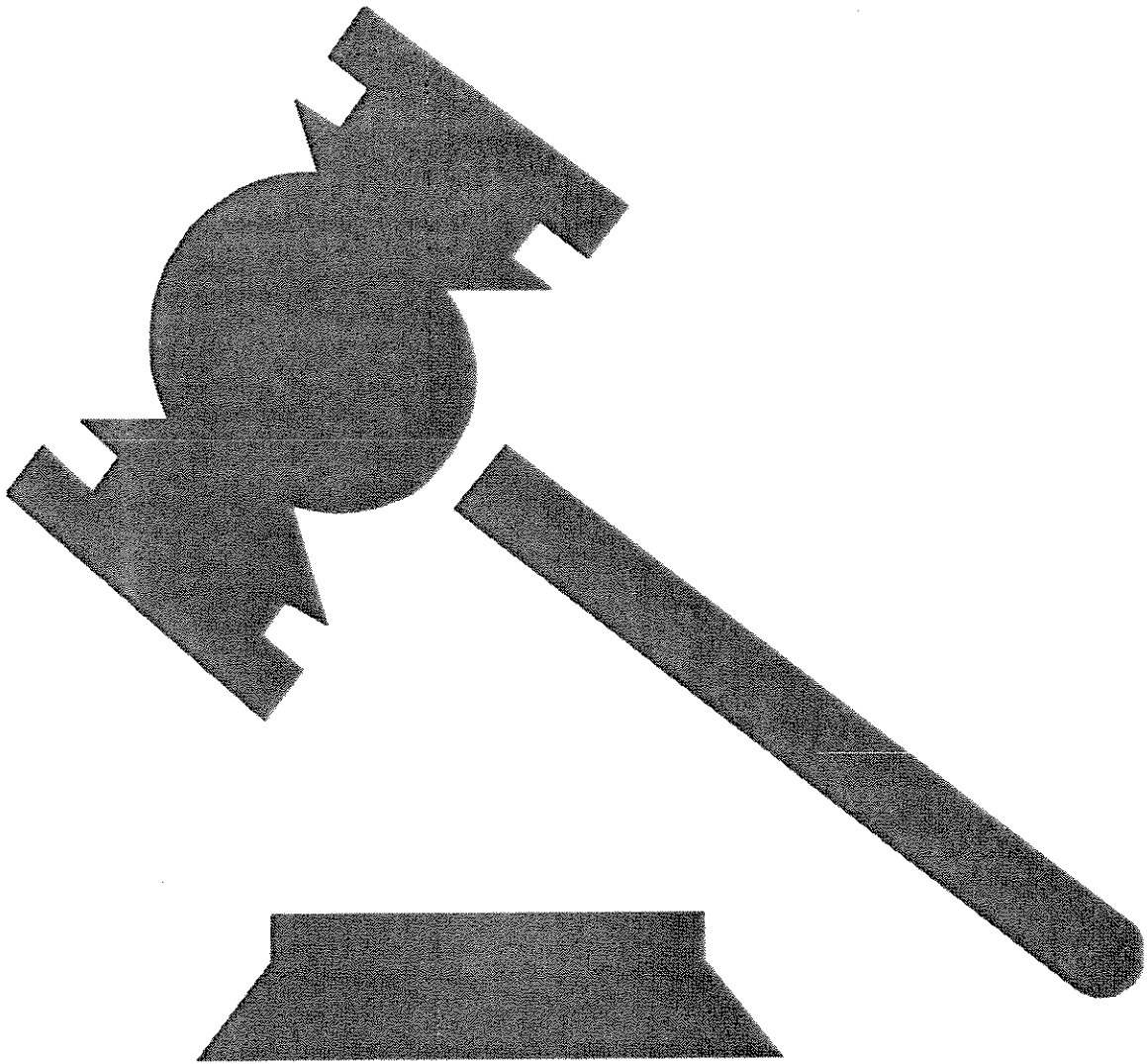




***ADMINISTRATIVE
CONSENT ITEMS
AGENDA ITEMS V. A-G.***



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COUNCIL OF FRESNO COUNTY GOVERNMENTS EXECUTIVE MINUTES

Date: Thursday, June 26, 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, V. Chair
Mayor Pro Tem Harry Armstrong, City of Clovis
Mayor Trish Hill, City of Coalinga
Mayor Craig Knight, City of Firebaugh
Councilmember Rico Aguayo, City of Fowler
Councilmember Cynthia Sterling, City of Fresno
Mayor Ramon Dominguez, City of Huron
Mayor Leland Bergstrom, City of Kingsburg
Mayor Robert Silva, City of Mendota
Mayor Victor Lopez, City of Orange Cove
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
Tony Boren, Executive Director

Quorum: At the start of the meeting there were 14 members present representing 95.82% of the population and there was a quorum. (Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, San Joaquin, Sanger, Selma and Fresno County)

Fresno COG Sitting As the Transportation Policy Committee

I. PRESENTATIONS

A. Public Presentations

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

Mayor Victor Lopez (Orange Cove) informed the Board that the Orange Cove City Manager, Bill Little had been in a traffic accident and was in critical condition at the Regional Community Medical Center. He further asked Mayor Mike Montelongo (Sanger) to lead the Board in a prayer for Mr. Little.

Supervisor Perea (Fresno County) addressed the Board regarding County layoffs in the Sheriff's Dept. He wanted to assure Board members there will not be any layoffs.

B. Presentation -- Carmine Iadarola with INVENERGY -- Hybrid Power Plant on the Westside of Fresno County

Mr. Carmine Iadarola with Invenergy gave a presentation regarding building a hybrid power plant on the westside of Fresno County.

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

C. Introductions – New COG Staff

Tony Boren, Executive Director introduced two new staff members: Laural Fawcett, Planner I who will be working with the Modeling staff, and Melissa Garza, Planner I who will be the new coordinator for the Measure "C" Taxi Scrip and Vanpool programs.

II. TRANSPORTATION ACTION / DISCUSSION ITEMS

PUBLIC HEARINGS:

A. Transit Planning Documents

1. PUBLIC HEARING: Urban & Rural Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, FY 2008-09, Resolution 2008-18

Gary Joseph (FCEOC) presented this item. Included in last month's agenda packet was the Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget, FY 2008-09 for the Fresno Urban and Rural CTSA. The document is designed to provide an overview of how and in what manner the Consolidated Transportation Service Agencies will be providing service over the next fiscal year. The Social Service Transportation Advisory Council (SSTAC) reviewed the document on May 20th and recommended approval.

Chairman Rodriguez (Kerman) opened the hearing for public comment. There being none, he closed the hearing. A motion was made by Mayor Pro Tem Armstrong (Clovis) and seconded by Mayor Lopez (Orange Cove) to approve the document by adoption of Resolution 2008-18. A vote was called for and the motion carried.

2. PUBLIC HEARING: Clovis Consolidated Transportation Services Agency (CTSA) FY 2008-09 Operations Program & Budget, Resolution 2008-19

Jeff Long (COG/FAX) presented this item in the absence of Shonna Halterman (Clovis Transit). Included in last month's agenda packet was the Clovis Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget, FY 2008-09 for the Clovis Urban Area. The document is designed to provide an overview of how and in what manner the Clovis Consolidated Transportation Service Agency will provide service over the next fiscal year. The Social Service Transportation Advisory Council (SSTAC) reviewed the document on May 20th and recommended approval.

Chairman Rodriguez (Kerman) opened the hearing for public comment. There being none, he closed the hearing. A motion was made by Mayor Pro Tem Armstrong (Clovis) and seconded by Mayor Lopez (Orange Cove) to recommend approval of the document by adoption of Resolution 2008-19. A vote was called for and the motion carried.

