that the Annual Highway Performance Monitoring Systems (HPMS) updates were sent to the individual jurisdictions in January. Mr. Webster also reported that the following jurisdictions did not have updates this year, Huron, Kerman, San Joaquin and Fowler. Updates are due back to Fresno COG c/o Tom Webster (twebster@fresnocog.org) no later than March 14th, 2008. Please contact Tom Webster if you have any questions or need assistance.

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

E. Proposition 1B – Traffic Light Synchronization Grant for the City of Fresno

Todd Sobrado (COG) introduced John Stamboulion (City of Fresno). Mr. Stamboulion gave a PowerPoint presentation on Traffic Light Synchronization. This presentation is available on our website at www.fresnocog.org. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, included a \$250 million program to fund traffic light synchronization projects and other technology-based improvements to improve safety, operations and the effective capacity of local streets and roads.

The City of Fresno is asking for a total of approximately \$13,500,000 from this program and would provide matching funds of \$1,350,000.

The City of Fresno in collaboration with the Fresno COG is applying for Proposition 1B funds for the following projects:

- Traffic light synchronization along Clovis Avenue, from Dakota Avenue to Jensen Avenue - \$4,000,000.
- Traffic light synchronization along Shaw Avenue, from Fresno Street to SR 168 - \$3,000,000.
- Traffic synchronization along Jensen Avenue, from Clovis Avenue to Elm Avenue - \$4,000,000.
- Safety equipment such as weather stations, CMS signs and other items that will be used to decrease the number of fog-related incidents along SR 99 through the City of Fresno - \$2,500,000.

A motion was made by Bruce Webber (Selma) and seconded by Nicholas Paladino (FCC) to recommend the Policy Board approve a letter of support for the City of Fresno's Proposition 1B-Traffic Light Synchronization Grant Application. A vote was called for and the motion carried.

F. Statewide 511 Project Update

Todd Sobrado (COG) reported that the Council of Fresno County Governments in cooperation with Caltrans District 6, sponsored a 511 Best Practices conference at Caltrans Manchester Center on March 3 and 4, 2008. The agenda for the conference was included in the agenda packet. Attended by 35 traveler information system or 511 professionals from throughout California and consultants from throughout the United States, the group met for one and a half days to identify emerging best practices, discuss the latest developments and assist the San Joaquin Valley to define their needs in terms of a traveler information system.

A great deal of advice was also given by participants on how to plan for and implement a 511 or Traveler Information System. This information will be very helpful if and when the San Joaquin Valley decides to build out its own system.

Staff also recently received an update from the Sacramento Council of Governments (SACOG) regarding the status of the Memorandum of Understanding (MOU) for the 'Baseline 511'. The MOU has been approved by the SACOG Policy Board. Participating San Joaquin Valley COGs can expect to receive a copy of the MOU to take before their boards for approval shortly.

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

G. 2008 San Joaquin Valley Regional Policy Council's "Valley Voices" Advocacy Effort

Jennifer Dansby (COG) reported that in January, the Policy Board accepted The Legislative Platform of the San Joaquin Valley Regional Planning Agencies, which outlines the common issues among the Valley COG's for State and Federal legislative advocacy.

Also in January, staff informed the Fresno COG Committees that the San Joaquin Valley Regional Policy Council, made up of two elected officials from each of the eight Valley counties and the

Directors from each of the eight Valley Regional Transportation Planning Agencies would be going to Sacramento on Wednesday, March 12th to meet with State legislative representatives, the Governor's office, the California Transportation Commission, and key staff from State agencies.

The purpose of the trip is to introduce the Regional Policy Council as a unified political body representing the Valley and to highlight key issues from the Valley Legislative Platform for State legislative advocacy. This delegation will call themselves Valley Voices during the trip to distinguish themselves from other similar advocacy efforts.

Attention was called to the following items to provide committee members with updated information on the March 12th trip:

1. List of confirmed trip participants.
2. Draft trip schedule.
3. List of advocacy issues from the Valley Legislative Platform that will be the focus of discussions during the scheduled meetings in Sacramento.

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

H. San Joaquin Valley Blueprint – Monthly Update

The San Joaquin Valley Blueprint is an eight county regional planning process that will provide a vision for sustainable growth in the Valley to the year 2050. The Blueprint will provide local agencies with tools to implement this vision in a manner intended to enhance the quality of life for all residents.

Barbara Steck (COG) gave an update on this item. Staff is now in the midst of Phase III of the Blueprint planning process where staff will be refining and testing the five alternative growth scenarios in order to understand their impacts on land consumption, traffic congestion and air quality. These preliminary scenarios were developed by the Blueprint technical committee and are being edited by the Blueprint Roundtable. Staff hopes to take this information to the public for their feedback in April. As part of that effort, staff will again be scheduling presentations at all city council meetings in conjunction with community workshops, and at the Board of Supervisors and LAFCo. As staff moves forward in analysis of options, an involved citizenry and electorate is needed.

Ms. Steck reported that staff will be on an extremely tight schedule during this phase as they coordinate our outreach activities with the other seven COGs in the Valley to move local preferences on to UC Davis so that they can be considered in the Valleywide regional analysis. Staff will need the help of all of member agencies and community partners to make this a truly successful endeavor. COG staff has hired Jeffrey Scott Advertising to assist us with the marketing efforts over the next several months.

Members and interested individuals are encouraged to come to the monthly Blueprint Roundtable meetings on the 4th Wednesday from 9:30 – 11:30 AM in the Sequoia Conference Room at COG. The website www.fresnocog.org has information on all aspects of the Blueprint.

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

I. 2008 Sacramento “One Voice” Update

Jennifer Dansby (COG) has been providing monthly updates on Fresno COG's upcoming “One Voice” advocacy effort in Sacramento scheduled for Monday, March 10th and Tuesday, March 11th.

Listed below are items that were included in the agenda packet to provide committee members with updated information on the trip:

1. List of confirmed trip participants.

2. Draft trip schedule.
3. List of advocacy issues ranked by regional priority that will be the focus of discussions during the scheduled meetings in Sacramento.

