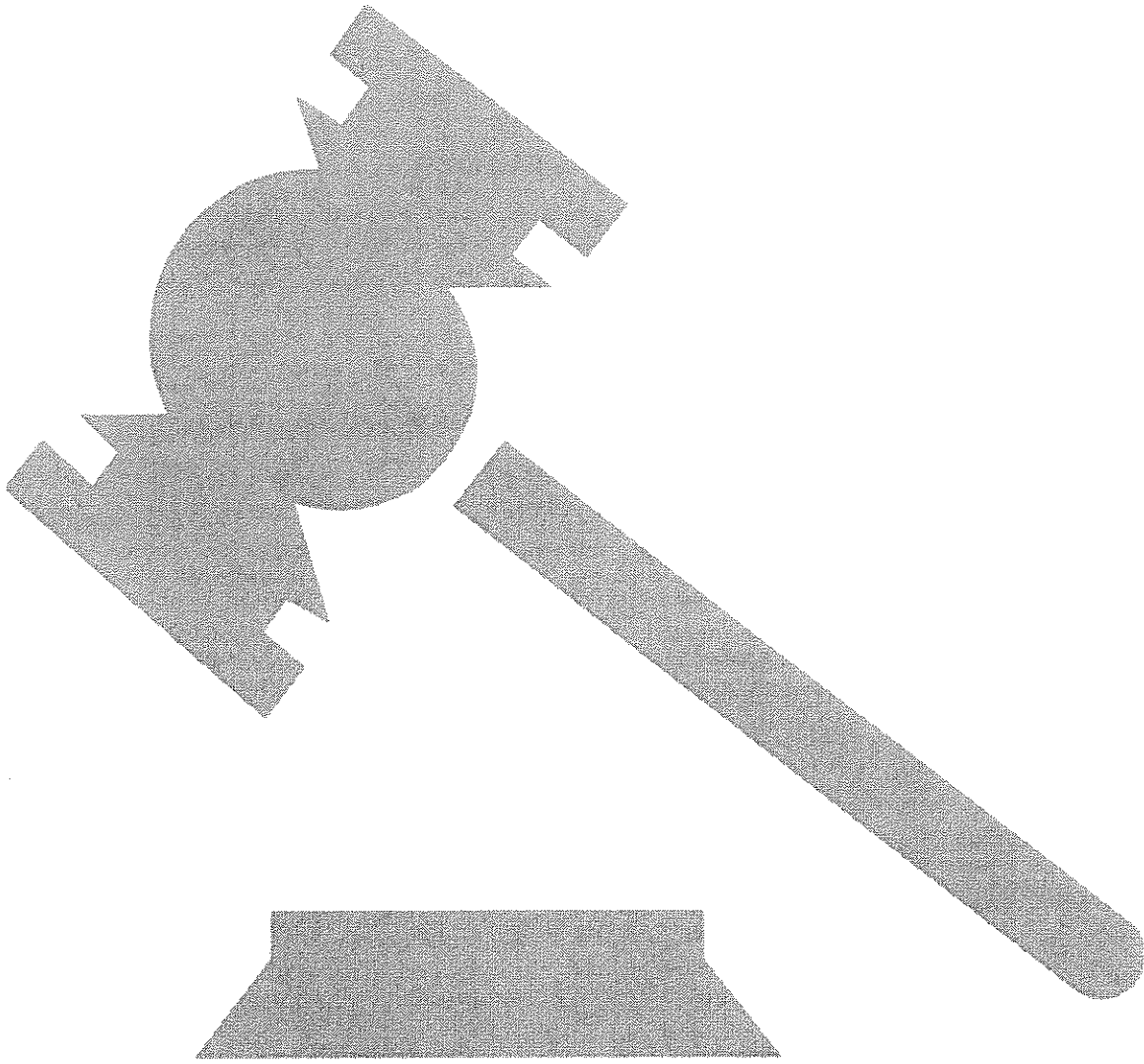




***ADMINISTRATIVE
CONSENT ITEMS
AGENDA ITEMS V. A-E.***



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COUNCIL OF FRESNO COUNTY GOVERNMENTS EXECUTIVE MINUTES

Date: Thursday, April 24, 2008

Time: 7:00 p.m.

Place: Council of Fresno County Governments
2035 Tulare St., Suite 201, Fresno, CA

Members Present: Mayor Trinidad M. Rodriguez, City of Kerman, Chair
Mayor Pro Tem Dennis Lujan, City of Selma
Mayor Bob Whalen, City of Clovis
Mayor Trish Hill, City of Coalinga
Mayor Craig Knight, City of Firebaugh
Councilmember Rico Aguayo, City of Fowler
Councilmember Cynthia Sterling, City of Fresno
Mayor Ramon Dominguez, City of Huron
Mayor 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 Mike Montelongo, City of Sanger
Supervisor Henry Perea, County of Fresno

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

Quorum: At the start of the meeting there were 15 members present representing 98.78% of the population and there was a quorum. (Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma and Fresno County)

Fresno COG Sitting as the Measure "C" Fresno County Mayors' Selection Committee 15 Mayors in Fresno County and the Chair of the Fresno County Board of Supervisors

I. APPOINTMENT TO MEASURE "C" CITIZEN OVERSIGHT COMMITTEE –

(One new member to replace Joe Levy, a former member) Representative from the FCMA, completing a 4-year term to expire 6/30/11

The City of Fresno requested the nomination be tabled until the May Board Meeting. Counsel Briggs spoke to the issue explaining that because the 90 day requirements says the position "will" be filled—a directory word, not a mandatory word—and because the Oversight Committee may still function effectively with a quorum, the city can make the request for Board consideration and vote.

There were five of the ten candidates present (all were noticed) at the meeting: Jim Travis, Harold Price, Michael Napoli, Jack Emerian, and Robert Schoettler. They were invited to introduce themselves and gave a brief explanation of why they wanted appointment to the Measure "C" Citizen Oversight Committee.

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

Rather than table the action a nomination was made by Mayor Pro Tem Lujan (Selma) for Dr. Howard Price. Another nomination was made by Mayor Whalen for Robert Schoettler. A vote was called for and Dr. Price received the majority of the votes for the appointment to the position on the Citizen Oversight Committee.

Fresno COG Sitting As the Transportation Policy Committee

II. PUBLIC PRESENTATIONS

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

There were no public presentations.

VIII. D. San Joaquin Valley Blueprint – Monthly Update

This item was moved forward on the agenda and Barbara Steck (COG) presented the item. Ms. Steck explained we are now in the midst of Phase III of the Blueprint planning process where we are refining the five alternative growth scenarios (included in the packet) in order to understand their impacts. While conducting additional traffic and air quality analysis, staff started the third round of public and member agency outreach. As part of that effort, we have again scheduled presentations at all city council meetings in conjunction with community workshops, and at the Board of Supervisors. As we move forward in our analysis of options, we need an involved citizenry and electorate. We are on an extremely tight schedule during this phase as we coordinate our outreach activities with the other seven COGs in the Valley. Our next step is to move local preferences on to UC Davis so that they can be considered in the Valleywide regional analysis. We will need the help of all of our member agencies and community partners to make this a truly successful endeavor. COG has hired Jeffrey Scott Advertising to assist us with the marketing efforts over the next several months.

The next Blueprint Roundtable will be a workshop format on Thursday, May 1st from 8:00 a.m. to noon in the Sequoia Conference Room at COG. Ms. Steck gave a presentation of the various scenarios and took a survey using the clicker technology to get input from the audience and Board members.

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

III. TRANSPORTATION CONSENT ITEMS

All items on the consent agenda are considered to be routine and non-controversial by COG staff and will be approved by one motion if no member of the 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. National Train Day – May 10, 2008 | Information |
| B. Unmet Transit Needs Update | Information |
| C. Measure C Carpool/Vanpool Update | Information |
| D. Measure C Regional Public Transit Program Sub Category Claim, Resolution 2008-12 | Approve |
| E. Support Letters for Proposition 1C Infill Infrastructure Grant Program | Information |
| F. California Transit Assistance Fund (CTAF), Resolution 2008-14 | Approve |

For a summary of these items, please see the April 24, 2008 annotated agenda.

After an expressed opportunity for public comment, a motion was made by Scott Brockett (Reedley) and seconded by Mayor Lopez (Orange Cove) to approve the Transportation Consent Items as presented. A vote was called for and the motion carried.

IV. TRANSPORTATION ACTION / DISCUSSION ITEMS

A. Fiscal Years 2008-09 through 2010-11 Towing Service Contract Recommendation for the Freeway Service Patrol

Clark Thompson (COG) presented this item. Three proposals were submitted in response to the Request for Proposals for Towing Service for Fresno's Freeway Service Patrol (FSP) for fiscal years 2008-09 through 2010-11:

- Myers Towing Service LLC
- Curtis Contracting Co., Inc. DBA Curtis Towing
- Eagle Towing and Transport, Inc.

Interviews were conducted on April 3, 2008, with a representative from each of the FSP partners (Fresno COG, California Highway Patrol, Caltrans District 6) in attendance. The FSP partners recommend Curtis Towing, with a Cost per Hour per Truck proposal of \$85.00 per hour, for the fiscal years 2008-09 through 2010-11 towing service contract for the Freeway Service Patrol.