B. PUBLIC HEARING: Unmet Transit Needs, Staff Report & Recommendations, Resolution 2008-23

Jeff Long (COG/FAX) presented this item. The COG Policy Board must determine that public transportation needs within Fresno County will be reasonably met in Fiscal Year 2008-09 prior to approving claims of Local Transportation Funds for streets and roads. The COG's Social Service Transportation Advisory Council (SSTAC) is responsible for evaluating unmet transit needs. Each year, the SSTAC begins the process of soliciting comments from the public by sending over 400 letters to agencies and individuals interested in providing feedback on their public transportation needs within Fresno County. The request for comments letters were prepared in English and Spanish, and were mailed in February 2008. In addition to the request for written comments, SSTAC held three information-gathering meetings in February 2008.

The first meeting was held in the City of Mendota at the City Hall Council Chambers on February 12, 2008. The location was selected to facilitate comments from the residents of Western Fresno county including: Coalinga, Firebaugh, Huron, Kerman, Mendota, San Joaquin, and the surrounding unincorporated communities. The meeting was held at 6:00 p.m. during the regularly scheduled City

Council meeting and had approximately fifteen (15) people in attendance. There were no comments received at this time.

The second meeting was held in the City of Selma at the Selma Senior Center on February 20, 2008. The meeting location was set to facilitate comments from the residents of Eastern Fresno County including: Fowler, Kingsburg, Orange Cove, Parlier, Reedley, Sanger, Selma, and the surrounding unincorporated communities.

There were six individuals in attendance including SSTAC members. The only comments received came from Mr. Cheng Thao of the Empowerment Institute, who expressed a need for translation services countywide. Mr. Thao explained that the Southeast Asian community was disconnected from public transit because of a lack of communication. SSTAC did not find this to be an unmet need; however, Bill Hyatt, Central Valley Regional Center, Jeff Webster, FCRTA General Manager, and Mr. Thao will continue a dialogue to address the language concerns.

The third meeting was held in City of Fresno at the Manchester Center Office of Caltrans on February 21, 2008. The meeting location was selected to facilitate comments from the residents of the Fresno-Clovis Metropolitan Area (FCMA) and surrounding unincorporated communities. The meeting was held at 6:30 p.m. The only comments received came from Ms. Bertha Hansen, a transit advocate, who expressed a need for express bus service from northeast Fresno to Downtown.

In addition to the comments received at the information gathering meetings, SSTAC received one written comment. The written comment came from Mr. David Moll, Assistant Vice President of Risk Management and Sustainability for California State University, Fresno (CSUF). The letter listed six areas where CSUF asked for service changes or enhancements which included the following:

1. Increase the hours of transit operation during the weekdays for faculty, staff, students and visitors using FAX or Clovis Transit in their commutes to the campus;
2. Increase the hours of transit operation on weekends for faculty, staff students and visitors to the University;
3. Address the east-west route deficiencies of the FAX system, adding routes to serve primarily the areas west of campus;
4. Continue to expand transit service in the northeast and northwest sections of the city;
5. Provide better transit service to Fresno State from outlying communities;
6. Implement an on-campus transit center;

At its March 18, 2008 meeting, after reviewing written comments and the information collected during the public meetings, SSTAC agreed that based on public comments received up to this point, there were no unmet needs brought forth that were reasonable to meet.

In a discussion at the TTC, there were questions regarding the comments and responses and it was suggested that an additional paragraph referencing the report and the responses be included in the Resolution. This additional information is now included in the resolution.

Chairman Rodriguez (Kerman) opened the hearing for public comment. There being none, he closed the hearing. A motion was made by Mayor Montelongo (Sanger) and seconded by Mayor Dhaliwal (San Joaquin) to recommend approval of the document by adoption of Resolution 2008-23 as amended by the TTC, making the finding that there are no unmet transit needs that are reasonable to meet in Fresno County. A vote was called for and the motion carried.

C. PUBLIC HEARING: Adoption of Annual Availability Advisory Percentages for Disadvantaged Business Enterprise (DBE) Participation, Resolution 2008-17

Les Beshears (COG) presented this item. Fresno COG has completed the annual update to the DBE bidders list. Everyone on the list was contacted and requested to update vendor information that we are required to compile per 49 CFR Part 26. The results were compiled in the database. We presently have 263 vendors in our program of which 35 claim DBE status. This equates to a 13% "Annual Anticipated DBE Participation Level" (AADPL).

A public notice was published in the Fresno Bee noticing this public hearing identifying the AADPL, and \$3,325,000 in state and federal contracting opportunities programmed in the 2008/09 Overall Work Program and Budget.

During the 2007/08 fiscal year we did six procurements totaling \$922,917. DBE participation was \$97,361 or 11% which is slightly under the adopted AADPL of 13%, however in previous years we have consistently exceeded the goal. [BESHEARS]

Chairman Rodriguez (Kerman) opened the hearing for public comment. There being none, he closed the hearing. A motion was made by Mayor Pro Tem Armstrong (Clovis) and seconded by Mayor Lopez (Orange Cove) to adopt Resolution 2008-17 setting our 2008/09 voluntary Annual Anticipated DBE Participation Level at 13%, to be obtained by Race Neutral Methods. A vote was called for and the motion carried.

D. PUBLIC HEARING: Draft 2009 Federal Transportation Improvement Program, Regional Transportation Program Amendment, Conformity Analysis, and Interim Transportation Improvement Program, Resolution 2008-26

Jason Paukovits (COG) presented this item. Fresno COG is currently updating our Federal Transportation Improvement Program (FTIP), 2007 Regional Transportation Plan (RTP), Conformity Analysis, and Interim TIP. The 2009 FTIP must be adopted and submitted to Caltrans by August 1, 2008 to be included in the overall state programming document.

Regional Transportation Plan (RTP) Amendment: The 2007 RTP represents the long range planning vision for Fresno County's regional transportation system through the year 2030. The RTP is a long-term strategy to meet Fresno County's transportation needs out to the year 2030. The amendment clarifies the financial projections, financially constrained and unconstrained project lists, and adds additional information regarding Bus Rapid Transit (BRT). A copy of the amendment was included in the meeting package.

2009 Federal Transportation Improvement Program (FTIP): The FTIP is the incremental implementation of the long-range Regional Transportation Plan and includes programming for fiscal years 2008/09 through 2011/12.

Conformity Analysis: An air quality conformity analysis is required in nonattainment areas to ensure that transportation plans and programs are (1) consistent with the state and local air quality plans, and (2) do not interfere with the timely implementation of transportation control measures. The Draft Conformity Analysis for the 2009 FTIP and RTP Amendment demonstrates that all of our adopted transportation plans and programs are in conformance with the rules for the applicable air quality standards.

Interim TIP: The Interim FTIP has been prepared concurrently with the FTIP and contains only the transportation projects that may proceed if the conformity analysis cannot be adopted. Included in your package is a list of capacity-increasing projects that will not be able to proceed if the Interim TIP must be adopted.

Copies of the 2009 FTIP, Conformity Analysis, and Interim TIP are available on the Fresno COG website (www.fresnocog.org); hard copies are also available upon request. Please contact staff if you have any questions or comments.

Chairman Rodriguez (Kerman) opened the hearing for public comment. There being none, he closed the hearing. This was an information/discussion item and required no further action from the Board at this time.

OTHER TRANSPORTATION ACTION / DISCUSSION ITEMS

E. AB 2522 (Arambula): Request for Support

Jennifer Dansby (COG) presented this item. At the Fresno COG Committee and Policy Board meetings in April, staff presented a request from the California Partnership for the San Joaquin Valley's Air Quality Work Group and Assemblyman Juan Arambula for letters of support for the passage of AB 2522. If passed, AB 2522 would 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.

An analysis of the bill conducted by the Assembly was included in the agenda packet as well as the current bill language.