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

J. Greenhouse Gas Plan Update, Resolution 2008-08

Jason Paukovits (COG) reported that last month, PAC recommended approval of Resolution 2008-08, which identified greenhouse gas policies for Fresno COG. On February 27, 2008, the day prior to the Policy Board meeting, staff received comments (included in the package) on the policies from the Attorney General's Office. Due to the nature of the comments, adoption of the policies has been delayed to get additional feedback from the committees.

The Attorney General also provided a letter indicating that their office will be holding a series of workshops throughout the state from March through May to address issues related to climate change.

A motion was made by Bruce Webber (Selma) and seconded by Nicholas Paladino (Fresno Cycling) to recommend delaying adoption of Resolution 2008-08 and the greenhouse gas policies until after the Attorney General's workshops. A vote was called for and the motion carried.

K. Caltrans Monthly Report

Steve Curti (Caltrans) provided an update on Caltrans activities. The Prop 1B Bond passed last year with \$20 billion dollars; the largest component of it for public transportation with \$4 billion for the public transportation modernization program. Mr. Curti received information on funds that will be sent out by March 15th to FCRTA and FAX. FCRTA will receive \$1.2 million and FAX will receive \$2.5 million.

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

L. Local Preference Policy

Tom Webster (COG) provided information to the Committee. At the request of the COG Policy Board, Fresno COG is currently researching local procurement preference policies. Such a policy, where legally applicable, would grant some degree of preferential consideration to local firms and consultants when contracting for their services. Mr. Webster will report back to the Committee in April.

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

M. Measure C Regional Transportation Sub Committee Update

Tony Boren, (COG) provided an update on this process to the Committee. Staff is in the process of developing a billion dollar program of projects for the Regional Transportation Program for major street highways. The Sub-Committee has been meeting on this project for the last 4 months and has been making progress. Mr. Boren called attention to the different alternatives and scenarios staff is looking at and emphasized the importance of all members participating in the process. This is developing at a technical level and the analysis is very focused. As the process moves forward it is very important for everyone to participate. Staff will report back on this item in April.

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

IV. OTHER BUSINESS

A. Items from Staff

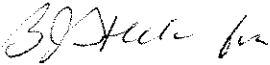
Barbara Goodwin, Executive Director reported on the action from the Board on the Highway 99 Interstate discussions that took place at last month's meeting. The COG Board voted to proceed with the Economic Study with all the COG agencies. Staff will be working with the other Valley COGs to see if there is consensus at the Board level to proceed with that part of the study. This would provide the information to have a better understanding of the benefits of an Interstate on Highway 99, but would not necessarily have lane improvements associated with it. This will provide insight on the economic benefit to the Valley of having interstate status versus staying with the Highway 99 business plan.

B. Items from Members

There were no items from members.

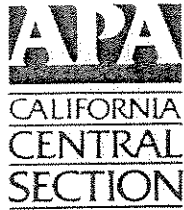
There being no further business, the meeting was adjourned.

Respectfully submitted,



Barbara Goodwin, Executive Director
Council of Fresno County Governments

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2008 Central Section Awards!

CENTRAL SECTION, CALIFORNIA CHAPTER,
AMERICAN PLANNING ASSOCIATION ANNOUNCES

-CALL FOR NOMINATIONS-

This year the Central Section APA is announcing its local awards program. These awards recognize and reward planning excellence in the central region of California. The Central Section APA is comprised of:

Fresno, Inyo, Kern, Kings, Madera, Mariposa, Merced, Mono, Stanislaus, Tulare, and Tuolumne Counties.

AWARD CATEGORIES: Awards will be presented in the following six categories:

1. **Outstanding Planning:** (Comprehensive Planning; Planning Implementation; Planning Project; Innovation in Green Community Planning; Focused Issue Planning; Best Practices; Grassroots Initiative; Education Project; Neighborhood Planning)
2. **Leadership and Service:** (Distinguished Leadership to a Professional Planner, Elected Official, Planning Firm, Department or Agency, Citizen Planner/Layperson, Student Planner, Organization; Distinguished Service; Distinguished Contribution)
3. **Planning Achievement Awards:** (Advocacy/Social Change/Diversity Planning; Contribution to Women & Families; Hard-Won Victories; Academic)
4. **Journalism/Media:** (Circulation over 100,000; Circulation 35,000-100,000; Circulation under 35,000; Individual Journalist; Media)
5. **Planning Landmark and Planning Pioneer Awards:**
6. **Planner Emeritus Network Honor Awards:**

This is also a **Call for Nominations** for the 2008 Statewide APA awards. Nominations for the statewide awards must be submitted to the local section first. Award winners at the local section level will be forwarded for consideration at the state level.

- *Is there a planning project that you believe deserves recognition?*
- *How about an individual or group that you believe deserves an Achievement Award for Excellence in Planning?*
- *What about a media article or program (newspaper, radio, newsletter, etc.) that demonstrates Excellence in Planning?*

For information and submittal forms for the statewide awards, see the APA California web site at <http://www.calapa.org/>. The Central Section Awards will follow the state format but will work to keep it simple, (see the attached files).

For information, contact Ralph Raffi Kachadourian by email at rkachadourian@ci.sanger.ca.us or by phone at (559) 876-6300, x1540.

All Submittals must be received by 5:00 p.m., Tuesday, April 15, 2008 and must be delivered to:

Ralph Raffi Kachadourian, Assistant Section Director
2008 Section Awards Coordinator
City of Sanger Development Services Department
1700 7th Street

Sanger, CA 93657
Telephone: (559) 876-6300 x1540
Cell: (559) 994-0539
Fax: (559) 876-6323



Legislation Summary April

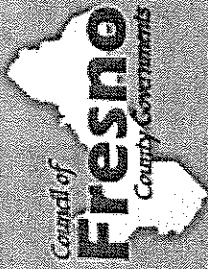
Bill# Author	Topic															Page #
		Dead/2 YR	1st Desk	1st Policy	1st Fiscal	1st Floor	2nd Desk	2nd Policy	2nd Fiscal	2nd Floor	Conf./Conc.	Enrolled	Vetoed	Chaptered		
<u>AB 660</u> Galgiani	Railroad-highway grade separations.	2nd Policy												1		
<u>AB 842</u> Jones	Regional plans: traffic reduction.	2nd Policy												2		
<u>AB 901</u> Nunez	Transportation: Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.	2nd Fiscal												2		
<u>AB 981</u> Ma	Vehicles: abatement of abandoned vehicles: costs recovery.	2nd Policy												3		
<u>AB 995</u> Nava	Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: trade corridors.	2nd Floor												3		
<u>AB 1077</u> Lieber	State Air Resources Board: plug-in hybrid electric vehicles.	2nd Fiscal												4		
<u>AB 1129</u> Arambula	San Joaquin Valley Regional Affordable Housing Trust.	2nd Policy												5		
<u>AB 1209</u> Karnette	State Air Resources Board: emission reduction projects and measures.	2nd Fiscal												5		