After an expressed opportunity for public comment, a motion was made by Mayor Lopez (Parlier) and seconded by Mayor Pro Tem Lujan (Selma) to approve Curtis Towing for the fiscal years 2008-09 through 2010-11 towing service contract for the Freeway Service Patrol. A vote was called for and the motion carried.

B. Recommended 2009 Federal Transportation Act Cycle / Congestion Mitigation Air Quality (CMAQ) Projects

Jason Paukovits (COG) presented this item. On February 28, 2008, the Fresno COG Policy Board approved the Congestion Mitigation and Air Quality (CMAQ) 2009 Federal Transportation Act Cycle 1 Call for Projects. Over \$11 million was available for the competitive bid portion of the CMAQ program. The application deadline was March 28, 2008; approximately 45 projects totaling over \$25 million were submitted for consideration. The CMAQ scoring committee met on April 8, 2008 to evaluate the applications. Attention was called to the summaries which were included in the agenda package, as well as the projects recommended for funding.

After an expressed opportunity for public comment, a motion was made by Supervisor Perea (Fresno County) and seconded by Councilmember Aguayo (Fowler) to approve the projects recommended by the Scoring Committee. A vote was called for and the motion carried.

C. Clovis and Fresno County Rural Transit Agency (FCRTA) Public Transportation, Modernization, Improvement, and Service Enhancement (PTMISEA) Applications, Resolution 2008-11

Les Beshears presented this item. The Council of Fresno County Governments allocates Public Transportation, Modernization, Improvement, and Service Enhancement funds to eligible Transit Operators per Public Utilities Code 8879.55(a)(2) and 8879.55(a)(3). The City of Clovis is applying for \$735,257 for Rolling Stock Procurement. The FCRTA is applying for \$377,542 for rolling stock and \$43,148 for CNG Pump Procurements. The amounts are within the adopted allocation. Fresno Area Express and FCRTA have previously applied for a portion of their allocations.

After an expressed opportunity for public comment, a motion was made by Mayor Pro Tem Lujan (Selma) and seconded by Mayor Lopez (Orange Cove) to authorize the City of Clovis application for \$735,257 for Rolling Stock Procurement and the FCRTA applications for CNG Pumps for \$43,148 and Rolling Stock Replacement Vans for \$377,542 by approving Resolution 2008-11. A vote was called for and the motion carried.

D. FY 2006 Section 5316 and 5317 Funds

Barbara Steck (COG) presented this item. On April 9, 2008, the Fresno COG Transportation Technical Committee was notified of an accelerated Call for Projects for Federal Transportation Administration FY 2006 Job Access/Reverse Commute (JARC) (5316) and New Freedom (5317) funds. At the March 27, 2008 Intermodal Planning Group meeting, the Federal Transit Representative informed COG staff that 2006 funding is set to expire in September of this year, therefore requiring immediate action to ensure funds remain in Fresno County. Approximately \$440,000 was available for the competitive portion of the JARC program and approximately \$165,000 was available for the New Freedom program. There were two projects submitted for JARC funding at a total of \$948,000 and three projects totaling \$288,000 submitted for New Freedom. The SSTAC scoring committee met on April 15, 2008 to evaluate the applications. Included in the package were summaries of the submitted projects, as well as the projects recommended for funding, listed below.

Projects:

Job Access Reverse Commute (JARC – 5316)

Fresno Area Express - Trip Planning Software
Capital Project \$439,768

Provide web-based and interactive voice operated trip planning services for the three public transit operators in Fresno County including: Fresno Area Express, Clovis Transit and the Fresno County Rural Transit Agency. This is a software based service that will allow passengers to access transit schedules and trip planning information over cell phones, computers with internet access, or any other internet enabled device such as a PDA.

New Freedom (5317)

Fresno Area Express – Travel Training
Operating Project \$20,000

This project would consist of a working partnership between the Center for Independent Living and the City of Fresno Department of Transportation/Fresno Area Express (FAX) to promote independence for persons with disabilities. The Travel Training would consist of working one-on-one, or when appropriate with small groups of individuals with the same disabilities. The trainers will assist the clients in learning where bus stops are located at or near their departure and destinations, the bus schedules they need, how to read the printed schedules, how to enter and exit the vehicles safely, and how to get assistance if they have difficulty with riding the bus.

New Freedom (5317)

Fresno County Rural Transit Agency – Purchase (4) Accessible Vans
Capital Project \$144,804

Purchase five (5) minivans to provide accessible “taxi” service to the Fresno-Clovis Metropolitan Area of Fresno County.

After an expressed opportunity for public comment, a motion was made by Supervisor Perea (Fresno County) and seconded by Councilmember Aguayo (Fowler) to approve the recommended projects. A vote was called for and the motion carried.

E. FY 2007 Section 5316 and 5317 Funds

Barbara Steck (COG) reported on this item. Fresno COG is pleased to announce a call for projects for the FY 2007/08 Federal Transit Administration (FTA) Section 5316 Jobs Access Reverse Commute (JARC) / 5317 New Freedom (NF) grant programs.

COG 5316/5317 2007 Apportionments

5316	5317	Applications Due
\$505,727	\$182,740	June 2, 2008

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

F. Formal Amendment No. 13 to the 2007 Federal Transportation Improvement Program, Resolution 2008-13

Les Beshears (COG) reported on this item. Formal Amendment 13 to the 2007 Federal Transportation Improvement Program (FTIP) includes the projects from the Section 5316/Jobs Access Reverse Commute (JARC) and Section 5317 New Freedom projects. These funds are currently programmed in both lump sum and individual project form by agency, year, and fund type. The individual projects for 5316 and 5317 were determined by the April 2008 call for projects on these funds. The 5316 and 5317 funds must be entered into the 2007 FTIP prior to the release of the 2009 Draft FTIP in May 2008.

Fresno COG's 2007 Public Participation Plan categorizes amendments according to actions taking place. There are five different standardized types of amendments which have different noticing and participation requirements. Amendment 13 is a Type 3 amendment adding exempt projects into the FTIP. A Type 3 amendment must be posted on Fresno COG's website 14 days prior to action by the Policy Board. Details for Amendment 13 were posted on Fresno COG's website on April 11th for public review and comment.

After an expressed opportunity for public comment, a motion was made by Supervisor Perea (Fresno County) and seconded by Councilmember Aguayo (Fowler) to approve Formal Amendment No. 13 to the 2007 Federal Transportation Improvement Program by the adoption of Resolution 2008-13. A vote was called for and the motion carried.

G. Assembly Bill 2522 (Arambula): Request for Support

Barbara Steck (COG) reported on this item. The California Partnership for the San Joaquin Valley's Air Quality Work Group and Assemblyman Juan Arambula are seeking letters of support from the San Joaquin Valley Regional Transportation Planning Agencies for the passage of AB 2522. If passed, AB 2522 will give the San Joaquin Valley Air Pollution Control District the authority to increase the surcharge on vehicle licensing fees from the current limit of \$6 to up to \$30 annually, per motor vehicle. The funds generated will be used for incentive-based air quality improvement programs to bring the San Joaquin Valley into compliance with State and Federal air quality standards by the earliest practicable date. Additionally, a minimum of 10% of the ongoing funding will be used in environmental justice communities in the San Joaquin Valley.

A recent analysis of the bill conducted by the Assembly Committee on Local Government was included in the agenda packet.

This item was discussed at the Policy Advisory Committee (PAC) and concerns were raised over the Air District's accountability for their current funds, and, with all due respect to Assemblyman Arambula and the Partnership Air Quality Work Group, PAC members were reluctant to support the bill without better accountability. The PAC recommended a "no position" status for the bill. The Board also expressed some of the same concerns.

After an expressed opportunity for public input, a motion was made by Supervisor Perea (Fresno County) and seconded by Councilmember Aguayo (Fowler) to table the item thus taking no position at this time on the passage of AB 2522.

H. Joint High-Speed Rail/Rail Consolidation Study

Clark Thompson (COG) reported on this item. The future alignment of high-speed rail through the City of Fresno is along the Union Pacific (UP) corridor in order to provide for a downtown Fresno station location. The future consolidation of the Burlington Northern Santa Fe (BNSF) and UP railroads is also likely to occur along the UP corridor. Both the Rail Consolidation Subprogram described in the Measure C Extension Local Agency Handbook and the draft FY 2008-09 Overall Work Program recognize the potential to evaluate these two projects concurrently. Furthermore, it is important to move forward quickly to determine right-of-way requirements needed to accommodate both projects along the UP corridor, and other factors, as this will affect projects currently submitted and under review by the City of Fresno adjacent to the UP corridor.

COG staff has been exploring with High-Speed Rail Authority (Authority) staff the possibility of conducting a joint study to develop the information required by both projects and by developers and the City of Fresno. The study would be conducted by URS (with a local office), which is currently under contract to the Authority, and would be funded jointly by the Authority and the Fresno County Transportation Authority through the Measure C Rail Consolidation Subprogram. The High-Speed Rail Authority would be the contract administrator. There is precedent for a joint study of this nature. For example, the Authority has entered into an agreement with the Orange County Transportation Authority and Caltrans to jointly fund studies of mutual benefit within the LOSSAN corridor in Southern California. A scope of work for the joint study, developed with participation by a subcommittee of the COG Rail Committee, was included in the agenda packet.