In April, the Policy Advisory Committee (PAC) raised concerns regarding the accountability of the Air District in how they spent their existing funds; PAC members were reluctant to support the bill without better accountability. The Board expressed some of the same concerns and voted to table the item, thus taking no position at that time on the passage of AB 2522.

Members of the Fresno COG Policy Board requested that this item be revisited in June. Fresno COG staff provided an update on the status of the bill. At the PAC meeting Sarah Reyes, Chief of Staff for Assemblyman Arambula, and Tom Jordan from the Air District, discussed the bill and answered committee member questions. After some discussion, the PAC voted to recommend that the Policy Board send a letter of support to Assemblyman Arambula for the passage of AB 2522.

Elliot Balch, a representative from Arambula's office and Rick McVaigh, Deputy Director from the Air District were present at the Policy Board meeting. Each presented reasons to support AB 2522.

After an expressed opportunity for public comment, and several Board members expressing concern over the amount that the fee would be raised (from \$6 to \$30), a motion was made by Mayor Pro Tem Armstrong (Clovis) and seconded by Mayor Pro Tem Lujan (Selma) to request the bill be amended before it could be supported and to not send a letter of support to Assemblyman Arambula for the passage of AB 2522 as recommended by PAC. A vote was called for and the motion passed.

F. Senate Bill 1507 (Oropeza): Highway Construction Near Schools - Request for Opposition

Jennifer Dansby (COG) presented this item. At their May meeting, the San Joaquin Valley Regional Policy Council, the 16-member Council made up of elected officials representing the eight Central Valley COG's, voted to oppose the passage of Senate Bill 1507 (Oropeza of Long Beach).

SB 1507, if passed, would do the following:

1. Prohibits the California Transportation Commission from authorizing the construction or expansion of an above-ground state highway within ¼ mile of a school boundary (private

- schools, public schools, preschools through universities), unless the project is authorized on or before September 1, 2009.
2. Prohibits a transportation planning agency from including the construction or expansion of a state highway in a regional transportation improvement program.
 3. Exempts from these requirements the following projects:
 - A. Operational improvements that do not expand the design capacity of a state highway which improve the flow of traffic or reduce congestion at specific locations.
 - B. Safety improvements which reduce the severity of collisions on existing highways.
 - C. High-occupancy vehicle lanes.
 - D. Highway segments in tunnels.
 - E. Construction or expansion of state highway facilities that are determined to have a positive air quality impact.

Arguments in Support

According to the author's office, a recent study of Los Angeles area freeways measured diesel particulate levels up to 25 times greater near freeways than those levels elsewhere. Much of the pollution from freeways is associated with acute health effects, exacerbating asthma and negatively impacting the ability of children to learn. The author states that the purpose of this bill is to ensure that highway investment decisions will not further degrade the quality of air within the vicinity of a school site.

Arguments in Opposition

The SJV Regional Policy Council is highly concerned that this bill will have a devastating impact on the Valley's transportation network, with literally dozens of projects affected with combined totals in the billions of dollars. In addition to the SJV Regional Policy Council, the California Association of COG's is in opposition of this bill and will be advocating the Valley's position of opposition at the state level this month as the bill moves through the Assembly.

The Department of Finance is also opposed to this bill because it could have a significantly negative impact on the state's economy by restricting the movement of traffic in most urban areas. Caltrans reports that while the author's office has indicated that recent studies in the Los Angeles area have found air pollution from diesel particulate matter to be much greater in the vicinity of freeways, it is not clear that the intended benefit of reducing pollution would be achieved since greater congestion and more fuel consumption could result.

Fresno COG Analysis

Staff analyzed the projects programmed in our Regional Transportation Plan (RTP) and found that 16 highway projects costing approximately \$520 million would have to be removed from the RTP if SB 1507 passes. A list of the projects and a corresponding map were included in the agenda packet.

This item was on the TTC and PAC agendas as information only. Staff pulled it from the consent calendar at the PAC meeting for further discussion to include staff's analysis of the highway projects that would be impacted by this bill. It was an informational item so no action was taken at that time. However, as there is a growing momentum in the transportation arena to oppose this bill, staff recommended that the Policy Board send a letter to the author opposing the passage of SB 1507 in concurrence with the SJV Regional Policy Council.

After an expressed opportunity for public comment, a motion was made by Mayor Pro Tem Armstrong (Clovis) and seconded by Mayor Montelongo (Sanger) to concur with the SJV Regional Policy Council and send a letter to the author opposing the passage of SB 1507. A vote was called for and the motion carried.

G. Greenhouse Gas Policies, Resolution 2008-08

Jason Paukovits (COG) presented this item. Through discussions with the Attorney General's Office, Fresno COG has agreed to adopt policies that will address greenhouse gas emissions in the region. Earlier this year, Fresno COG staff presented the TTC, PAC, and Policy Board with a proposed resolution and policies. Due to comments received from the Attorney General's Office late in the process, the adoption of Resolution 2008-08 was delayed. Staff and consultants also attended a series of climate change workshops held in April 2008 in order to gather additional information on the subject. The proposed policies have been revised to address comments received.

TTC suggested a language change to the Land Use section of the policies. This change would accept the Attorney General's comment that the Blueprint should encourage General Plan, Community Plan and Specific Plan updates to include Greenhouse Gas Emission Reduction Plans.

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 approve Resolution 2008-08, as amended by the TTC. A vote was called for and the motion carried.

H. Request from Firebaugh for Measure "C" Funding – 1987-2007 Program

Tony Boren (COG) presented this item. In September 2006 the Fresno COG Policy Board entered into an agreement with the Fresno County Transportation Authority (Authority) to encumber \$26,123,000 in Federal Demonstration funds on SR 180 West Phase II from Brawley to Hughes/West. As part of that agreement the Authority agreed to provide up to \$21 million in funding from the pre-existing Measure "C" program to construct a future segment of State Route 180 West that would provide direct connectivity to Interstate 5. The specific alignment for this project is being developed by Caltrans through a Route Adoption study which is currently underway. The remaining funding was identified to be used to fund transportation improvements in the communities of Mendota and Firebaugh. Specifically, \$2 million in funding was identified for Firebaugh Improvements to SR 33. The scope of work for the SR 33 improvements include lighting, landscaping, irrigation signage and sidewalks. The remaining \$15.5 million is to be used on constructing the State Route 180 connection to I-5. The overall funding strategy and the projects have been agreed to in concept by the State Route 180 subcommittee as well as TTC, PAC and the Policy Board.

The projects have been amended into the 1987-2007 Measure "C" Expenditure Plan that was recently adopted by the Board and the Authority. Firebaugh is now requesting the Policy Board to authorize them to enter into a cooperative agreement with the Authority to implement their project.

After an expressed opportunity for public comment, a motion was made by Councilmember Aguayo (Fowler) and seconded by Mayor Lopez (Orange Cove) to authorize Firebaugh to enter into a cooperative agreement with the Authority for up to \$2 million for improvements to SR 33. A vote was called for and the motion carried.