Bill # Author	Topic	Dead/2 YR	1st Desk	1st Policy	1st Fiscal	1st Floor	2nd Desk	2nd Policy	2nd Fiscal	2nd Floor	Conf./Conc.	Enrolled	Vetoed	Chaptered	Page #
AB 1252 Caballero	Statewide Park Development and Community Revitalization Act of 2007.	2nd Floor													6
AB 1350 Nunez	Transportation bond funds.	2nd Fiscal													7
AB 1358 Leno	Planning: circulation element: transportation.	2nd Floor													7
AB 1815 Feuer	California Transportation Infrastructure Funding Task Force.	1st Policy													8
AB 1845 Duvall	Railroad-highway grade separations.	1st Desk													8
AB 1850 DeVore	Office of Public-Private Partnerships.	1st Policy													9
AB 1904 Torrico	Transportation: programming of projects.	1st Policy													9
AB 2063 Parra	Smog check program: biennial inspection.	1st Policy													10
AB 2182 Caballero	Local land use planning.	1st Policy													10
AB 2295 Arambula	Transportation capital improvement projects.	1st Policy													11

Bill # Author	Topic	Dead/2 YR	1st Desk	1st Policy	1st Fiscal	1st Floor	2nd Desk	2nd Policy	2nd Fiscal	2nd Floor	Conf./Conc.	Enrolled	Vetted	Chaptered	Page #
AB 2342 Parra	California Partnership for the San Joaquin Valley.	1st Policy													11
AB 2388 Feuer	Vehicle License Fee Law: passenger vehicles.	1st Desk													12
AB 2522 Arambula	San Joaquin Valley Unified Air Pollution Control District.	1st Policy													12
AB 2596 Jones	California Global Warming Solutions Act of 2006: cities and counties: projected emissions.	1st Policy													13
AB 2638 Coto	California Air Quality and Environmental Health Act of 2008.	1st Policy													13
AB 2650 Carter	Department of Transportation: environmental review process: reports.	1st Policy													14
AB 2870 DeSaulnier	Land use: environmental quality.	1st Policy													14
AB 3034 Galgiani	Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century.	1st Policy													15
AB 3064 Committee on Transportation	Transportation.	1st Policy													16
ACA 10 Feuer	Bonded indebtedness: local government: transportation infrastructure.	1st Desk													16

Bill # Author	Topic	Dead/2 YR	1st Desk	1st Policy	1st Fiscal	1st Floor	2nd Desk	2nd Policy	2nd Fiscal	2nd Floor	Conf./Conc.	Enrolled	Vetoed	Chaptered	Page #
<u>SB 27</u> Simitian	Sacramento-San Joaquin River Delta, Clean Drinking Water, Water Supply Security, and Environmental Improvement Act of 2008.	2nd Policy													16
<u>SB 286</u> Lowenthal	Transportation enhancement funds: conservation corps.	2nd Fiscal													17
<u>SB 375</u> Steinberg	Transportation planning: travel demand models: sustainable communities strategy: environmental review.	2nd Fiscal													18
<u>SB 445</u> Torlakson	Greenhouse gas mitigation fee.	2nd Policy													18
<u>SB 494</u> Kehoe	Vehicular air pollution control: clean alternative fuels.	2nd Policy													19
<u>SB 974</u> Lowenthal	Ports: congestion relief: air pollution mitigation: regulatory fee.	2nd Floor													20
<u>SB 1363</u> Perata	Transportation projects: comprehensive development lease agreements.	1st Policy													20
<u>SB 1548</u> Florez	San Joaquin Valley Unified Air Pollution Control District: city selection committee.	1st Policy													20

Bill# Author	Topic															Page #
		Dead/2 YR	1st Desk	1st Policy	1st Fiscal	1st Floor	2nd Desk	2nd Policy	2nd Fiscal	2nd Floor	Conf./Conc.	Enrolled	Vetoed	Chaptered		
SBX2 1 Perata	Water quality, flood control, water storage, and wildlife preservation.	2nd Desk [REDACTED]														21
SBX3 5 Committee on Budget and Fiscal Review	Highway Users Tax Account.	1st Floor [REDACTED]														23
Total Position Forms: 38																



Legislation Summary April

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
AB 660 Galgiani	Railroad-highway grade separations. Existing law provides for the Department of Transportation to include \$15,000,000 in its annual proposed budget for highway-railroad grade separation projects. Existing law requires the Public Utilities Commission to establish an annual priority list for expenditure of these funds, which may be allocated by the California Transportation Commission for various kinds of projects, including alteration of existing grade separations, construction of new grade separations for existing or proposed grade crossings, and removal or relocation of highways or railroad tracks to eliminate existing grade crossings. Existing law provides that allocations from these funds may not exceed 80% of project costs, and generally limits the maximum total allocation amount for a single project to \$5,000,000 unless there is specific legislative authorization, with certain exceptions. Existing law requires that an amount equal to a portion of the funds received by cities and counties for grade separation projects shall be deducted by the Controller from apportionments to those cities and counties of specified fuel tax revenues. This bill would revise the program to delete funding eligibility for a grade separation at a proposed new grade crossing or for removal or relocation of highways or railroad tracks to eliminate existing grade crossings. The bill would provide for a maximum allocation of 80% of project costs for all projects funded but would modify the provisions limiting the maximum amount that may be allocated to a single project to \$5,000,000 , unless	02/07/2008-Referred to Com. on T. & H.	Watch	KERN COG- oppose

	there is specific legislative authorization . The bill would also modify the calculation of the amount of funds deducted from the apportionments of the fuel tax revenues, delete provisions requiring the reduction of cost to a party to a grade separation project when the National Railroad Passenger Corporation (Amtrak) contributes towards a specified amount of the project, and delete provisions authorizing a local agency to construct a grade separation project, and retain eligibility for subsequent project priority lists, prior to the time that the project reaches a high enough priority for funding.			
AB 842 Jones	Regional plans: traffic reduction. Existing law authorizes the California Transportation Commission to establish guidelines for the preparation of regional transportation plans. This bill would require the commission to update its guidelines for the preparation of regional transportation plans, including a requirement that each regional transportation plan provide for a 10% reduction in the growth increment of vehicle miles traveled. This bill contains other related provisions and other existing laws.	02/07/2008-Referred to Com. on T. & H.	Watch	CALCOG-support
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	01/18/2008-In committee: Hearing postponed by committee. (Refers to 8/20/2007 hearing)	Watch	