High-Speed Rail Authority staff indicates an additional local share contribution beyond the \$250,000 anticipated may be necessary because of potential State budget problems related to timely adoption and adequate funding of the Authority, and to insure timely completion of the study. Staff understands the Authority's concerns and agrees there may be a need for an additional local share contribution of approximately \$50,000, subject to a detailed justification.

Mayor Pro Tem Lujan (Selma) wanted the record to show that their City will not support any rail line that goes through Selma/Kingsburg and Fowler.

Tom Bailey (Fresno Area Residents for Rail Consolidation and Chairman of the COG Rail Committee) spoke in favor of the study.

After an expressed opportunity for public comment, a motion was made by Supervisor Perea (Fresno County) and seconded by Councilmember Aguayo (Fowler) to approve a jointly funded high-speed rail/rail consolidation study by URS subject to Policy Board approval of the Scope of Work. The initial local share of funding from the Fresno County Transportation Authority Rail Consolidation Subprogram shall not exceed \$250,000. The COG Policy Board shall approve any additional local share contribution. A vote was called for and the motion carried.

I. FY 2007-08 Obligation Plan

Les Beshears (COG) presented this item. Under Assembly Bill AB 1012, enacted in October 1999, agencies are required to obligate federal funds within three years of receiving their apportionments. To obligate is to acquire the necessary authorization for spending federal funds (e76). Regional agencies are required to submit a plan to Caltrans to obligate any apportionment balances older than two years and to ensure that none of the apportionment balances reach three years of age. To accomplish this, Metropolitan Planning Organizations must submit an Obligation Plan to Caltrans for the determination of obligational authority needs for the remainder of the federal fiscal year. Fresno COG staff has prepared this plan in coordination with our member agencies.

Fresno COG began the federal fiscal year with a \$23.7 million apportionment balance. \$16.2 million in new apportionment was added to this amount in 2007. To ensure that we do not lose any funds from previous years (funds between 2 and 3 years old) we must obligate a minimum of \$4.4 million.

However, we can obligate up to \$16.2+ million, the apportionment level for this year. To ensure that we reach our obligational target, staff has developed the Obligation Plan which was included in the agenda packet.

This plan outlines for Caltrans what projects will be submitted to them during the remainder of the 2007/08 federal fiscal year.

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

J. Tulare County Rail Abandonment

Clark Thompson (COG) presented this item. At its meeting on Friday, March 28, 2008, the Fresno COG Rail Committee received a presentation from officials in Tulare County regarding the proposed abandonment of the Exeter Branch feeder railroad line in their county. These officials included Paul Saldana, President and CEO of the Tulare County Economic Development Corporation, and Tom Sparks, member of the Tulare County Association of Governments. They wanted to make the Rail Committee aware of the proposed abandonment and its implications for Fresno County and other counties in the San Joaquin Valley and to solicit the assistance of the Fresno COG to oppose the proposed abandonment.

Tulare County is concerned that the proposed abandonment would negatively impact the economic development prospects of communities served by the branchline and the region's air quality, would sever a vital link in transporting goods from farm to market, and would preclude any future potential use of the rail line for passenger rail service. The enclosed staff report and resolution further detail these concerns.

It was noted during the Rail Committee meeting that further abandonment of the Exeter Branch line was likely, perhaps first between Exeter and Dinuba and then between Dinuba and Reedley and into Fresno County. Because there are regional implications, a regional response is warranted. The Committee discussed the importance of the San Joaquin Valley Blueprint Regional Advisory Committee (BRAC), the San Joaquin Valley Regional Policy Council, and the California Partnership for the San Joaquin Valley addressing the abandonment of branchlines from a regional perspective.

The Committee voted to recommend the Fresno COG Policy Board support the Tulare County Association of Governments' opposition to the abandonment of the Exeter Branch feeder railroad line. In this regard, Tom Bailey, Chair of the COG Rail Committee, sent a letter (handout) to the Surface Transportation Board (STB) opposing the abandonment. The deadline for submittal of the letter to the STB was April 8, 2008. COG staff and the Rail Committee will continue to monitor this issue and present information and recommendations to COG Committees and the Policy Board as warranted.

Mayor Whalen (Clovis) expressed concern regarding why Fresno COG was being asked to take a position on this matter. He further expressed concern why public agencies such as the Tulare COG or the Fresno COG should take positions on economic decisions made by private companies.

It was also noted the prime issue related more to the removal of trackage (actual rails) and the potential loss of future public right-of-way than the company's operations. It is among the reasons public entities are on the required notification list for rail abandonment.

After an expressed opportunity for public comment, a motion was made by Mayor Pro Tem Lujan (Selma) and seconded by Councilmember Brockett (Reedley) to support the Tulare County Association of Governments' opposition to the abandonment of the Exeter Branch feeder railroad line and send a letter opposing the abandonment. A vote was called for and the motion carried with one No vote from the City of Clovis.

K. Caltrans – SR 99 Economic Study

Tony Boren (COG) presented this item. As has been discussed previously, State Route 99 has been designated a "future Interstate" route as a result of language, included by Congressman Devin Nunes (R-21st District) in the current federal Surface Transportation Act (SAFETEA-LU). Proponents of the Interstate designation have claimed that Interstate designation would, in itself, significantly enhance business expansion and job creation. The eight Metropolitan Planning Organizations in the San Joaquin Valley have expressed concerns and question whether or not that claim is valid. In order to address these concerns, Caltrans has agreed to fund an Economic Study (\$115,000) to assess the economic benefits that would likely accrue should the conversion to an interstate take place. The study will analyze the economic benefits that would accrue for capacity enhancements already planned in the Route 99 Business Plan plus the increment attributable solely to full Interstate designation.

It had been assumed previously that Caltrans and the eight valley COGs would share in the expense of funding the economic study, however Caltrans has just informed the Valley COGs that there is an opportunity for Caltrans to "fully" fund the study using existing FY 2007/08 funding. The only caveat is that in order for a timely budget allocation to take place, Caltrans would need Fresno COG to be willing to participate in a Fund Transfer Agreement that would transfer the state funding to Fresno COG's budget. This is due to the fact that the funding "opportunity" would be lost due to the time (process must be completed by May 15, 2008) that it would take for the state to move the funding around within the state process.

The Policy Advisory Committee discussed this issue as an urgency item at its April 18, 2008 meeting and recommended support for Fresno COG's participation in the Fund Transfer Agreement.

After an expressed opportunity for public comment, a motion was made by Mayor Montelongo (Sanger) and seconded by Councilmember Aguayo (Fowler) to approve support for Fresno COG serving as the recipient of the Caltrans FY 2007/08 funding (\$115,000) being made available to conduct the State Route 99 Economic Study. A vote was called for and the motion carried.

L. Caltrans Monthly Report

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

- State Route 180 East Mendota Widening Project Groundbreaking Ceremony on May 22nd at 10:30 a.m. in Mendota. The project is scheduled to be completed by December.

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

Fresno COG Sitting As the Council of Fresno County Governments

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

A motion was made by Supervisor Perea (Fresno County) and seconded by Mayor Lopez (Parlier) to reaffirm all actions taken while sitting as the Transportation Policy Committee. A vote was called for and the motion carried.

VI. ADMINISTRATIVE CONSENT ITEMS

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

- A. Executive Minutes of March 27, 2008
- B. Land Buffer Task Force Update
- C. Farmland Conservation Model Program Update
- D. Fresno County Environmental Justice Plan
- E. Local Preference Policy
- F. Monthly Legislative Update
- G. Regional Clearinghouse

Approve
Information
Information
Information
Information
Information

	Project	Applicant
1.	Section 533 Housing Preservation Grants for FY 2008	Self-Help Enterprises
2.	Rural Business Enterprise Grant	Southeast Asian Institute for Advancement
3.	Rural Business Opportunity Grant	Southeast Asian Institute for Advancement
4.	Community Facilities Grant – security cameras	City of San Joaquin
5.	State Planning and Research Program Grant	State of California, DOT
6.	Transit Planning and Research Program Grant	State of California, DOT
7.	MPO Highway Planning	State of California, DOT
8.	Community Facilities Grant – Fire Dept.	City of Firebaugh

For a summary of these items, please see the April 24, 2008 Annotated Agenda.

Mayor Pro Tem Lujan (Selma) pulled Item C. for further discussion.

A motion was made by Mayor Montelongo (Sanger) and seconded by Mayor Lopez (Orange Cove) to approve the Administrative Consent Items as presented, except for C. A vote was called for and the motion carried.

Item C. Farmland Conservation Model Program

Mayor Pro Tem Lujan (Selma) asked if this study will result in directing land use decisions in the rural communities. Barbara Steck (COG) responded that the purpose of the study is to identify and provide tools to local governments for them to make land use decisions, not another entity.

With this clarification, a motion was made by Councilmember Lujan (Selma) and seconded by Mayor Montelongo to approve Item C. as information. A vote was called for and the motion carried.