I. Assembly Bill 3034 – Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century

Jennifer Dansby (COG) presented this item. Assembly Bill 3034 (Galgiani, Ma), developed in cooperation with the Administration, revises provisions in the existing Bond Act to be submitted to state voters on November 4, 2008. These revisions are necessary because the original 2002 bond provisions are in some cases outdated or obsolete. In summary, the Bond Act will provide for the issuance of \$9.95 billion of G.O. bonds, \$9 billion of which will be made available in conjunction with federal and private funds for the planning and construction of a high-speed train (HST) system, and \$950 million of which will be available for capital projects on other passenger rail lines to provide

connectivity to the HST system and for capacity enhancements and safety improvements to those lines. More specifically, this Bill will make the following changes:

- Eliminates the priority construction of the initial segment from San Francisco to Los Angeles-Anaheim. Instead, provides that the \$9 billion in bond proceeds can be used for planning and eligible capital costs on the system's entire 800 mile HST route.
- Provides for Altamont rail corridor eligibility for bond funds.
- Prohibits a high-speed train station between Gilroy and Merced.
- Limits to 10% or less the amount of bond funds that can be used for preconstruction activities (environmental studies, planning and preliminary engineering activities). Also, bond proceeds shall not be used for more than one-half of the total cost of construction of track and station costs of each segment of the HST system.
- Requires that, in selecting each specific segment for construction and prior to awarding a construction contract, the High-Speed Rail Authority shall have a detailed funding plan for that segment that identifies the full cost of constructing the segment and the sources of all revenues needed to complete construction of the segment.
- Provides also that in selecting each segment for construction, the Authority must: (1) give priority to those segments requiring the smallest amount of bond funds as a percentage of the total construction cost (2) consider the utility of that segment for other passenger rail services and (3) ensure that any other passenger services provided on that segment will not result in operating or maintenance costs to the Authority.
- Ensures that complementary rail capital improvements funded from the \$950 million in bond funds allocated to intercity, commuter and urban rail systems shall provide direct connectivity and benefits to the HST system and its facilities or be part of the construction of the system.
- Requires that net operating revenues, above and beyond operating, maintenance and financing obligations and construction completion costs of the HST system, must be deposited in the state's General Fund.
- Revises and updates findings of the Legislature to reference the need for high-speed trains to accommodate California's economic and population growth, and offset increasing traffic congestion, air pollution and greenhouse gas emissions and loss of prime land. Also references the low cost of the train system as compared to highway and air travel alternatives and states the need to quickly construct the train in a manner that maximizes benefits consistent with available revenues.

At its recent meeting on May 23, 2008, the Regional Policy Council acted to support adoption of A.B. 3034.

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 support Assembly Bill 3034. A vote was called for and the motion carried.

J. West Area Transportation Planning Study

Tom Webster (COG) presented this item. Work Element 113 of the 2008-2009 OWP has budgeted \$100,000 to conduct a West Area Transportation Planning Study. This study would identify and evaluate required roadway and intersection improvements ranging from current needs through year 2030.

The proposed area of study would extend from the Herndon Avenue/State Route 99 Interchange on the north, to State Route 180 on the south; and from Grantland Avenue on the west to State Route 99 on the east.

The scope of work for this study contains three key elements:

1. Calibrate and Update Travel Demand Forecasts
2. Evaluate Current and Proposed Facilities; Determine the Need
3. Prioritize Improvement Program and Make Recommendations

The tasks within these elements will include among other things a review of current City and County planned circulation elements and forecasted improvements, as well as verify consistencies between COG travel demand model and 2025 General Plan land uses. The recommendations for the priority improvements made to the West Area roads and traffic signal network will include both short term (3-5 years) and medium term (5-10 years).

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

K. Caltrans Monthly Report

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

- High Gas prices impact to transportation dollars
 - Caltrans revenues decrease
 - SHOPP program down \$69 million; \$124 million next year
 - The offset is good competitive bids from contractors – able to do more projects
 - Sales tax on gas going up—those revenues are not going to STP but to the general fund
- On environmental documents, Caltrans does the review for FHWA (Federal Highway Administration) and statistics show review time reduced significantly and the combined time savings allows for delivery of projects quicker.
- Proposition 1B – Highway Safety Account – nominations for that are out
 - Grade Separation – Mt. View & Union Pacific RR – \$11.5 million
 - Clovis Projects – Signals at Villa/Bullard and Clovis/Santa Ana
 - Fresno Projects: Signals at Belmont/Maple and Olive/99
- 180 east is on schedule

This was an information/discussion item only, 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.

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| A. Transportation Funding Claims | |
| 1. Fresno County Rural Transit Agency, FY 2008-09, Resolution 2008-20 | Approve |
| 2. Fresno County Rural Transit Agency and the Fresno County Economic Opportunities Commission as the Rural CTSA, FY 2008-09, Resolution 2008-21 | Approve |
| 3. Fresno County Economic Opportunities Commission as the Urban CTSA, FY 2008-09, Resolution 2008-22 | Approve |
| B. Appointments to the COG Social Services Transportation Advisory Council (SSTAC) | Approve |
| C. Fresno County Coordinated Human Services Transportation Plan -- Project Management Plan | Concur w/45-day Review |
| D. San Joaquin Valley Blueprint – Monthly Update | Information |
| E. Adoption of the FY 2008-09 Measure "C" Rail Consolidation Sub Program Claim Authorizing \$250,000 for a Joint High-Speed Rail Study, Resolution 2008-25 | Approve |

For a summary of these items, please see the June 26, 2008 Annotated Agenda.

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

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

A motion was made by Mayor Knight (Firebaugh) and seconded by Mayor Lopez (Orange Cove) to reaffirm all actions taken while sitting as the Transportation Policy Committee. A vote was called for and the motion carried.

V. ADMINISTRATIVE CONSENT ITEMS

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

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|--|-------------|
| A. Executive Minutes of May 29, 2008 | Approve |
| B. FY 2007-08 Third Quarter Progress Report | Accept |
| C. On-Call Modeling Assistance Contract Extension | Approve |
| D. Model Farmland Conservation Program Update | Information |
| E. Land Buffer Task Force Update | Information |
| F. Monthly Legislative Update | Information |
| G. Letter of Support for Amendments to Assembly Bill 1129 (Arambula) | Information |
| H. May Revisions to Governor's 2008-09 State Budget | Information |
| I. Air District Memorandum of Understanding (MOU) | Information |
| J. Regional Clearinghouse | Information |

Project	Applicant
1. USDA Rural Development – Rural Business Enterprise Grant	Lao American Foundation
2. Federal Aviation Administration Airport Improvement Program	City of Fresno – Airports
3. U.S. Department of Housing and Urban Development – Section 202 Supportive Housing Capital Advance Grant Program	Southern California Presbyterian Homes

For a summary of these items, please see the June 26, 2008 Annotated Agenda.

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 approve the Administrative Consent Calendar as presented. A vote was called for and the motion carried.

VI. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. FY 2007-08 Overall Work Program Budget Amendment #3

Les Beshears (COG) presented this item. The FY 2007/08 OWP Amendment #3 increases the budget \$152,654. There are two components of the increase.

\$7,000 is programmed to recognize personnel changes created by the recent retirement of the Executive Director and subsequent staff realignment.

The remaining \$145,654 is to create Work Element 212 - Measure "C" Carpool/Vanpool. This work element programs \$15,000 for the newly hired Planner I who will be administering this program and for associated office renovations and fixtures required to accommodate the position. Also programmed is \$120,000 for the City of Fresno's existing Vanpool program as stipulated in the

adopted Measure "C" Extension 2007 Local Agency Other Revenue Program Funding Handbook. A \$10,000 contingency is included in the program estimate.

After an expressed opportunity for public comment, a motion was made by Mayor Pro Tem Lujan (Selma) and seconded by Mayor Silva (Mendota) to approve FY 2007/08 OWP Amendment #3 increasing the budget \$152,654. A vote was called for and the motion carried.

B. FY 2008-09 Overall Work Program Budget Amendment #1

Les Beshears (COG) presented this item. The FY 2008/09 OWP Amendment #1 increases the budget \$2,008,261. This amendment recognizes revenue for three Measure "C" mandated programs that Fresno COG has agreed to implement and includes the balance of revenues accumulated but unspent in 2007/08 plus the anticipated apportionments for 2008/09. Due to the newness of these programs staff recommends setting aside a marketing portion of each of these programs to be used for developing consumer awareness.