	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.			
<u>AB 981</u> Ma	Vehicles: abatement of abandoned vehicles: costs recovery. Existing law holds the registered owner of an abandoned vehicle responsible for the costs of abating and disposing of the vehicle, and any other past due fees and penalties. This bill would prohibit the Department of Motor Vehicles from renewing the registration of any vehicle owned by a registered owner of an abandoned vehicle for which there are unreimbursed outstanding costs when the public agency that abated or caused the abatement of the abandoned vehicle has given notice to the department of the outstanding costs. After deducting its administrative costs, the Department of Motor Vehicles would be required to transmit to the public agency the outstanding costs collected. This bill contains other related provisions and other existing laws.	01/31/2008-Re-referred to Com. on T. & H.	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	02/13/2008-To inactive file on motion of Senator Ducheny.	Watch	

	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 Transportation Commission to coordinate with the state board for technical assistance in evaluating project applications.		
<u>AB 1077</u> Lieber	State Air Resources Board: plug-in hybrid electric vehicles. Existing law grants to the State Air Resources Board primary authority for the control of air pollution from vehicular sources. Existing law authorizes the state board to adopt and implement motor vehicle emissions standards and motor vehicle specifications. This bill would enact the California Plug-In Hybrid Electric Vehicle Leadership Act of 2007. The bill would establish the California Plug-In Hybrid Electric Vehicle Coordinating Council, with specified membership, to develop and carry out a strategy of coordination and collaboration between entities and organizations engaged in activities relating to plug-in hybrid electric vehicles. The bill would require the council, on or before October 1, 2008, to identify the percentage or number of plug-in hybrid vehicles that could reasonably be added to the state vehicle fleet in the future. This bill contains other related provisions and other existing laws.	08/30/2007-In committee: Set, first hearing. Held under submission.	Watch

AB 1129 Arambula	San Joaquin Valley Regional Affordable Housing Trust. The Planning and Zoning Law requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains mandatory elements, including a housing element. The housing element is prepared for the purposes of, among other things , fostering cooperation among local governments in order to address regional housing needs. This bill would establish the San Joaquin Valley Regional Affordable Housing Trust as a voluntary organization for the purposes of fostering the regional collaboration of San Joaquin Valley cities, counties, developers, financial institutions, and community-based organizations to meet affordable housing needs in the region.	02/07/2008-Referred to Com. on T. & H.	Support	Tulare COG-support PARTNERSHIP-support
AB 1209 Karnette	State Air Resources Board: emission reduction projects and measures. Existing law creates the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 requires \$3,100,000,000 of these funds to be deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account within the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006, and requires \$1,000,000,000 of these funds to be made available, upon appropriation by the Legislature, to the State Air Resources Board for emissions reductions, not otherwise required by law or regulation, from activities related to the movement of freight along California's trade corridors. This bill would require the state board to develop guidelines meeting specified requirements for the allocation of the \$1,000,000,000 in funding. The bill would, upon appropriation by the Legislature, require the state board to allocate funds on a competitive basis to projects and measures that are shown to achieve the greatest emission reductions from activities	01/28/2008-In committee: Hearing postponed by committee. (Refers to 8/20/2007 hearing)	Support	CALCOG-support

	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.			
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 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	02/13/2008-To inactive file on motion of Senator Ducheny.	Watch	CALCOG-support

	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 1350</u> Nunez	Transportation bond funds. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. Specified moneys in the fund are required to be deposited in the Transit System Safety, Security, and Disaster Response Account to be made available, upon appropriation by the Legislature, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems. This bill would require these funds to be allocated to transit operators for eligible projects, as defined, based on various formulas, and would require funds to be allocated by the Office of Emergency Services in consultation with the Office of Homeland Security. An eligible applicant would be required to annually advise the Office of Emergency Services of the applicant's need for funding in the following fiscal year, and the office would submit a request to the Department of Finance and to the legislative budget committees in that regard. The bill would enact other related provisions .	01/28/2008-In committee: Hearing postponed by committee. (Refers to 8/20/2007 hearing)	Watch	
<u>AB 1358</u> Leno	Planning: circulation element: transportation. Existing law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of	02/13/2008-To inactive file on motion of Senator Ducheny.	Watch	

	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 other existing laws.			
<u>AB 1815</u> Feuer	California Transportation Infrastructure Funding 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, 2010, the California Transportation Infrastructure Funding 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, 2010, 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.	02/07/2008-Referred to Com. on TRANS. 04/07/08 1:30 p.m. - Room 4202 ASM TRANSPORTATION	Watch	LEAGUE OF CITIES-support
<u>AB 1845</u> Duvall	Railroad-highway grade separations. Existing law provides for the Department of Transportation to include \$15,000,000 in its annual	01/29/2008-From printer. May be heard in committee January 28.	Watch	