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

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

Steve Samuelian, California Consulting staff, was not able to attend the meeting but sent a written report. Barbara Goodwin (COG) called attention to the report which was handed out.

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

B. Request by the Fresno County Board of Supervisors for Fresno COG to Consider Accepting Administrative Responsibilities for the Airport Land Use Commission

Tony Boren (COG) presented this item. On March 25, 2008 the Fresno County Board of Supervisors unanimously endorsed a request that Fresno COG accept administrative and staffing responsibilities for the Fresno County Airport Land Use Commission (ALUC). The ALUC is a statutorily defined body that advises the cities and the County on compatible land uses in the vicinity of the nine public airports in Fresno County.

At the present time, three Councils of Governments in California, the Association of Monterey Bay Area Governments, the Sacramento Area Council of Governments and the Santa Barbara County Association of Governments, administer Airport Land Use Commission functions. In addition, there are two counties within the state (San Diego and Kern) that address airport land use issues through administrative bodies other than the County land use agency. COG staff is currently in discussions with the above listed COGs to identify the funding sources that each of them use to staff their respective ALUCs.

State Statute, Public Utilities Code 21670 requires the ALUC be made up of seven commissioners consisting of two city representatives, appointed by a city selection committee; two County representatives, appointed by the Board of Supervisors; two aviation experts, appointed by a selection committee comprised of the managers of the public use airports; and one representative of the general public appointed by the other six members of the Commission. Current membership would not change with approval of the recommended action. The formal transfer of administrative responsibilities for the ALUC from Fresno County to the COG would be accomplished by the creation and execution of a Memorandum of Understanding (MOU) detailing the responsibilities and obligations of each party. The MOU would be brought back through the COG Policy Board prior to enactment.

A Policy Advisory Committee member asked if the County would supply funding to the COG for the effort – the response was no. Mr. Boren mentioned Measure C planning funds were currently proposed for this task, which also raised a concern at PAC. Mr. Boren's research with other COGs revealed their use of federal planning funds for the effort. A trial period was suggested for this effort.

After an expressed opportunity for public comment, a motion was made by Mayor Pro Tem Lujan (Selma) and seconded by Mayor Montelongo (Sanger) to support the transfer of administrative/staffing responsibilities for the Airport Land Use Commission from the County of Fresno to Fresno COG, with PL funds to be used, and that there be a review after a 12-month trial period. A vote was called for and the motion carried.

C. FY 2007/08 Overall Work Program and Budget Amendment # 2- Video Conferencing

Tom Webster (COG) presented this item. Staff has been working with the Valley COGs to develop valley-wide Video Conferencing capabilities. A \$10,000 grant from Valley Clean Air Now (CAN) has already been secured, a \$32,000 Grant from the Air District's REMOVE program is being pursued, and \$88,000 in local funding is programmed in the 2008/09 OWP currently under review. As a condition of the Air District Grant, all the Valley agencies have agreed to acquire their own equipment and participate. Two of them, San Joaquin and Merced already have their equipment in place.

Staff is presently looking at proposals from KerTel, Solutionz, and Communications, Sound and Video. In addition to the cameras and equipment that each agency will need to acquire, specific equipment and bandwidth is required to host the system. We are the logical candidate to acquire the hosting equipment as we recently acquired the bandwidth required to provide such a service.

The proposal has developed to the point that we are now amending the 2007/08 budget to bring forward the funding to have the capabilities to implement the program as soon as the Air District grant is approved and signed agreements are in place with the cooperating Valley agencies.

Mayor Pro Tem Lujan (Selma) questioned why we could not use the video conferencing system that the San Joaquin Valley Air Pollution Control District has in place. Barbara Goodwin (COG) responded that their system is just too busy to access and is not available when we need it. Tom Webster (COG) further explained that our system will be industry standard and we will host it locally and make it available to as many partners as possible.

After an expressed opportunity for public comment, a motion was made by Mayor Montelongo (Sanger) and seconded by Councilmember Aguayo (Fowler) to authorize the 2007/08 Overall Work Program and Budget Amendment # 2- \$130,000 for Video Conferencing equipment. A vote was called for and the motion carried.

D. San Joaquin Valley Blueprint – Monthly Update

This item was considered earlier in the meeting, however, Barbara Steck (COG) thanked Caltrans for funding the Blueprint and gave a special thank you to Councilmember Aguayo (Fowler) for attending so many of the Blueprint meetings held in the various communities.

VIII. OTHER BUSINESS

A. Items from Staff

There were no additional items from staff.

B. Items from Members

Mayor Lopez (Orange Cove) thanked Councilmember Brockett (Reedley) for getting buses to go to Sacramento to take students for the meeting with the Governor regarding water issues on April 22-23, 2008. The Governor was pleased with the response from Fresno County.

Councilmember Aguayo (Fowler) invited everyone to the Valley Blueprint Executive Forum on April 25 from 10 a.m. to 2:30 p.m. at Grand Occasions in Fresno.

The Board was adjourned to closed session.

IX. CLOSED SESSION

A. Government Code Section 54957 Public Employment – Title: Executive Director

The Board reconvened to Open Session

X. OPEN SESSION

It was announced by Chairman Rodriguez that the Board had taken a unanimous vote to appoint Tony Boren as the new Executive Director, effective June 2, 2008. The salary and contract will be negotiated and brought back in May.

Adjournment

There being no further business, the meeting was adjourned.

Respectfully Submitted,



Barbara Goodwin, Executive Director
Council of Fresno County Governments

BG/dw

Attachment A
Observers and Non-Members
COG Board Meeting
April 24, 2008

Dr. Harold Price
Jim Travis
Michael Napoli
Jack Emerian
Robert Schoettler
Lynn Gorman, Fresno County
Tom Bailey, COG Rail Committee
Russ Clemings, Fresno Bee
Al Solis, Sol Development Assoc.
Bob Bloomer, TCAG
Jack Elwood
Eric VonBerg, URS/CHSRA
Bryn Forhan, CHSRA
Jeffrey Webster, FCRTA
Tony Boren, COG
Les Beshears, COG
Barbara Steck, COG
Jason Paukovits, COG
Tom Webster, COG
Dottie Wright, COG
Marla Day, COG
Clark Thompson, COG
Jeff Long, COG/FAX

Council of Fresno County Governments - Local Procurement Policy

I. PURPOSE:

The following policy is set forth to establish standards and policies for the selection of contractors and consultants for services as may be needed by the Council of Fresno County Governments. Such services may be need by the Council of Fresno County Governments to assist in the administration or the development of programs within its jurisdiction.

II OBJECTIVE:

The objective of this policy is to establish procedures and guidelines in the selection process that are both legally grounded and will permit the Council of Fresno County Governments to obtain the most highly qualified and competent contractors and consultants at the most cost effective ratio.

Contractors and consultants must be selected on the basis of experience, ability to perform the given task effectively and timely. Criteria for best meeting the needs of the Council of Fresno County Governments as well as the stakeholders it represents, are specified in the Selection Criteria Scoring Sheet.

III CRITERIA:

Criteria for selecting contractors and consultants as specified in the Selection Scoring Criteria are base in general on the following items which are provided to give a deeper understanding the Selection Scoring Criteria itself.

1. Education and background or the consultant.
2. Proven or demonstrated experience of the consultant including experience relevant to the proposed scope of work.
3. Understanding of the project and the specific local conditions where applicable.
4. Past performance on previous work.
5. Adequate staff to perform the work within the time allowed.
6. Approach proposed for completion of the work.
7. Ability of the consultant to communicate simple or complex information clearly and effectively to intended audiences.
8. Ability of the consultant to make effective public presentations and submit clear effective reports
9. Ability of the consultant to work effectively and efficaciously with all stakeholders involved in the project including Council of Fresno County Governments staff.
10. Demonstrated interest and enthusiasm of the consultant in the success of the project.
11. Whether the consultant is currently engaged in another project which has a direct and substantial relationship to the proposed project i.e. a conflict of

interest, or, one that will impact the consultant's ability to perform effectively.

12. Where applicable, whether the consultant has a local office or employs local subcontractors in the execution of the contract.

IV. CONTRACTING with DISADVANTAGED BUSINESS FIRMS

In accordance with National Policy to award fair share contracts to disadvantaged Business Enterprises (DBA), the Council of Fresno County Governments adopts an annual goal for DBA Contracting. Affirmative steps to accomplish this goal shall include:

1. Inclusion of qualified DBA on solicitation lists.
2. Soliciting DBAs whenever they are a potential source.
3. When economically feasible, dividing total bid requirements into smaller task or quantities, or altering delivery schedules so as to permit maximum DBA participation.
4. Using the services and assistance of the Small Business Administration, the Office of Minority Business Enterprise of the Department of Commerce, the National Economic Administration, and the Equal Employment Opportunities Commission as required.
5. If subcontractors are to be used, requiring the prime contractor to take the above affirmative steps (1 through 4).

V. PREFERENCE FOR LOCAL FIRMS:

In the procurement of independent contractors and/or consultants to perform services for the Council of Fresno County Governments, local firms shall be given a preference in the selection process as follows: In a 100 point scoring system, 5 additional points shall be awarded if at least 50% of the dollar value of services to be rendered will be performed by a local firm or local subcontractor so long as the work is conducted by employees at a local office. A local office is defined as one located within the jurisdictional boundaries of Fresno County.