Work Element 212 - Measure "C" Ride Share

This program increased \$428,254 to \$523,254. Staffing is \$51,250, marketing \$16,830, and program implementation is \$455,174 which will include carpool and van pool programs as set forth in the adopted Measure "C" Extension 2007 Local Agency Other Revenue Program Funding Handbook.

Work Element 214 - Measure "C" ADA/Seniors

This \$911,099 program includes \$52,250 for staff, \$22,900 for marketing, and \$835,949 for program implementation as set forth in the adopted Measure "C" Extension 2007 Local Agency Other Revenue Program Funding Handbook.

Work Element 215 - Measure "C" Farm Worker Vanpool

This \$668,908 program includes \$52,250 for staff, \$16,830 for marketing, and \$599,828 for program implementation as set forth in the adopted Measure "C" Extension 2007 Local Agency Other Revenue Program Funding Handbook.

After an expressed opportunity for public comment, a motion was made by Councilmember Aguayo (Fowler) and seconded by Mayor Hill (Coalinga) to approve the FY 2008/09 OWP Amendment #1 increasing the budget \$2,008,261 to implement Measure "C" related programs. A vote was called for and the motion carried.

C. Fresno COG Policy Board Consideration of Utilizing Strategy Research Institute, Inc. (Dr. Gary Manross) for FY 2008-09 Work Activities

Tony Boren (COG) presented this item. At the request of Policy Board member Henry Perea, through the Executive Director, Strategy Research Institute Inc. (SRI- Dr. Gary Manross) was invited to submit a Scope of Work detailing consulting services his firm would be able to provide the COG in FY 2008-09. SRI was instrumental in helping Fresno COG find "regional consensus" among the various stakeholders involved in the reauthorization of Measure "C" in 2006, ultimately resulting in 78% approval at the polls.

Dr. Manross was present at the Policy Advisory Committee meeting and gave a brief presentation on his proposed scope of work. The PAC discussion centered on identifying specific products and tasks that SRI Inc. could perform for the COG. The City of Fresno (Bruce Rudd) and County of Fresno (Lynn Gorman) voiced their position that given the current "consensus" challenges that we are encountering in development of our Measure "C" mandated Regional Transportation Mitigation Fee Program and subsequent Regional Program Delivery schedule there appears to be a role for Dr. Manross's consensus building talents. PAC directed the Executive Director to meet with Ms. Gorman and Mr. Rudd prior to the Policy Board meeting and develop a more refined scope of work for SRI Inc. Mr. Boren reported that out of that meeting, they had identified several projects that Dr.

Manross would be involved in including the RTMF, the Regional Program, the Reimbursement Policy, and Transit Consolidation. Dr. Manross suggested using the retainer approach. In order to contract with Dr. Manross, the Board would need to agree to waive the RFP process.

Mayor Pro Tem Armstrong (Clovis) feels that COG should proceed with an RFP process, giving Dr. Manross the opportunity to submit a proposal.

After an expressed opportunity for further comment and discussion, a motion was made by Mayor Pro Tem Lujan (Selma) and seconded by Mayor Lopez (Orange Cove) to waive the RFP process and contract with Dr. Manross for one year with a 6-month review and the option to opt out of the contract. A voice vote was called for and the motion passed with one No vote from Clovis.

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

Steve Samuelian, California Consulting called attention to the written update on lobbying activities which he provided to the Board.

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

Mayor Pro Tem Lujan (Selma) suggested that Mr. Samuelian's contract may be up for renewal. Tony Boren, Executive Director explained that the contract will be on next month's agenda for negotiation.

E. Discussion of Possible Change in Starting Times for COG Policy Board

Tony Boren (COG) explained this item. At the May 29th 2008 Policy Board meeting, some members of the Policy Board expressed interest in changing the COG Board meeting time from 7:00 p.m. to 5:00 p.m. Historically, due to the fact that many of our Board members have day jobs it has been difficult to get a quorum that early, however, tentative support for the concept was expressed by a number of the Policy Board members at the May 29, 2008 meeting.

After discussion and polling the Board, a motion was made by Mayor Pro Tem Lujan (Selma) and seconded by Mayor Montelongo (Sanger) to recommend starting regular Board meetings at 5:30 p.m., instead of 7:00 p.m. A vote was called for and the motion carried.

F. Consideration of Increase in COG Policy Board Members Attendance Stipend

Tony Boren (COG) explained this item. An administrative review of Fresno COG's historical records showed that it had been twenty years since the Policy Board Attendance Stipend had been reviewed and updated. Given that gas prices are now approaching \$5.00 per gallon, COG staff believed it was time to revisit this issue. As an example, the City of Coalinga Mayor is required to drive nearly 150 miles to and from the COG meeting. In addition, due to the variety and complexity of the issues on our agendas, the length of time of our Policy Board meetings has far exceeded those in the 1980s when the stipend policy was first developed.

After an expressed opportunity for public comment, a motion was made by Mayor Pro Tem Lujan (Selma) and seconded by Mayor Montelongo (Sanger) to approve an increase in the Policy Board Attendance Stipend from \$50 to \$100. A vote was called for and the motion carried.

G. Consideration of Allowing the Del Rey Community Services District to Sit on the Fresno COG Policy Board as a Non-Voting Member

Tony Boren (COG) presented this item. At the request of Policy Board member Dennis Lujan (Selma), through the Executive Director, the Del Rey Community Services District has requested

that the COG Policy Board consider allowing them to sit on the Policy Board as a non-voting member.

By way of history, in 2002, at the request of the Big Sandy Rancheria, the COG Policy Board gave consideration to allowing the Tribe to sit on the Policy Board, after lengthy discussions the Tribe eventually withdrew their request.

In the interest of fairness and giving equal opportunity to all Community Services Districts and unincorporated communities, COG staff contacted Local Agency Formation Commission staff and learned there are twenty-four Community Services Districts in Fresno County.

After an expressed opportunity for public comment, a motion was made by Mayor Pro Tem Lujan (Selma) and seconded by Mayor Montelongo (Sanger) to table this item. A vote was called for and the motion carried.

VII. OTHER BUSINESS

A. Items from Staff

Tony Boren, Executive Director explained the following staff items:

- In order to have a hearing on the Regional Transportation Mitigation Fee (RTMF) and adopt the program, it is necessary to have an August meeting so the program can be in place in each of the jurisdictions by January 1, 2009. The August Board meeting will be on August 28, 2008.
- Called Board attention to the handout from the California Farm Bureau Federation regarding the LBAM (light brown apple moth).
- Introduced Barbara Steck as the new Deputy Director
- Announced that Jason Paukovits, COG's Air Quality Liaison, was leaving COG

B. Items from Members

- Mayor Dhaliwal (San Joaquin) announced the grand opening for the New Veterans Foreign Wars Hall at 22001 W. Manning Ave. in San Joaquin on July 2, 2008 at 2:00 p.m.

Fresno COG Sitting As the Abandoned Vehicle Abatement Authority

VIII. Abandoned Vehicle Abatement--FY 2007-08 Third Quarter Report Status Report

Barbara Steck (COG) presented this item. As stated in the 2003 Fresno County Abandoned Vehicle Abatement Service Authority Plan, the Fresno COG, as administrator of the AVA Program, shall submit a quarterly status report to the Fresno County Abandoned Vehicle Abatement Service Authority. The Service Authority has directed the quarterly status report first be presented to the Policy Advisory Committee for review and recommendation. Status reports are submitted quarterly to ensure proper distribution of funding to the member agencies. This status report contains the following information:

- The gross amount of money received by the Authority from the Abandoned Vehicle Trust Fund during the quarter.
- An itemized statement of the Abandoned Vehicle Trust Fund monies expended by the Authority during the quarter.
- An accounting of money expended for major purchases, if any.
- An accounting of unexpended revenues from the Abandoned Vehicle Trust Fund.
- An accounting of the total number of vehicles and parts thereof abated by the Authority during the quarter.