	proposed budget for highway-railroad grade separation projects. Existing law requires the Public Utilities Commission to establish an annual priority list for expenditure of these funds, which are allocated to specific projects by the California Transportation Commission. Existing law, pursuant to Proposition 1B, approved by the voters at the November 7, 2006 general election, provides for the allocation of \$250,000,000 in general obligation bond funds to grade separation projects. It requires \$150,000,000 of these funds to be available pursuant to the above-described priority list process, with certain exceptions, and the remaining \$100,000,000 to be available for allocation by the California Transportation Commission to projects that are not part of that process. This bill would state the intent of the Legislature to transfer the responsibility for developing the priority list for the annual \$15,000,000 grade separation program from the Public Utilities Commission to the California Transportation Commission upon completion of the expenditure of the \$150,000,000 in Proposition 1B general obligation bond funds that are to be allocated pursuant to the priority list process.			
<u>AB 1850</u> DeVore	Office of Public-Private Partnerships. Existing law authorizes various methods to finance public facilities that are necessary to meet the needs of the state. This bill would, until January 1, 2019, create the Office of Public-Private Partnerships within the office of the Governor and a process for the Office of Public-Private Partnerships to develop formal public-private partnership agreements to facilitate the construction and maintenance of the state's infrastructure, as defined. This bill would require the Director of the Office of Public-Private Partnerships to provide the Legislature with 90 days' notice before committing the state to participate in any partnership agreement.	02/21/2008-Referred to Com. on B. & P. 04/01/08 9 a.m. - Room 447 ASM BUSINESS AND PROFESSIONS	Watch	
<u>AB 1904</u> Torrico	Transportation: programming of projects. Existing law requires the California Transportation Commission to program interregional and regional	02/21/2008-Referred to Com. on TRANS.	Watch	

	transportation capital improvement projects through the State Transportation Improvement Program process, consistent with estimated available funding. Existing law requires regional improvement projects nominated by regional agencies to be programmed by the commission pursuant to certain formulas, known as the north-south split and county shares. Existing law provides for county shares to be calculated based 75% on the population of a county and 25% on the total state highway miles in a county. This bill, for purposes of calculation of state highway miles in a county for the county shares formula, would provide that the total number of nonfreeway miles in a county shall be calculated so that it is not less than the total number of nonfreeway miles that existed in the county on January 1, 2008.	04/07/08 1:30 p.m. - Room 4202 ASM TRANSPORTATION		
<u>AB 2063</u> Parra	Smog check program: biennial inspection. Existing law establishes a motor vehicle inspection and maintenance program (smog check), administered by the Department of Consumer Affairs, that provides for the inspection of motor vehicles upon registration, biennially upon renewal of registration, upon transfer of ownership, and in certain other circumstances. Violations of smog check requirements are a crime. This bill would subject all vehicles registered within the state to biennial inspection, except as specifically exempted, regardless of where in the state the vehicle is registered. By requiring additional owners of vehicles to be subject to smog tests, this bill would expand the scope of a crime and therefore create a state-mandated local program. This bill contains other related provisions and other existing laws.	02/28/2008-Referred to Com. on TRANS. 04/07/08 1:30 p.m. - Room 4202 ASM TRANSPORTATION	Watch	
<u>AB 2182</u> Caballero	Local land use planning. Existing law, the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 , allocates \$580,000,000 for revitalizing communities and making them more sustainable and livable by investing in sound land use planning, local parks, and urban greening, and specifically authorizes	03/13/2008-Re-referred to Com. on L. GOV.	Watch	

	\$90,000,000 for planning grants and incentives 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 establish the Urban and Community Center Revitalization Program within the Department of Conservation, and would allocate unspecified sums from the \$90,000,000 made available under the act to the Director of Conservation for distribution in the form of grants to local governments that meet specified criteria. The bill would authorize the director to award grants for, among other things, specific plans, master environmental impact reports, and charettes. This bill contains other related provisions.			
<u>AB 2295</u> Arambula	Transportation capital improvement projects. Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program process. Existing law provides for 75% of funds available for transportation capital improvement projects to be made available for regional projects, and 25% for interregional projects. Existing law describes the types of projects that may be funded with the regional share of funds, and includes local road projects as a category of eligible projects. This bill would state that local road rehabilitation projects are eligible for these funds.	03/05/2008-Referred to Com. on TRANS. 04/07/08 1:30 p.m. - Room 4202 ASM TRANSPORTATION	Watch	
<u>AB 2342</u> Parra	California Partnership for the San Joaquin Valley. Existing law authorizes 2 or more public agencies, including any federal department or 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, until January 1, 2010, inclusive, create the California Partnership for the San Joaquin Valley, composed of the heads of specified state agencies and departments, and local government members, subject to specified criteria,	03/05/2008-Referred to Com. on J., E.D. & E. 04/08/08 9 a.m. - Room 447 ASM JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY	Support	

	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. The bill would also create the California Partnership for the San Joaquin Valley Fund in the State Treasury to receive federal, local, and private funds and continuously appropriate these funds to the Business, Transportation and Housing Agency for purposes of the partnership. This bill contains other related provisions.			
<u>AB 2388</u> Feuer	Vehicle License Fee Law: passenger vehicles. The Vehicle License Fee Law establishes, in lieu of any ad valorem property tax upon vehicles, an annual license fee for any vehicle subject to registration in this state in the amount of 0.065% of the market value of that vehicle, as provided. This bill would declare the intent of the Legislature to enact legislation to revise the Vehicle License Fee Law to include fees on passenger vehicles for weight and carbon dioxide emissions.	02/22/2008-From printer. May be heard in committee March 23.	Watch	
<u>AB 2522</u> Arambula	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.	03/24/2008-Referred to Coms. on TRANS. and L. GOV. 04/07/08 1:30 p.m. - Room 4202 ASM TRANSPORTATION	Watch	

<u>AB 2596</u> Jones	California Global Warming Solutions Act of 2006: cities and counties: projected emissions. Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law, the California Global Warming Solutions Act of 2006, designates the state board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases that cause global warming in order to reduce emissions of greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020, as specified, and requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions, as specified. The act authorizes the state board to include the use of market-based compliance mechanisms to comply with the regulations. This bill would require the state board, on or before January 1, 2011, and January 1, 2020, to quantify the projected annual greenhouse gas emissions generated by each city and county, based on land use and transportation activity data from 2009. The bill would authorize a city or county, to the extent it reduces its greenhouse gas emissions by 25% of the state board projections, to sell, exchange, or auction its incremental emissions reduction in any open market-based compliance mechanism established by the state board.	03/13/2008-Referred to Com. on NAT. RES. 04/07/08 1:30 p.m. - Room 447 ASM NATURAL RESOURCES	Watch
<u>AB 2638</u> Coto	California Air Quality and Environmental Health Act of 2008. Existing law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. This bill would require the State Board of Equalization to collect a fee in an amount determined by the State Air Resources Board on the	03/25/2008-Re-referred to Com. on TRANS. 04/14/08 1:30 p.m. - Room 4202 ASM TRANSPORTATION	Watch