Contracts for services must be funded 100% with local dollars to be eligible for local preference. Any amount of state or federal funding makes them ineligible for the preference points. In addition, "Architectural & Engineering" services are categorically excluded from local preference points and cost of service must not be a criterion in the selection of their services.

VI. CONTRACTING USING STATE OR FEDERAL FUNDS:

As stated above in section V., all contracts under which all, or a portion of the contract is funded with State or Federal are ineligible for local preference.

For Federal funds, this is in compliance with the Federal Standards of Attachment O, OMB Circular No. A-102. Indirect Costs and Capital Expenditure shall be amortized and included in the Council of Fresno County Governments' cost allocation plan in accordance with OMB Circular A-87. All bid Invitations or Contracts that the COFCG enters into in the course of procuring goods and services with Federal Funds shall comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-4. Bid Invitations and Contracts will carry the specific notifications and clauses pursuant to Title VI as agreed to with the U.S. Department of Transportation.

For contracts funded partially or in full with stat funds, COFCG shall comply with the State Standard set forth in the State of California, Department of Transportation, Local Assistance Procedures Manual, Section 10, governing contract procurement using State Funds.

VII. CONFLICT OF INTEREST:

No employee, officer, or agent of COFCG shall participate in the award of a contract or purchase of goods or services that result in a conflict of interest. Such a conflict of interest would arise when:

The employee, officer or agent, any member of his or her family, business partner, or any organization which employs any of the above has a financial or other interest in the award.

VIII. METHOD OF PROCUREMENT:

Procurement for goods and services shall be made by one of the following methods, as described herein:

- a. **Small Purchase Procedures** shall apply to individual procurement of goods and services in the aggregate of not more than \$10,000 each. Authority for small purchases derives from the COFCG line item budget which is approved by the COFCG board. The COFCG Executive Director has the discretion to encumber expense or direct the appropriate staff to encumber expenses up to the amounts approved in the COFCG line item budget in the fulfillment of the objectives as detailed in the COFCG Overall Work Program (OWP). In the course of making small procurements the COFCG Executive Director may direct responsible staff to do informal surveys of the local firms and vendors and prices on various goods and services in the interest of obtaining the best value.

- b. **Competitive Sealed Bids Procedures (formal advertising)** shall apply when the procurement of goods and services in the aggregate is greater than \$10,000 and:

1. The procurement lends itself to a firm-fixed-price contract, and the selection of the successful bidder can appropriately be made principally on the basis of price.
2. There is sufficient time prior to the date set for the opening of the bid solicitation/award process.
3. A complete, adequate and realistic specification or purchase description can be determined.

Furthermore, the competitive sealed bid process shall consist of publicly soliciting sealed bids for an item or list of items that conform to a specific technical specification list. All bids shall be opened publicly at the time and place stated in the in the invitation for bids.

Council of Fresno County Governments - Local Procurement Policy

Consultant Selection Evaluation Sheet		
Criteria	Maximum Points	Rating
Understanding of the work to be done	20	
Experience with similar kinds of work	20	
Quality of staff for work to be done. Ability to work well with all participants and stakeholders.	15	
Capability of developing innovative or advanced techniques	10	
Familiarity with applicable local, state and federal procedures	10	
Financial Responsibilities	10	
Demonstrated Technical Abilities. Ability to communicate effectively.	10	
Subjective Considerations	5	
Subtotal	100	
* Local Preference (if applicable)	5	
Total	105	

[illegible]

<u>AB 1209</u> Karnette	State Air Resources Board: emission reduction projects and measures.	2nd Fiscal ████████████████████	6
<u>AB 1221</u> Ma	Transit village developments: infrastructure financing.	2nd Policy ████████████████████	7
<u>AB 1252</u> Caballero	Statewide Park Development and Community Revitalization Act of 2007.	2nd Floor ████████████████████	8
<u>AB 1350</u> Nunez	Transportation bond funds.	2nd Fiscal ████████████████████	9
<u>AB 1358</u> Leno	Planning: circulation element: transportation.	2nd Floor ████████████████████	9
<u>AB 1815</u> Feuer	California Transportation Infrastructure Funding Task Force.	1st Policy ████████████████████	10
<u>AB 1845</u> Duvall	Highway-railroad grade separations.	1st Fiscal ████████████████████	11
<u>AB 1850</u> Devore	Office of Public-Private Partnerships.	1st Policy ████████████████████	12
<u>AB 1904</u> Torrice	Transportation: programming of projects.	1st Fiscal ████████████████████	12

<u>AB 2182</u> Caballero	Urban and Community Center Revitalization Program.	1st Fiscal ██████████	12
<u>AB 2295</u> Arambula	Transportation capital improvement projects.	2nd Policy ████████████████████	13
<u>AB 2342</u> Parra	California Partnership for the San Joaquin Valley.	1st Fiscal ██████████	14
<u>AB 2388</u> Feuer	Vehicles: registration fees.	1st Policy ██████████	14
<u>AB 2494</u> Caballero	Housing-Related Parks Program.	1st Fiscal ██████████	15
<u>AB 2522</u> Arambula	San Joaquin Valley Unified Air Pollution Control District.	1st Fiscal ██████████	16
<u>AB 2596</u> Jones	California Global Warming Solutions Act of 2006: cities and counties.	1st Fiscal ██████████	16
<u>AB 2638</u> Coto	California Air Quality and Environmental Health Act of 2008.	1st Policy ██████████	17
<u>AB 2650</u> Carter	Department of Transportation: environmental review process	1st Fiscal ██████████	17
<u>AB 2870</u> DeSaulnier	Land use: environmental quality.	1st Fiscal ██████████	18

<u>AB 3005</u> Jones	Community development: mitigation fees.	1st Fiscal ████████████████████	19
<u>AB 3034</u> Galgiani	Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century.	1st Fiscal ████████████████████	19
<u>AB 3064</u> Committee on Transportation	Transportation.	1st Floor ████████████████████	20
<u>ACA 10</u> Feuer	Bonded indebtedness: local government: transportation infrastructure.	1st Desk ████████████████████	21
<u>SB 27</u> Simitian	Sacramento-San Joaquin River Delta, Clean Drinking Water, Water Supply Security, and Environmental Improvement Act of 2008.	2nd Policy ████████████████████	21
<u>SB 240</u> Florez	San Joaquin Valley Unified Air Pollution Control District.	2nd Fiscal ████████████████████	22
<u>SB 286</u> Lowenthal	Transportation enhancement funds: conservation corps.	2nd Fiscal ████████████████████	22
<u>SB 375</u> Steinberg	Transportation planning: travel demand models: sustainable communities strategy: environmental review.	2nd Fiscal ████████████████████	23
<u>SB 445</u> Torlakson	Greenhouse gas mitigation fee.	2nd Policy ████████████████████	24

<u>SB 494</u> Kehoe	Vehicular air pollution control: clean alternative fuels.	2nd Policy ████████████████████	24
<u>SB 974</u> Lowenthal	Ports: congestion relief: air pollution mitigation: regulatory fee.	2nd Floor ████████████████████	25
<u>SB 1363</u> Perata	Transportation projects: comprehensive development lease agreements.	1st Policy ████████████████████	26
<u>SB 1507</u> Oropeza	Highway construction: school boundaries.	1st Fiscal ████████████████████	26
<u>SB 1548</u> Florez	San Joaquin Valley Unified Air Pollution Control District: city selection committee.	1st Fiscal ████████████████████	27
<u>SBX2 1</u> Perata	Water quality, flood control, water storage, and wildlife preservation.	2nd Desk ████████████████████	27
<u>SBX3 5</u> Committee on Budget and Fiscal Review	Highway Users Tax Account.	1st Floor ████████████████████	29
Total Position Forms: 42			



Legislation Summary May 2008

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	02/07/2008-Referred to Com. on T. & H.	Watch	MERCED COG-support KERN COG-oppose

	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 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.				
<u>AB 842</u> 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	
<u>AB 901</u> 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	01/18/2008-In committee: Hearing postponed by committee. (Refers to 8/20/2007 hearing)	Watch		

	of the proceeds from those bonds be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account for allocation to public transit operators and transportation planning agencies by formula. This bill would require the Department of Transportation to provide the Department of Finance and the Assembly and Senate budget committees by September 30 of each year with information describing the total amount of verified project funding needed in the budget year and the amount required by each agency seeking funding. The bill would also require the department, on a quarterly basis, to provide the Controller with instructions regarding funds to be allocated to each sponsoring entity and would require the Controller to allocate those funds accordingly. The bill would define "sponsoring entity" and "eligible project" for purposes of allocating these funds. The bill would require the California Transportation Commission to include information in its annual report to the Legislature regarding its activities relative to these funds. The bill would also impose specified auditing requirements and enact other related provisions.			
<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	01/31/2008-Re-referred to Com. on T. & H.	Watch	