The enclosures for this item indicated the level of activity and distribution of funding to the member agencies. For the third quarter of FY 2007-08, a total of \$165,556.14 in current AVA revenues was received and available for distribution to member agencies and to the Fresno COG for program administration. During the quarter, member agencies expended \$191,308.10 conducting AVA activities and the Fresno COG claimed \$2,375.00 for program administration. Because expenses exceeded revenues during the quarter, the program's accumulated surplus was reduced. A total of 1,171 vehicles were abated this quarter, compared to 1,091 vehicles abated during the same quarter of the previous fiscal year, a substantial increase in vehicle abatements.

After an expressed opportunity for public comment, a motion was made by Mayor Bergstrom (Kingsburg) and seconded by Mayor Silva (Mendota) to accept the third quarter status report as presented. A vote was called for and the motion carried.

Fresno COG Sitting As the Council of Fresno County Governments

The Board was adjourned to closed session.

IX. CLOSED SESSION

Conference with Labor Negotiator (Government Code Section 54957.6): conference regarding unrepresented COG staff employees; COG Executive Director, Tony Boren to act as Labor Negotiator on behalf of COG Policy Board.

The Board reconvened to Open Session

X. OPEN SESSION -- DISCUSSION AND APPROVAL OF MEMORANDUM OF UNDERSTANDING WITH UNREPRESENTED COG STAFF EMPLOYEES

Chairman Rodriguez reported the actions as discussed in closed session and by unanimous vote, the Board approved a Memorandum of Understanding between the Council of Fresno County Governments and the COG Employees Association for the salary and benefit adjustments for members of the COG Employee Association to be effective July 1, 2008 as follows:

Overall Adjustments

1. **Cost of Living:** A salary adjustment of 3.5% effective July 1, 2008.
2. **Direct Deposit Program:** Establish a Direct Deposit program for employees.
3. **All other negotiated benefits to remain as previously approved**

This information is documented in a Memorandum of Understanding between the Council of Fresno County Governments and the COG Employees Association, effective July 1, 2008.

Adjournment

There being no further business, the meeting was adjourned.

Respectfully Submitted,



TONY BOREN, Executive Director
Council of Fresno County Governments

/dw

Attachment A
Observers and Non-Members
COG Board Meeting
June 26, 2008

Lynn Gorman, Fresno County
Gary Joseph, FCEOC
Rob Weyant, FCEOC
Steve Samuelian, CA Consulting
Jeffrey Webster, FCRTA
Dr. Gary Manross, Ph.D, Strategy Research Institute
Elliott Balch, Asm. Juan Arambula's office
Rick McVaigh, SJVAPCD
Carmin Ladarola, Invenergy
Kirk Hunter, Southwest Transportation
Marc Scalzo
Rene Obezo
Jorge Penvelas

Les Beshears, COG
Barbara Steck, COG
Jason Paukovits, COG
Jennifer Dansby, COG
Tom Webster, COG
Melissa Garza, COG
Laurel Fawcett, COG
Kathy Chung, COG
Marla Day, COG
Renee DeVere-Oki, COG
Jeff Long, COG/FAX
Dottie Wright, COG

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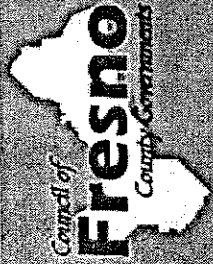
AB 1129	Local Housing Trust Fund	2nd Fiscal	6
Arambula	Matching Grant Program.		
AB 1209	Vehicles: HOV lanes.	2nd Fiscal	7
Karnette			
AB 1221	Transit village developments:	2nd Floor	7
Ma	infrastructure financing.		
AB 1252	Housing and Emergency Shelter Trust Fund Act of 2006:	Enrolled	8
Caballero	Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.		
AB 1350	Transportation bond funds.	2nd Fiscal	8
Nunez			
AB 1358	Planning: circulation element: transportation.	2nd Floor	9
Leno			
AB 1815	California Transportation Infrastructure Funding Task Force.	Dead	10
Feuer			
AB 1845	Highway-railroad grade separations.	2nd Policy	10
Duvall			
AB 1850	Office of Public-Private Partnerships.	Dead	11
Devore			

<u>AB 1904</u> Torrico	Transportation: programming of projects.	Dead [REDACTED]	12
<u>AB 2093</u> Jones	General plan: mandatory elements: climate change.	2nd Policy [REDACTED]	12
<u>AB 2182</u> Caballero	School facilities.	2nd Policy [REDACTED]	13
<u>AB 2295</u> Arambula	Transportation capital improvement projects.	2nd Floor [REDACTED]	13
<u>AB 2342</u> Parra	California Partnership for the San Joaquin Valley.	2nd Fiscal [REDACTED]	14
<u>AB 2388</u> Feuer	Vehicles: registration fees.	Dead [REDACTED]	14
<u>AB 2494</u> Caballero	Housing-Related Parks Program.	2nd Fiscal [REDACTED]	15
<u>AB 2500</u> Strickland	Grade separation projects.	Dead [REDACTED]	16
<u>AB 2522</u> Arambula	San Joaquin Valley Unified Air Pollution Control District.	2nd Fiscal [REDACTED]	16

<u>AB 2596</u> Jones	California Global Warming Solutions Act of 2006: cities and counties.	Dead ██████████	16
<u>AB 2638</u> Coto	California Air Quality and Environmental Health Act of 2008.	Dead ██████████	17
<u>AB 2650</u> Carter	Department of Transportation: environmental review process: reports.	2nd Fiscal ████████████████████	18
<u>AB 2870</u> DeSaulnier	Land use: environmental quality.	2nd Policy ████████████████████	18
<u>AB 3005</u> Jones	Community development: mitigation fees.	2nd Policy ████████████████████	19
<u>AB 3034</u> Galgiani	Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century.	2nd Policy ████████████████████	19
<u>AB 3064</u> Committee on Transportation	Transportation.	2nd Fiscal ████████████████████	21
<u>ACA 10</u> Feuer	Bonded indebtedness: local government: transportation infrastructure.	1st Policy ██████████	21

<u>SB 27</u> Simitian	Sacramento-San Joaquin Delta Emergency Preparedness Act of 2008.	2nd Fiscal [REDACTED]	22
<u>SB 240</u> Florez	San Joaquin Valley Unified Air Pollution Control District.	2nd Fiscal [REDACTED]	22
<u>SB 286</u> Lowenthal	Transportation enhancement funds: conservation corps.	2nd Fiscal [REDACTED]	23
<u>SB 303</u> Ducheny	Local government: land use planning.	2nd Fiscal [REDACTED]	24
<u>SB 375</u> Steinberg	Transportation planning: travel demand models; sustainable communities strategy; environmental review.	2nd Fiscal [REDACTED]	25
<u>SB 445</u> Torlakson	Greenhouse gas mitigation fee.	2nd Policy [REDACTED]	25
<u>SB 494</u> Kehoe	Vehicular air pollution control: clean alternative fuels.	2nd Policy [REDACTED]	26
<u>SB 974</u> Lowenthal	Ports: congestion relief; air pollution mitigation: regulatory fee.	2nd Floor [REDACTED]	27
<u>SB 1165</u> Kuehl	Environment: environmental impact report.	Dead [REDACTED]	27