	sale or lease of a new passenger motor vehicle that, among other things, has a federal fuel economy rating of 15 miles per gallon or less. The bill would create the California Air Quality and Environmental Health Fund, and would continuously appropriate moneys in the fund to the State Air Resources Board to finance projects and programs that will mitigate or prevent the air pollution harm caused by vehicles subject to the fee.			
AB 2650 Carter	Department of Transportation: environmental review process: reports. Existing law gives the Department of Transportation full possession and control of state highways and associated property. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, as specified. The secretary has authorized California to participate in that program, and California has agreed to that participation. A 3-year memorandum of understanding was negotiated between the parties for purposes of state assumption of responsibility for categorical exclusions. This bill would require the department to submit that report to the Legislature by January 1, 2009, and again by January 1, 2010. The bill would also extend the operation of the above-described pilot program provisions and instead make those provisions inoperative upon specified circumstances, including, but not limited to, upon program termination or upon the end of the 3-year memorandum of understanding described above. This bill contains other existing laws.	03/13/2008-Referred to Com. on TRANS. 04/14/08 1:30 p.m. - Room 4202 ASM TRANSPORTATION	Watch	CALTRANS-support
AB 2870 DeSaulnier	Land use: environmental quality. Existing law, the Planning and Zoning Law, requires that a State Environmental Goals and Policy report be prepared and regularly reviewed and revised. Under existing law, the report's purpose is to record approved goals, policies, and decisions of state government related to statewide growth and development and the preservation of environmental quality. This bill would create the California Blueprint Implementation Commission, consisting of	03/13/2008-Referred to Com. on L. GOV. 04/16/08 1:30 p.m. - Room 447 ASM LOCAL GOVERNMENT	Watch	

AB 3034 Galgiani	designated members, that would, in part, facilitate implementation of regional footprint projects. Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Existing law, Chapter 697 of the Statutes of 2002, as amended by Chapter 71 of the Statutes of 2004 and Chapter 44 of the Statutes of 2006, provides for submission of the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the voters for approval at the November 4, 2008, general election. Subject to voter approval, the act would provide for the issuance of \$9.95 billion of general obligation bonds, \$9 billion of which would be available in conjunction with any available federal funds for planning and construction of a high-speed train system pursuant to the business plan of the High-Speed Rail Authority, and \$950 million of which would be available for capital projects on other passenger rail lines to provide connectivity to the high-speed train system and for capacity enhancements and safety improvements to those lines. This bill would make various revisions to the bond act to be submitted to the voters. The bill would refer to construction of a high-speed train system consistent with the authority's certified environmental impact report of November 2005, rather than with the final business plan of June 2000. The bill would revise the descriptions of route segments of the proposed high-speed train system. The bill would require excess revenues from operation of the high-speed train system beyond the amount needed for high-speed train purposes, as defined by the authority, to be deposited in the General Fund. The bill would require that not more than 10% of bond proceeds be used for environmental studies, planning, and engineering activities, and would require the authority to have a detailed funding plan for each segment of the system that identifies the full cost of construction and the sources of revenues for that segment, prior to awarding a construction contract for the segment. The bill would require the authority to	03/13/2008-Referred to Com. on TRANS. 04/14/08 1:30 p.m. - Room 4202 ASM TRANSPORTATION	Watch
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	give priority in selecting each specific segment for construction to those segments that require the least amount of bond funds as a percentage of total cost of construction, among other considerations. This bill contains other related provisions.			
AB 3064 Committee on Transportation	Transportation. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of \$19.925 billion in general obligation bonds for various transportation improvements, of which \$2 billion are to be allocated to cities and counties for specified local street and road improvements. Existing law requires a city or county to reimburse the state for funds it receives if it fails to comply with certain conditions applicable to the expenditure of the bond funds. This bill would require any interest or other return earned by a city or county from investment of bond funds received under these provisions to be expended or reimbursed under the same conditions as are applicable to the bond funds themselves. This bill contains other related provisions and other existing laws.	03/13/2008-Referred to Com. on TRANS. 04/14/08 1:30 p.m. - Room 4202 ASM TRANSPORTATION	Watch	
ACA 10 Feuer	Bonded indebtedness: local government: transportation infrastructure. The California Constitution prohibits any ad valorem tax on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit on ad valorem tax on real property for a city, county, or city and county to pay for bonded indebtedness, incurred to fund specified transportation infrastructure, that is approved by 55% of the voters of the city, county, or city and county, as appropriate. This bill contains other related provisions and other existing laws.	01/08/2008-From printer. May be heard in committee February 8.	Watch	
SB 27 Simittian	Sacramento-San Joaquin River Delta, Clean Drinking Water, Water Supply Security, and Environmental Improvement Act of 2008. Under existing law, various bond acts have been approved by the voters to provide funds for water	03/06/2008-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on	Watch	