	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.			
AB 995 Nava	Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: trade corridors. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. Existing law requires specified moneys in the fund to be deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account to be available upon appropriation by the Legislature, for certain purposes. The act requires \$1,000,000,000 from the account to be made available to the State Air Resources Board for emission reductions, not otherwise required by law or regulation, from activities related to the movement of freight along California's trade corridors. The act requires \$2,000,000,000 to be transferred to the Trade Corridors Improvement Fund for infrastructure improvements along designated trade corridors. This bill would provide that projects eligible for funding from the Trade Corridors Improvement Fund would receive priority if they meet specified requirements. The bill would require the California Transportation Commission to coordinate with the state board for technical assistance in evaluating project applications.	02/13/2008-To inactive file on motion of Senator Ducheny.	Watch	

<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	
<u>AB 1129</u> 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 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	01/28/2008-In committee: Hearing postponed by committee. (Refers to 8/20/2007 hearing)	Support	CALCOG-support
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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.			
Transit village developments: infrastructure financing. Existing law authorizes a city or county to create a transit village plan for a transit village development district. Existing law requires a transit village plan to include all land within not less than 1/4 mile of the exterior boundary of the parcel on which is located a transit station, as defined . Existing law authorizes a legislative body to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval. This bill would increase the area included in a transit village plan to include up to 1/2 mile of the exterior boundary of the parcel on which is located a transit station. This bill would eliminate the requirement of voter approval for the formation of an infrastructure financing district, adoption of an infrastructure financing plan, and an issuance of bonds for the purpose of developing and financing a transit facility, as defined, and would allow a legislative body, as defined, to create the district, adopt the plan, and issue bonds by ordinance and resolution, as specified. This bill would also set forth the time limitations to bring an action challenging the formation of a district, the adoption of a plan, or the issuance of bonds for these purposes. This bill would require a transit village plan financed by these bonds to include an additional demonstrable public benefit regarding housing, and a provision that at least 20% of all revenues derived from the	04/14/2008-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L.GOV. 05/07/08 9:30 a.m. - Room 112 SEN LOCAL GOVERNMENT	Watch	CALCOG-support

AB 1252 Caballero	issuance of these bonds be dedicated to increase, improve, and preserve housing that is affordable to vulnerable populations. This bill would also make technical, nonsubstantive changes.	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 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	02/13/2008-To inactive file on motion of Senator Ducheny.	Watch	CALCOG-support
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	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 the county or city with specified elements, including a circulation element consisting of the general location and extent of existing and proposed major	02/13/2008-To inactive file on motion of Senator Ducheny.	Watch	

	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.			AB 1815 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.	04/14/2008-In committee: Set, second hearing. Hearing canceled at the request of author. Watch	LEAGUE OF CITIES- support
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<u>AB 1845</u> Duvall	Highway-railroad 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 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 make inoperative the requirement for the department to include \$15,000,000 in its annual budget for highway-railroad grade separation projects on the date that the Director of Transportation notifies the Secretary of State that all funds made available for grade separation projects by the above-referenced bond act have been fully allocated and expended, and all required expenditure reports have been completed, and would repeal these provisions on January 1 of the year commencing thereafter . The bill would make inoperative and repeal various other related provisions. The bill would also require notification of certain legislative committees in that regard, and would provide for the reversal of any unallocated State Highway Account funds budgeted for grade separations to that account.	04/17/2008-Re-referred to Com. on APPR.	Watch	
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<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.	04/01/2008-In committee: Set first hearing. Failed passage. Reconsideration granted.	Watch	
<u>AB 1904</u> Torrico	Transportation: programming of projects. Existing law provides for the state to issue tax-exempt anticipation notes backed by annual federal appropriations for federally funded transportation projects, which are known as "GARVEE bonds." Existing law requires the California Transportation Commission to establish guidelines to implement these provisions and identify projects that are eligible for funding. This bill would also require the commission to establish guidelines for a process to enable a county, or the regional transportation planning agency on behalf of the county, to exchange funds apportioned to the county under the state transportation improvement program for federal funds in order to fund a project with GARVEE bonds. This bill contains other related provisions and other existing laws.	04/23/2008-In committee: Set, first hearing. Referred to APPR. suspense file.	Watch	
<u>AB 2182</u> Caballero	Urban and Community Center Revitalization Program. Existing law, the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, allocates	04/23/2008-Re-referred to Com. on APPR.	Watch	LEAGUE OF CITIES- support in concept CALCOG-

	\$580,000,000 for revitalizing communities and making them more sustainable and livable by investing in sound land use planning, local parks, and urban greening, and specifically authorizes \$90,000,000 for planning grants and incentives 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.		support in concept
AB 2295 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.	04/22/2008--In Senate. Read first time. To Com. on RLS. for assignment.	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, to coordinate and improve existing local, state, and federal efforts for the valley to increase the living standards and the overall economic performance of the valley. This bill contains other related provisions.	04/22/2008-Re-referred to Com. on APPR. 04/30/08 9 a.m. - Room 4202 ASM APPROPRIATIONS	Support
<u>AB 2388</u> Feuer	Vehicles: registration fees. Existing law requires that a registration fee of \$31 be paid to the Department of Motor Vehicles for the registration of every vehicle or trailer coach of a type subject to registration under the Vehicle Code, except those vehicles that are expressly exempted under that code from the payment of registration fees. Existing law also requires that additional fees be paid upon registration or renewal of every vehicle for specified purposes and, beginning July 1, 2008, increases the basic registration by \$3. This bill would additionally impose for the registration of a passenger vehicle (1) a weight fee for a vehicle operated with an unladen vehicle weight of 10,000 pounds or less according to a specified schedule and (2) a carbon dioxide (CO2) fee based on the pounds of CO2 emitted by the vehicle. The bill would apply these provisions to all original registrations on or after July 1, 2010, and to	04/14/2008-In committee: Set, first hearing. Hearing canceled at the request of author.	Watch

	renewal of registrations to vehicles with expiration dates on or after October 1, 2010. The bill would exempt specified persons who are eligible for public assistance from its provisions.		
<u>AB 2494</u> Caballero	Housing-Related Parks Program. The Housing and Emergency Shelter Trust Fund Act of 2006 authorizes the issuance of bonds in the amount of \$2,850,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds are required to be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. The act establishes the Housing and Emergency Shelter Trust Fund of 2006 in the State Treasury, requires the sum of \$200,000,000 to be deposited in the Housing Urban-Suburban-and-Rural Parks Account, which the act establishes in the fund, and makes the money in the account available, upon appropriation, for housing-related parks grants in urban, suburban, and rural areas, subject to the conditions and criteria that the Legislature may provide in statute. This bill would establish the Housing-Related Parks Program under the administration of the Department of Housing and Community Development. The bill would require the department to use funds allocated from the account, upon appropriation by the Legislature, to provide grants, in conjunction with the Department of Parks and Recreation, for the creation, development, or rehabilitation of park and recreation facilities, to cities, counties, and cities and counties that meet certain criteria and issue building permits for housing developments consisting of newly constructed units that are affordable to very low or low-income households.	04/16/2008-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 8. Noes 4.) (April 15).	Support

AB 2522 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.	04/17/2008-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 5. Noes 2.) (April 16).	Watch	SJV AIR DISTRICT-support CITY OF PARLIER-support
AB 2596 Jones	California Global Warming Solutions Act of 2006: cities and counties. 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 Air Resources 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, 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. This bill would	04/23/2008-Re-referred to Com. on APPR.	Watch	LEAGUE OF CITIES-oppose

	require the state board to quantify a baseline level of greenhouse gas emissions generated by land use and transportation activities in 2009 for each city and county with a population of at least 50,000. The state board would also be required to develop and make available to cities and counties a model that cities and counties may use to quantify the projected level of greenhouse gas emissions for the period from January 1, 2011, through January 1, 2020, that will be generated from land use and transportation activities for each city and county.			
<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 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.	04/14/2008-In committee: Set, first hearing. Hearing canceled at the request of author.	Watch	
<u>AB 2650</u> 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,	04/24/2008-Re-referred to Com. on APPR. 04/30/08 9 a.m. - Room 4202 ASM APPROPRIATIONS	Support	KERN COG-support CALCOG-support

	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 until January 1, 2012. This bill contains other existing laws.			
<u>AB 2870</u> 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. Existing law authorizes the Department of Motor Vehicles to collect a surcharge imposed on vehicle registration fees by ordinance or resolution of a local entity. This bill would create the California Blueprint Implementation Council, consisting of designated members, that would, in part, facilitate implementation of regional blueprint projects. The bill would also require the council to report to the Legislature on state planning matters and specified regional performance measures. The bill would authorize a municipal planning organization or council of governments to adopt a resolution to impose a \$1 motor vehicle registration surcharge on vehicles registered in the entity's jurisdiction that would be collected by the Department of Motor Vehicles and, after deducting its administrative costs, would be transmitted to the entity imposing the surcharge. The bill would require that the surcharge revenue be expended to develop and	04/17/2008-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 5. Noes 2.) (April 16).	Watch	CALCOG-Sponsor

	imple ment a regional blueprint plan and would specify that 5% of the surcharge revenue be transmitted to the council for performance of its functions.			
AB 3005 Jones	Community development: mitigation fees. The Mitigation Fee Act authorizes a local agency to charge a variety of fees, dedications, reservations, or other exactions in connection with the approval of a development project, as defined. Existing law provides that when a local agency imposes any fee or exaction as a condition of approval of a proposed development, as defined, or development project, those fees or exactions shall not exceed the estimated reasonable cost of providing the service or facility for which the fee or exaction is imposed. This bill would require a local agency, when assessing a traffic impact fee for a housing development, to establish the fee at a rate that reflects a reduction of automobile trip generation if the housing development meets specified criteria.	04/23/2008-Re-referred to Com. on APPR.	Watch	LEAGUE OF CITIES-oppose
AB 3034 Galgiani	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	04/22/2008-Re-referred to Com. on APPR.	Watch	