<u>SB 1363</u> Perata	Transportation projects: comprehensive development lease agreements.	1st Policy ██████████	28
<u>SB 1507</u> Oropeza	Highway construction: school boundaries.	2nd Policy ██████████	28
<u>SB 1548</u> Florez	San Joaquin Valley Unified Air Pollution Control District: city selection committee.	2nd Fiscal ████████████████████	29
<u>SBX2 1</u> Perata	Water quality, flood control, water storage, and wildlife preservation.	2nd Desk ████████████████████	30
<u>SBX3 5</u> Committee on Budget and Fiscal Review	Highway Users Tax Account.	1st Floor ████████████████████	32
Total Position Forms: 46			



Legislation Summary July

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 generally sets the percentage contribution required of railroads for grade separation projects at 10% of project costs, but if federal funds are used for a project, it provides that the railroad contribution is to be computed pursuant to federal law. 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	06/23/2008-Read second time, amended, and re-referred to Com. on APPR.	Watch	MERCED COG-support KERN COG-oppose

	those cities and counties of specified fuel tax revenues. This bill would revise the program to delete funding eligibility for a grade separation at a proposed new grade crossing or for removal or relocation of highways or railroad tracks to eliminate existing grade crossings. The bill would provide for a maximum allocation of 80% of project costs for all projects funded but would modify the provisions limiting the maximum amount that may be allocated to a single project to \$5,000,000, unless there is specific legislative authorization. The bill would redefine "grade separation" for these purposes. The bill would set a railroad's contribution for a project, if state funds are used, to a percentage of the cost of the grade separation, but not including the cost of any other part of the project. The bill would also modify the calculation of the amount of funds deducted from the apportionments of the fuel tax revenues, and 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.			
<u>AB 842</u> Jones	Regional plans: traffic reduction. Existing law authorizes the Department of Housing and Community Development to administer the Infill Incentive Grant Program of 2007, to fund selected capital improvement projects that are an integral part of, or necessary to facilitate the development of, a qualifying infill project or a qualifying infill area, and specifies the conditions that a qualifying infill project or qualifying infill area must meet to receive a capital improvement project grant award. The department is also required to review and rank applicants for the award of capital improvement project grants based upon various	06/24/2008-Read second time, amended, and referred to Com. on APPR.	Watch	CALCOG-support

	priorities, including, among others, project readiness, the depth and duration of the affordability of the housing proposed for a qualifying infill project or qualifying infill area, and the proximity of housing to parks, employment or retail centers, schools, or social services. This bill would additionally require the department to rank applicants for the award of capital improvement project grants based upon a reduction of vehicle miles traveled as a result of the project, as specified.			
<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 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	01/18/2008-In committee: Hearing postponed by committee. (Refers to 8/20/2007 hearing)	Watch	

	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> Leno	Treasure Island Transportation Management Act. Existing law authorizes the City and County of San Francisco to designate the Treasure Island Development Authority as a redevelopment agency under the Community Redevelopment Law for the purpose of converting and redeveloping certain property that formerly constituted the Naval Station Treasure Island. This bill would enact the Treasure Island Transportation Management Act and would authorize the Board of Supervisors of the City and County of San Francisco to designate a board or agency to act as the transportation management agency for Treasure Island, defined to also include Yerba Buena Island. The bill would authorize the transportation management agency, pursuant to the terms of a resolution or ordinance adopted by the board of supervisors, to recommend an initial fee structure for congestion pricing fees to be adopted by the board of supervisors and the San Francisco County Transportation Authority, and to adopt on-street and off-street parking fees, fines, and penalties, and other parking-related revenues and a transit pass fee structure for Treasure Island. The bill would specify the powers and duties of the agency on these and other related matters, including the adoption and administration of a transportation program and the collection and use of revenues generated from those fees. This bill contains other related provisions and other existing laws.	06/24/2008-Do pass as amended, and re-refer to the Committee on Rules.	Watch	

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
AB 1077 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	08/30/2007-In committee: Set, first hearing. Held under submission.	Watch

	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.			
AB 1129 Arambula	Local Housing Trust Fund Matching Grant Program. Existing law establishes the Local Housing Trust Fund Matching Grant Program for the purpose of supporting local housing trust funds dedicated to the creation or preservation of affordable housing. Under the grant program, the Department of Housing and Community Development is authorized to make matching grants available to cities and counties, or a city and county, and existing charitable nonprofit organizations that have created, funded, and operated housing trust funds. The minimum allocation to a program applicant is \$1,000,000, and the maximum allocation is \$2,000,000, with all funds provided under the grant program to be matched on a dollar-for-dollar basis with money that is not required by any state or federal law to be spent on housing. This bill would establish the minimum allocation at \$500,000 for a newly established trust, as defined, that is in a county with a population of less than 425,000 persons, as indicated in the most recent population estimate provided by the Department of Finance, and at \$1,000,000 for all other trusts. This bill	06/24/2008-Read second time, amended, and referred to Com. on APPR.	Support	Tulare COG-support PARTNERSHIP-support

	contains other related provisions and other existing laws.			
AB 1209 Karnette	Vehicles: HOV lanes. Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs), which lanes may also be used, until January 1, 2011, by certain low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. The Department of Motor Vehicles is required to make available no more than 85,000 distinctive decals, labels, and other identifiers for certain hybrid or alternative fuel vehicles meeting specified mileage and emission standards. This bill would authorize the Department of Motor Vehicles to issue additional distinctive decals, labels, or other identifiers for certain hybrid or alternative fuel vehicles that satisfy specified conditions.	06/24/2008-Do pass as amended, and re-refer to the Committee on Appropriations.	Support	CALCOG-support
AB 1221 Ma	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	06/17/2008-Read second time, amended, and to third reading. 06/30/08 102 SEN THIRD READING FILE	Watch	CALCOG-support

	bill would require a transit village plan financed by bonds issued through an infrastructure financing district to include specified demonstrable public benefits regarding housing, and a provision that at least 20% of all revenues derived from the property tax increment be dedicated to increase, improve, and preserve the transit village district's supply of affordable housing, as defined. This bill would also make technical, nonsubstantive changes.			
AB 1252 Caballero	Housing and Emergency Shelter Trust Fund Act of 2006: Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. The Housing and Emergency Shelter Trust Fund Act of 2006 and the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorize the issuance of general obligation bond funds for various purposes relating to housing and transportation infrastructure improvements. This bill would make legislative findings and declarations regarding the need to expedite the funding of planning, housing, and infill incentive programs to address housing and infrastructure needs, and to expedite funding to improve streets and roads, and to improve traffic congestion, safety, and air quality. The bill would also declare that the combined effects of the infrastructure improvements funded by the bill will be more housing that is closer to jobs; shorter, faster, and safer commutes with improved air quality; and a commensurate reduction in energy usage. This bill contains other related provisions and other existing laws.	06/26/2008-Enrolled and to the Governor at 2:15 p.m.	Watch	CALCOG-support
AB 1350 Nunez	Transportation bond funds. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the	01/28/2008-In committee: Hearing postponed by committee. (Refers to 8/20/2007	Watch	

AB 1358 Leno	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 .	hearing)		
Planning: circulation element: transportation. Existing law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city with specified elements, including a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan. This bill would require, commencing January 1, 2010, that the legislative body of a city or county, upon any revision of the	02/13/2008-To inactive file on motion of Senator Ducheny.	Watch		

	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.	06/02/2008-Failed Deadline pursuant to Rule 61(b)(11). Last location was TRANS.	Watch	LEAGUE OF CITIES- support
AB 1845 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	06/17/2008-In committee: Set, second hearing. Hearing canceled at the request of author.	Watch	

	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 reversion of any unallocated State Highway Account funds budgeted for grade separations to that account.			
<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	06/02/2008-Failed Deadline pursuant to Rule 61(b)(11). Last location was B. & P.	Watch	