SB 286 Lowenthal	projects, facilities, and programs. Under existing law, various state agencies administer programs relating to water supply, water quality, and flood management in the Sacramento-San Joaquin Delta. This bill would enact the Sacramento-San Joaquin River Delta, Clean Drinking Water, Water Supply Security, and Environmental Improvement Act of 2008, which, if approved by the voters, would authorize, for the purposes of financing a water quality, environmental enhancement, and water supply reliability program, the issuance, pursuant to the State General Obligation Bond Law, of bonds in the amount of \$4,000,000,000. The bill would require the Secretary of State to submit the bond act to the voters at the November 4, 2008, statewide general election. This bill contains other related provisions.	W.,P. & W.	Transportation enhancement funds: conservation corps. Existing federal law, as part of the comprehensive surface transportation program, allocates transportation funds to each state for transportation enhancement projects. This bill, with respect to federal funds made available to the state for transportation enhancement projects, would require transportation planning agencies, county transportation commissions or authorities, and congestion management agencies to adopt criteria that give priority in the selection of these projects to the sponsors of eligible projects that partner with, or commit to employ the services of, a community conservation corps, as defined, or the California Conservation Corps to construct or undertake the project. 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	01/18/2008-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on APPR.	Watch	MERCED COG-support LEAGUE OF CITIES-support CSAC-support
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	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 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 375</u> Steinberg	Transportation planning: travel demand models: sustainable communities strategy: environmental review. Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with the regional agencies, to prescribe study areas for analysis and evaluation. This bill would require the commission, by July 1, 2009, to adopt guidelines for travel demand models used in the development of regional transportation plans by certain transportation planning entities. The bill would require the Department of Transportation to assist the commission, on request, in this regard, and would impose other related requirements. This bill contains other related provisions and other existing laws.	01/28/2008-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on APPR.	Oppose Unless Amended	TULARE COG - oppose MERCED COG -oppose RCRC-oppose LEAGUE OF CITIES-oppose CSAC-oppose
<u>SB 445</u> Torlakson	Greenhouse gas mitigation fee. Existing law provides various sources of revenue to fund transportation operations and capital improvements, including certain revenues derived from fees or taxes imposed at the local or regional level at the option of the administering agency. This bill would authorize specified regional transportation agencies to impose a greenhouse gas mitigation fee on vehicles subject to registration within the jurisdiction of the agency implementing the fee. The bill would require the fee to be implemented pursuant to a plan, which would be required to contain an expenditure plan describing specified	03/06/2008-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on TRANS.	Watch	

transportation projects and programs to be funded from fee revenues. The fee would be subject to majority approval of the governing board of the implementing agency and majority voter approval of a ballot measure containing the expenditure plan and the proposed fee in the jurisdiction where the fee is to be imposed. The fee would be collected by the Department of Motor Vehicles.	SB 494 Kehoe Vehicular air pollution control: clean alternative fuels. 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. Existing law requires the state board to establish, by regulation, various standards for gasoline and motor vehicle fuel. This bill would require the state board, by June 30, 2009, in consultation with the State Energy Resources Conservation and Development Commission, the State Water Resources Control Board, the Department of Food and Agriculture, and other relevant state agencies, to develop and adopt regulations that would become operative no later than January 1, 2010, that will ensure that commencing January 1, 2015, 25% of new passenger vehicles and light-duty trucks sold in California each year are clean alternative vehicles, as defined, and that commencing January 1, 2020, 50% of new passenger vehicles and light-duty trucks sold in California each year are clean alternative vehicles. The bill would require the state board to submit a report to the Legislature on the progress passenger vehicle and light-duty truck manufacturers have made in meeting these requirements, the progress the state has made in increasing the use of alternative fuels and reducing the state's dependence on imported petroleum and petroleum fuels, and any improvements in public health and the environment attributable to the use	02/14/2008-Hearing postponed by committee. (Refers to 7/9/2007 hearing)	Watch	
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	of clean alternative fuels, as specified. This bill contains other related provisions and other existing laws.			
<u>SB 974</u> 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.	02/26/2008-From inactive file to third reading file. 04/01/08 30 ASM THIRD READING FILE	Support w/Amendments	
<u>SB 1363</u> Perata	Transportation projects: comprehensive development lease agreements. Existing law, until January 1, 2012, authorizes the Department of Transportation and regional transportation agencies to enter into up to 4 comprehensive development lease agreements with public and private entities for transportation projects primarily designed for improvement of goods movement that may charge users of those projects tolls and user fees, subject to various terms and conditions. This bill would extend that date to January 1, 2013. This bill contains other related provisions.	03/12/2008-Set for hearing April 8. 04/08/08 1:30 p.m. - John L. Burton Hearing Room (4203) SEN TRANSPORTATION AND HOUSING	Watch	
<u>SB 1548</u> Flores	San Joaquin Valley Unified Air Pollution Control District: city selection committee. 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 15 voting members.	03/28/2008-Set for hearing April 16. 04/16/08 9:30 a.m. - Room 112 SEN LOCAL GOVERNMENT	Watch	

	Of those members, existing law requires 5 members to be appointed by cities within the territory of the district, based on region and population. This bill would require the cities within the territory of the unified district to organize as a city selection committee to appoint these members, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.			
<u>SBX2 1</u> Perata	water quality, flood control, water storage, and wildlife preservation. Under existing law, various bond acts have been approved by the voters to provide funds for water projects, facilities, and programs. The Disaster Preparedness and Flood Prevention Bond Act of 2006, a bond act approved by the voters at the November 7, 2006, statewide general election, authorizes the issuance of bonds in the amount of \$4,090,000,000 for the purposes of financing disaster preparedness and flood prevention projects. The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, an initiative bond act approved by the voters at the November 7, 2006, statewide general election, authorizes the issuance of bonds in the amount of \$5,388,000,000 for the purposes of financing a safe drinking water, water quality and supply, flood control, and resource protection program. The Water Security, Clean Drinking Water, Coastal and Beach Protection Act of 2002, approved by the voters at the November 5, 2002, statewide general election, authorizes, for the purposes of financing a safe drinking water, water quality, and water reliability program, the issuance of bonds in the amount of \$3,440,000,000. This bill, with regard to those bond funds, would appropriate \$610,890,000 as follows: of the funds made available pursuant to the Disaster Preparedness and Flood Prevention Bond Act of 2006, \$50,000,000 to the Department of Water Resources for essential emergency preparedness supplies and projects, and \$150,000,000 to the department for stormwater	01/07/2008-Read third time. Passed. (Ayes 23. Noes 11. Page 20.) To Assembly.	Watch	

flood management project grants; of the funds made available pursuant to the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, \$50,000,000 to the State Department of Public Health for grants and loans for small community drinking water systems infrastructure improvements and related actions, \$50,400,000 to the State Department of Public Health for grants for projects to prevent or reduce the contamination of groundwater that serves as a source of drinking water, \$40,000,000 to the department for administrative costs, planning grants, and local groundwater assistance grants, \$50,000,000 to the department for projects to relocate existing Sacramento-San Joaquin Delta water intake facilities, \$60,000,000 to the department for expenditures to increase the department's ability to respond to levee breaches and to reduce the potential for levee failure, \$100,000,000 to the department for the acquisition, preservation, protection, and restoration of Sacramento-San Joaquin Delta islands, \$12,000,000 to the department to complete planning and feasibility studies associated with new surface storage under the California Bay-Delta Program, \$15,000,000 to the department for planning and feasibility studies to identify potential options for the reoperation of the state's flood protection and water supply systems, \$10,000,000 to the department to update the California Water Plan, \$10,000,000 to the department for planning and feasibility studies for projects to reduce ecosystem conflicts in the Sacramento-San Joaquin Delta, and \$10,000,000 to the State Coastal Conservancy for projects on the Santa Ana River; and of the funds made available under the Water Security, Clean Drinking Water, Coastal and Beach Protection Act of 2002, \$3,490,000 to the department for planning and feasibility studies associated with surface storage under the California Bay-Delta Program.