	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 corridors 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 determined by the authority, to be used to finance construction of the high-speed train system, and any remaining revenue 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 preliminary 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 give priority in selecting segments for construction to those segments that are expected to 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	04/24/2008-From committee: Do pass. To Consent Calendar. (April 23). 04/28/08 61 ASM	Watch	

	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.	SECOND READING FILE		
<u>ACA 10</u> 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	
<u>SB 27</u> 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 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	03/06/2008-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on W., P. & W. 04/29/08 10 a.m. - Room 437 ASM WATER, PARKS AND WILDLIFE	Watch	

	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.			
<u>SB 240</u> Florez	San Joaquin Valley Unified Air Pollution Control District. Existing law authorizes air pollution control districts and air quality management districts, except as provided, to levy a fee up to \$2 on motor vehicles, and authorizes the districts to increase this fee up to \$6 if certain conditions are met. This bill would authorize the San Joaquin Valley Unified Air Pollution Control District to increase this fee by up to but not exceeding \$30 for incentive-based programs to achieve surplus emissions reductions, as specified . The bill would require the Bureau of State Audits to audit the assessment of fees and expenditure of funds pursuant to these provisions and require the state board to assess the use of these fees in achieving and maintaining state and federal ambient air standards. This bill contains other related provisions and other existing laws.	08/30/2007-Set, second hearing. Held in committee and under submission.	Watch	
<u>SB 286</u> Lowenthal	Transportation 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	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

	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 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	01/28/2008--From committee with author's amendments. Read second time. Amended. Re-referred to Com. on APPR.	Oppose Unless Amended	LEAGUE OF CITIES-oppose unless amended CSAC-support if amended TULARE COG -oppose MERCED COG -oppose RCRC-oppose

	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.				
<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 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.	03/06/2008-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on TRANS.	Watch	CALCOG-support	
<u>SB 494</u> 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	02/14/2008-Hearing postponed by committee. (Refers to 7/9/2007 hearing)	Watch		

	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 of clean alternative fuels, as specified. This bill contains other related provisions and other existing laws.			
SB 974 Lowenthal	Ports: congestion relief: air pollution mitigation: regulatory fee. Existing law regulates the operation of ports and harbors. This bill would require the Ports of Los Angeles, Long Beach, and Oakland to collect a user fee on the owner of container cargo moving through the Port of Los Angeles, the Port of Long Beach, or the Port of Oakland at a rate of \$30 per 20 ft. TEU.	02/26/2008-From inactive file to third reading file. 04/28/08 131 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.	04/09/2008-Set, first hearing. Hearing canceled at the request of author.	Watch	CALCOG-support
<u>SB 1507</u> Oropeza	Highway construction: school boundaries. Existing law creates the California Transportation Commission and authorizes the commission to, among other things, select, adopt, and determine the location for state highways on routes authorized by law. Existing law gives the Department of Transportation full possession and control of all state highways and authorizes the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the California Transportation Commission. This bill would prohibit the commission from authorizing the construction or expansion of, and the department from constructing or expanding, a state highway within 1/4 mile of a school boundary, with exceptions for certain operational or safety improvements and for high-occupancy vehicle lanes. The bill would also prohibit a project subject to this restriction from being included in a regional transportation improvement program adopted by a transportation planning agency.	04/21/2008-Read second time. Amended. Referred to Com. on APPR. 05/05/08 10:00 a.m. - John L. Burton Hearing Room 4203 SEN APPROPRIATIONS	Watch	SAN JOAQUIN COG-oppose

<u>SB 1548</u> Florez	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. 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 create a local city selection committee to appoint these members pursuant to specified requirements , thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.	04/17/2008-Set for hearing April 28. 04/28/08 10 a.m. - John L. Burton Hearing Room (4203) SEN APPROPRIATIONS	Watch	
<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	01/07/2008-Read third time. Passed. (Ayes 23. Noes 11. Page 20.) To Assembly.	Watch	

			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 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		
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	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. This bill contains other related provisions and other existing laws.			
SBX3 5 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	02/19/2008-From SECOND READING: Read second time and amended.To THIRD READING. (Enrolled Text Pulled.) 04/28/08 4 SEN THIRD READING FILE	Watch	

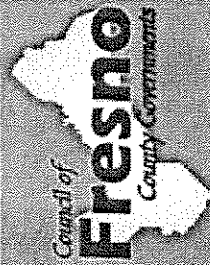
	Account to counties and cities for the transportation purposes authorized by Article XIX of the California Constitution. This bill would require transfers of those revenues from the Highway Users Tax Account to counties or cities that would otherwise be made during certain months of 2008, to instead 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.			
Total Position Forms: 42				

California Legislature 2007-08 Regular Session Calendar

January 2008		July
1 Statutes take effect	3 Summer recess begins upon adjournment, provided budget bill has been passed	
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		
February	August	
22 Last day to introduce bills	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	September	
13 Spring Recess begins upon adjournment	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	
24 Legislature reconvenes		
April	October	
18 Last day for policy committees to hear and report fiscal bills for referral to fiscal committees	2 Bills enacted on or before this date take effect Jan. 1, 2009	
May	November	
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.		
27-30 Floor session only. No committee may meet for any purpose.		
30 Last day to pass bills out of house of origin		
June	December	
2 Committees may resume		
15 Budget bill must be passed by midnight		
27 Last day for policy committees to meet and report bills		

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



List of Bills Where Fresno COG Has Taken a Written Position

2007-08 Legislative Session

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
AB 27 Parra	California Partnership for the San Joaquin Valley. Existing law authorizes 2 or more public agencies, including any federal department 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, from January 1, 2009, to January 1, 2020, create the California Partnership for the San Joaquin Valley, with its executive board composed of the heads of specified state agencies and departments, local government members and private sector members, subject to specified criteria, to coordinate and improve existing local, state, and federal efforts for the valley to increase the living standards and the overall economic performance of the valley. This bill contains other related provisions.	02/01/2008-Failed Deadline pursuant to Rule 61(b)(3). Last locations was APPR. SUSPENSE FILE	Support	PARTNERSHIP-support MERCED COG-support
AB 633 Galgiani	Grade separation projects. Existing law requires the Public Utilities Commission to develop and maintain a priority list of railroad-highway grade crossings determined to be most urgently in need of separation or alteration. Existing law requires each annual proposed budget prepared by the Department of Transportation to include \$15,000,000 for grade separation projects. Existing law requires the California Transportation Commission to allocate available funding to projects pursuant to the priority list prepared by the Public Utilities Commission, and requires certain matching funds to be provided from nonstate funds and by the affected railroad. Under existing law, an allocation may only be made to a local agency if it furnishes evidence that sufficient local funds will be made available as the grade separation project progresses. This bill would require the Public Utilities Commission and the Department of Transportation to issue a joint public report to the appropriate policy and fiscal	06/27/2007-In committee: Set, first hearing. Hearing canceled at the request of author.	Support	

Bill # Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	committees of the Legislature no later than September 1, 2008. The bill would require the report to include, among other things, an evaluation of the grade separation project funding program and recommendations for establishing a hardship application process allowing for the adjustment or deferral of local financial participation in severe circumstances.			
AB 997 Arambula	Infill capital outlay project and planning grants and loans. The Housing and Emergency Shelter Trust Fund Act of 2006 authorizes the issuance of bonds in the amount of \$2,850,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds are required to be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. The act establishes the Housing and Emergency Shelter Trust Fund of 2006 in the State Treasury, requires the sum of \$850,000,000 to be deposited in the Regional Planning, Housing, and Infill Incentive Account, which the act establishes in the fund, and makes the money in the account available, upon appropriation, for infill incentive grants for capital outlay related to infill housing development and other related infill development, and for brownfield cleanup that promotes infill housing development and other related infill development consistent with regional and local plans, subject to the conditions and criteria that the Legislature may provide in statute. This bill would require the Department of Housing and Community Development to administer the account and would require specified amounts from the account to be available, upon appropriation, to fund grants to cities, counties, cities and counties, redevelopment agencies, incorporated mutual water companies, special districts, and nonprofit organizations for capital outlay projects that will serve development on land that meets a specified definition in existing law of "infill site." The bill would provide, until December 31, 2012, that the sum of \$150,000,000 would be available from the account to cities with a population of 30,000 persons or less. The bill would require the	02/01/2008-Failed Deadline pursuant to Rule 61(b)(3). Last location was H. & C.D. (Refers to 4/9/2007 hearing) (05/02/2007 marked 2 YEAR)	Support	

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	department to give preference in awarding grants under these provisions based on whether the proposed capital outlay project meets any of certain, listed criteria. This bill contains other related provisions and other existing laws.			
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	01/28/2008-In committee: Hearing postponed by committee. (Refers to 8/20/2007 hearing)	Support	CALCOG- support

Bill # Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	measures that are shown to achieve the greatest emission reductions from activities related to freight movement along California's trade corridors. The projects and measures would be required to result in emission reductions not otherwise required by law or regulation in effect at the time the state board issues a notice of funding availability. The bill would specify that the funds only be used to implement strategies described in a required emissions reduction plan included in funding applications. The bill would require the state board to report annually to the appropriate fiscal and policy committees of the Legislature on the status of the projects and measures being funded. The bill would require the administrative costs of the state board to be paid in an appropriation in the annual Budget Act and limit those costs to \$15,000,000 for the duration of program funding.			
AB 1742 Committee on Environmental Safety and Toxic Materi	State Water Pollution Control Revolving Fund: administrative costs. Existing law continuously appropriates state and federal funds in the State Water Pollution Control Revolving Fund to the State Water Resources Control Board for loans and other financial assistance for the construction of publicly owned treatment works by a municipality, the implementation of a management program, the development and implementation of a conservation and management plan, and other related purposes in accordance with the federal Clean Water Act and the Porter-Cologne Water Quality Control Act. This bill would authorize the board to assess a specified annual charge with regard to a loan made under the revolving fund program. The bill would require the proceeds generated from the imposition of the annual fee, along with other moneys, to be deposited in the State Water Pollution Control Revolving Fund Administration Fund, which the bill would create in the State Treasury. The bill would authorize the board to expend the moneys in the fund, upon appropriation by the Legislature to the board, for costs incurred by the board in connection with the administration of the revolving fund program.	10/13/2007-Chaptered by Secretary of State - Chapter 632, Statutes of 2007.	Support	

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
AB 2342 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, 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.	04/17/2008-From committee: Amend, and do pass as amended, and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (April 8). 04/21/08 17 ASM SECOND READING FILE	Support	
AB 2494 Caballero	Housing-Related Parks Program. The Housing and Emergency Shelter Trust Fund Act of 2006 authorizes the issuance of bonds in the amount of \$2,850,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds are required to be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. The act establishes the Housing and Emergency Shelter Trust Fund of 2006 in the State Treasury, requires the sum of \$200,000,000 to be deposited in the Housing Urban-Suburban-and-Rural Parks Account, which the act establishes in the fund, and makes the money in the account available, upon appropriation, for housing-related parks grants in urban, suburban, and rural areas, subject to the conditions and criteria that the Legislature may provide in statute. This bill would establish the Housing-Related Parks Program under the administration of the Department of Housing and Community Development. The bill would require the department to use funds allocated from the account, upon appropriation by the Legislature, to provide grants, in conjunction with the Department of Parks and Recreation, for the creation, development, or rehabilitation of park and recreation facilities, to cities, counties, and cities and counties that meet certain criteria and issue building permits for housing developments	04/16/2008-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 8. Noes 4.) (April 15).	Support	

Bill # Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	consisting of newly constructed units that are affordable to very low or low-income households. This bill contains other related provisions.			
<u>AB 2650</u> 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.	04/15/2008-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 13. Noes 0.) (April 14).	Support	KERN COG-support CALCOG-support
<u>SB 9</u> Lowenthal	Trade corridor improvement: transportation project selection. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19.925 billion of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements. This bill would establish a process administered by the California Transportation Commission for allocation of these funds. The bill would designate 4 trade corridors eligible to receive funding. The bill would establish criteria for project selection based on improvement of mobility of freight and improvement of air quality, as specified, and would require a proposed project to be included in a corridor plan developed by affected agencies specified in the bill. The bill would also provide for \$50,000,000 to be allocated to projects located outside of	08/30/2007-Set, second hearing. Held in committee and under submission.	Support w/Amendments	

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
	those trade corridors that meet the selection criteria. The bill would require projects to be ready for construction by June 30, 2013. The bill would require the commission to adopt guidelines for the allocation of these funds by April 1, 2008, would require an annual report to the Legislature and Governor beginning on January 1, 2009, and would enact other related provisions. This bill contains other existing laws.			
SB 59 Cogdill	Reliable Water Supply Bond Act of 2008. Under existing law, various bond acts have been approved by the voters to provide funds for water projects, facilities, and programs. This bill would enact the Reliable Water Supply Bond Act of 2008 which, if approved by the voters, would authorize, for purposes of financing a water supply program, the issuance, pursuant to the State General Obligation Bond Law, of bonds in the amount of \$3,950,000,000. The bill would require the Secretary of State to submit the bond act to the voters at the November 4, 2008, statewide general election.	02/01/2008-Failed Deadline pursuant to Rule 61(b)(3). Last location was N.R. & W. (05/02/2007 marked 2 YEAR)	Support	
SB 303 Ducheny	Local government: land use planning. The Planning and Zoning Law requires a city, county, or city and county to adopt a comprehensive, long-term general plan for the physical development of the city, county, or city and county that addresses a number of elements, including, among other things, a housing and an open-space element. Existing law provides that the general plan may be adopted as a single document or as a group of documents relating to subjects or geographic segments of the planning area. This bill would require the general plan, and each of its elements to encompass a planning and projection period of at least 20 years, except for the housing element, and would require each element, except for the housing, conservation, and open-space elements, to be updated at least every 10 years. The bill would require the housing element to be updated as specified, and would require the conservation element and the open-space element to be updated concurrently with the housing element. This bill contains other related provisions and other existing laws.	07/03/2007-Set, first hearing. Held under submission.	Oppose	CALCOG-oppose RCRC-oppose LEAGUE OF CITIES-oppose

Bill # Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
<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	LEAGUE OF CITIES-oppose unless amended CSAC-support if amended TULARE COG - oppose MERCED COG -oppose RCRC-oppose
<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. 04/21/08 98 ASM THIRD READING FILE	Support w/Amendments	
Total Position Forms: 14				

MEMORANDUM

DATE: May 16, 2008
TO: Policy Advisory Committee
COG Policy Board
FROM: Todd Sobrado, Planner
SUBJECT: Regional Clearinghouse Consent Calendar

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

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

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

FUNDING: Proposed funding levels are as shown below:

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

Project	Applicant	Federal Funds	Other/ Applicant Funds	Total Funds
USDA Rural Development Grant for the City of San Joaquin Workforce Development	City of San Joaquin	\$99,908	\$50,000	\$149,908
USDA Rural Development Grant for Economic Development through the Entrepreneurial Training Process	Central Valley Business Incubator	\$60,000	\$26,000	\$86,000
U.S. Department of Housing and Urban Development - Community Development Block Grant, Home Investment Partnership Grants, Housing Opportunities for People with AIDS	County of Fresno	\$5,467,505	\$8,136	\$5,475,641

PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2008-140*
Project Title: *USDA Rural Development Grant – City of San Joaquin
Workforce Development*
Applicant Agency: *City of San Joaquin*
Contact Person: *Brenda L. Carter*
Address: *21900 Colorado Street*
Phone: *559-693-4311*
Federal Catalog #: *10-769*
Status: *New*
Area of Impact: *City of San Joaquin*
Federal Funding Agency: *USDA – Rural Development*

FUNDING:

*\$99,908 Federal
\$25,000 Applicant
\$0 State
\$0 Local
\$25,000 Other
\$149,908 TOTAL*

City of San Joaquin Workforce Development

PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2008-141*
Project Title: *U.S. Department of Agriculture – Rural Development
through the Entrepreneurial Training Process*
Applicant Agency: *Central Valley Business Incubator*
Contact Person: *Anna Kayane Borgeas*
Address: *1630 E. Shaw Avenue, Suite 163*
Phone: *559-292-9033*
Federal Catalog #: *10-769*
Status: *New*
Area of Impact: *Fresno, Kings, Madera and Tulare Counties*
Federal Funding Agency: *USDA – Rural Development*

FUNDING:

\$60,000 Federal
\$26,000 Applicant
\$0 State
\$0 Local
\$0 Other
\$86,000 TOTAL

Rural Development through the Entrepreneurial Training Process

PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2008-142*
Project Title: *U.S. Department of Housing and Urban Development –
Community Development Block Grant, Home Investment
Partnerships Program, Housing Opportunities for People
with AIDS, and Emergency Shelter Grants Program*
Applicant Agency: *Fresno County*
Contact Person: *Margie McHenry*
Address: *2220 Tulare Street, 8th Floor*
Phone: *559-262-4292*
Federal Catalog #: *14-218, 14-239, 14-241, 14-231*
Status: *New*
Area of Impact: *Fresno County*
Federal Funding Agency: *U.S. Department of Housing and Urban Development*

FUNDING:

\$5,467,505 Federal
\$0 Applicant
\$0 State
\$0 Local
\$8,136 Other
\$5,475,641 TOTAL

*Community Development Block Grants, Home Investment Partnership Program, Housing
Opportunities for People with AIDS, Emergency Shelter Grants Program*