<u>SBX3 5</u> Committee on Budget and Fiscal Review	Highway Users Tax Account. Existing law requires state excise fuel tax revenues to be deposited in various accounts and to be allocated, in part, for various purposes, including the cost of collection and authorized refunds. Existing law requires the balance of these funds remaining after authorized deductions to be transferred to, and deposited monthly in, the Highway Users Tax Account in the Transportation Tax Fund. Existing law provides for annual and monthly apportionment by the Controller of specified revenues in the Highway Users Tax Account to counties and cities for the transportation purposes authorized by Article XIX of the California Constitution. This bill would require transfers of those revenues from the Highway Users Tax Account to counties or cities that would otherwise be made during certain months of 2008, to instead be made in September of 2008, as specified. The bill would allow those counties or cities to make use of any cash balance in any county or city account that is designated for the receipt of state funds allocated for local streets and roads maintenance, including specified bond funds, during the period of this suspension, without the use of this cash being reflected as an expenditure of bond act funds, provided the cash is replaced once this suspension is repaid in September of 2008. This bill contains other related provisions and other existing laws.	02/19/2008-From SECOND READING: Read second time and amended.To THIRD READING. (Enrolled Text Pulled.) 04/01/08 4 SEN THIRD READING FILE	Watch
Total Position Forms: 38			

California Legislature **2007-08 Regular Session Calendar**

January 2008 1 Statutes take effect 7 Legislature reconvenes 8 Governor's State of the State Address 10 Budget must be submitted by Governor 25 Last day to submit bill requests to Office of Legislative Counsel	July 3 Summer recess begins upon adjournment, provided budget bill has been passed
February 22 Last day to introduce bills	August 4 Legislatures reconvenes from summer recess 15 Last day for fiscal committees to meet and report bills to the Floor 18-31 Floor session only. No committee may meet for any purpose. 22 Last day to amend a bill on the Floor 31 Last day for any bill to be passed. Final Recess begins upon adjournment.
March 13 Spring Recess begins upon adjournment 24 Legislature reconvenes	September 30 Last day for Governor to sign or veto bills passed by the Legislature before September 1 and in the Governor's possession on or after September 1
April 18 Last day for policy committees to hear and report fiscal bills for referral to fiscal committees	October 2 Bills enacted on or before this date take effect Jan. 1, 2009
May 2 Last day for policy committees to hear and report non-fiscal bills introduced to the Floor 16 Last day for policy committees to meet prior to June 2 23 Last day for fiscal committees to meet and report bills to the Floor. Last day for fiscal committees to meet prior to June 2. Floor session only. No committee may meet for any purpose. 27-30 Floor session only. No committee may meet for any purpose. 30 Last day to pass bills out of house of origin	November
June 2 Committees may resume 15 Budget bill must be passed by midnight 27 Last day for policy committees to meet and report bills	December

110th United States Congress
2008 Session Calendar

January 3 21	110 th Congress convenes Martin Luther King Jr. Day	July 4	Independence Day
February 18 18-22	Presidents' Day Congressional District Work Period	August 11-Sept. 5	Congressional District Work Period, Summer
March 17-28	Congressional District Work Period, Easter	September 1 4 8 26	Labor Day Senate reconvenes House reconvenes Senate and House Target Adjournment Date
April		October 13	Columbus Day
May 26 26-30	Memorial Day Congressional District Work Period, Memorial Day	November 4 11 27	Election Day Veterans' Day Thanksgiving Day
June 30-July 3	Congressional District Work Period, Independence Day	December 22 25	Hanukkah Christmas Holiday



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March 28, 2008

MEMORANDUM

TO: FCRTA Board of Directors;
COFCG Policy Advisory Committee;
COFCG Transportation Technical Committee; and
The General Public.

FROM:  Jeffrey D. Webster, General Manager

SUBJECT: FCRTA Board of Director Authorization and Support, by Resolution 2008-02,
for One Submitted Application in Responses to the Fresno COG's "Call for
Projects" - Congestion Mitigation / Air Quality Funding.

ACTION SUMMARY

The Council of Fresno County Governments (Fresno COG) developed a Call of Projects Application Package for the latest Cycle for the possible authorization from the new pending Transportation Act.

Staff will review the matter with the Fresno County Rural Transit Agency's Board of Directors during their April 24, 2008 Meeting. Staff has been responsive to the Fresno COG's Call for Projects by submitting projects previously identified in adopted planning documents.

The FCRTA has prepared, and submitted, one (1) Applications for possible Congestion Mitigation / Air Quality (CMAQ) funding including:

Replacement of up to ten (10) twenty-two passenger CNG powered modified cut-away vans. We are programmed to replace sixteen (16) existing fourteen (14) passenger 1997 CNG modified vans.

The Fresno COG has stipulated that such Applications require authorizing Resolutions from the respective governing boards. Attached is FCRTA Resolution 2008-02. It has been prepared for FCRTA Board of Director consideration, during their April 24, 2008 Meeting.

RECOMMENDATION

The General Manager recommends, following an expressed opportunity for public comment, that the Board of Directors consider adoption of Resolution 2008-02.

Attachment

THE FOREGOING RESOLUTION was passed and adopted by the
Fresno County Rural Transit Agency this 24th day of April, 2008.

(RESOLUTION NO. 2008-02, Continued)

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad Rodriguez Chairman

I hereby certify that the foregoing
is a true copy of a resolution of
the Fresno County Rural Transit
Agency duly adopted at a meeting
thereof held on the 24th day of
April, 2008.

Signed: _____
Jeffrey D. Webster, General Manager