	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.			
<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.	05/30/2008-Failed Deadline pursuant to Rule 61(b)(11). Last location was APPR. SUSPENSE FILE	Watch	
<u>AB 2093</u> Jones	General plan: mandatory elements: climate change. The Planning and Zoning 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 and of any land outside its boundaries that bears relation to its planning. That law requires this general plan to include several elements, including, among others, land use, open-space, safety, and conservation elements, which are required to meet specified requirements. The Office of Planning and Research is required to develop and adopt	06/25/2008-In committee: Set first hearing. Failed passage. Reconsideration granted.	Watch	

	guidelines for the preparation and content of the mandatory elements required in city and county general plans. This bill would require climate change to be considered in the general plan in policies to achieve the greenhouse gas emission reductions of the California Global Warming Solutions Act of 2006 . It would require a city or county to meet the above requirement in any mandatory element or combination of mandatory elements on or before specified dates . This new requirement would not be considered to be an additional element that requires the Office the Planning and Research to adopt guidelines within six months of the effective date of this act. By adding to the elements that local officials are required to include in a general plan, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.				
<u>AB 2182</u> Caballero	School facilities. The Leroy F. Greene School Facilities Act of 1998 requires the State Allocation Board to allocate to applicant school districts, prescribed per-unhoused-pupil state funding for construction and modernization of school facilities, including hardship funding, and supplemental funding for site development and aquisition. This bill would require an increase that is made to the per-unhoused-pupil grant amounts also to be made to the per "unhoused" special education pupil grant amounts established pursuant to regulations. This bill contains other related provisions and other existing laws.	06/24/2008-Withdrawn from committee. Referred to Com. on RLS.	Watch	LEAGUE OF CITIES- support in concept CALCOG- support in concept	
<u>AB 2295</u> Arambula	Transportation capital improvement projects. Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program	05/15/2008-Read second time. To third reading. 06/30/08 82 SEN THIRD	Watch		

	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.	READING FILE		
<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, 2020, create the California Partnership for the San Joaquin Valley, 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.	06/23/2008-Read second time, amended, and re-referred to Com. on APPR.	Support	SJV REGIONAL POLICY COUNCIL- 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	06/02/2008-Failed Deadline pursuant to Rule 61(b)(11). Last location was TRANS.	Watch	

	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 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.			
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,	06/25/2008-Do pass as amended, and re-refer to the Committee on Appropriations.	Support	

	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. This bill contains other related provisions.			
<u>AB 2500</u> Strickland	Grade separation projects. Existing law requires the Department of Transportation to prepare and submit to the Governor a proposed budget that includes \$15,000,000 for allocation to grade separation projects, as specified. This bill would increase the amount required to be budgeted for allocation to grade separation projects to \$165,000,000.	06/02/2008-Failed Deadline pursuant to Rule 61(b)(11). Last location was TRANS.	Watch	
<u>AB 2522</u> Arambula	San Joaquin Valley Unified Air Pollution Control District. Existing law authorizes air pollution control districts and air quality management districts, except as provided, to levy a fee of up to \$2 on motor vehicles, and authorizes the districts to increase this fee to 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 to up to , but not exceeding , \$30 for incentive-based programs to achieve surplus emissions reductions, as specified. The bill would require the state board to assess the use of these fees in achieving and maintaining state and federal ambient air quality standards. This bill contains other related provisions.	06/24/2008-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 5. Noes 2.) .	Neutral	SJV AIR DISTRICT-support CITY OF PARLIER-support
<u>AB 2596</u> 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.	05/30/2008-Failed Deadline pursuant to Rule 61(b)(11). Last location was APPR. SUSPENSE FILE	Watch	CSAC-concerned LEAGUE OF CITIES-oppose

	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 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	06/02/2008-Failed Deadline pursuant to Rule 61(b)(11). Last location was TRANS.	Watch	

	Health Fund, and would continuously appropriate moneys in the fund to the State Air Resources Board to finance projects and programs that will mitigate or prevent the air pollution harm caused by vehicles subject to the fee.			
AB 2650 Carter	Department of Transportation: environmental review process: reports. Existing law gives the Department of Transportation full possession and control of state highways and associated property. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, as specified. The secretary has authorized California to participate in that program, and California has agreed to that participation. A 3-year memorandum of understanding was negotiated between the parties for purposes of state assumption of responsibility for categorical exclusions. This bill would require the department to submit that report to the Legislature by January 1, 2009, and again by January 1, 2011. The bill would require the report to include an assessment of project delivery time. The bill would also extend the operation of the above-described pilot program provisions until January 1, 2012. This bill contains other existing laws.	06/25/2008-In committee: Hearing postponed by committee. (Refers to 6/17/2008 hearing) 06/30/08 10 a.m. - Room 3191 SEN APPROPRIATIONS	Support	KERN COG-support CALCOG-support
AB 2870 DeSaulnier	Land use: environmental quality. Existing law, the Planning and Zoning Law, requires that a State Environmental Goals and Policy report be prepared and regularly reviewed and revised. Under existing law, the report's purpose is to record approved goals, policies, and decisions of state government related to statewide growth and development and the preservation of environmental quality. This bill would create the California Blueprint Implementation Council, consisting of designated members, that would, in part, facilitate	06/25/2008-In committee: Set, first hearing. Hearing canceled at the request of author.	Watch	CALCOG-Sponsor

	implementation of regional blueprint projects. The bill would also require the council to report to the Legislature on state planning matters and specify regional performance measures. It would specify that the council would perform these functions and duties only to the extent that funding is available for that purpose, require the council to seek and authorize it to receive funding from state and nonstate resources, and require the Governor's Office of Planning and Research to provide administrative assistance and support staff to the council.			
<u>AB 3005</u> 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 an impact fee for mitigating traffic impacts of a housing development, to establish the fee at a rate that reflects a lower rate of automobile trip generation if the housing development meets specified criteria.	06/24/2008-Do pass as amended.	Watch	LEAGUE OF CITIES-oppose
<u>AB 3034</u> 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,	06/26/2008-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.	Support	SJV REGIONAL POLICY COUNCIL-support PARTNERSHIP-support

	general election. Subject to voter approval, the act would provide for the issuance of \$9.95 billion of general obligation bonds, \$9 billion of which would be available in conjunction with any available federal funds for planning and construction of a high-speed train system pursuant to the business plan of the High-Speed Rail Authority, and \$950 million of which would be available for capital projects on other passenger rail lines to provide connectivity to the high-speed train system and for capacity enhancements and safety improvements to those lines. This bill would make various revisions to the bond act to be submitted to the voters. The bill would refer to construction of a high-speed train system consistent with the authority's certified environmental impact report of November 2005, rather than with the final business plan of June 2000. The bill would revise the descriptions of route 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 operating and maintenance costs and financing obligations , as determined by the authority, to be used for construction , expansion, improvement, replacement, and rehabilitation of the high-speed train system . The bill would require that not more than 10% of certain bond proceeds be used for environmental studies, planning, and preliminary engineering activities, and would require the authority to complete various funding plans and financial analyses, as specified, prior to submitting a request for appropriation of bond funds for eligible capital costs and prior to committing bond proceeds for expenditure for construction and real property and equipment acquisition . The bill would require the authority to give priority in selecting corridors for construction to those corridors that are expected to require the	07/01/08 1:30 p.m. - Room 3191 SEN TRANSPORTATION AND HOUSING		
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	least amount of bond funds as a percentage of total cost of construction, among other considerations. The bill would provide for the bonds to have a final maturity of not more than 40 years. This bill contains other related provisions and other existing laws.			
<u>AB 3064</u> Committee on Transportation	Transportation. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of \$19.925 billion in general obligation bonds for various transportation improvements, of which \$2 billion are to be allocated to cities and counties for specified local street and road improvements. Existing law requires a city or county to reimburse the state for funds it receives if it fails to comply with certain conditions applicable to the expenditure of the bond funds. This bill would require any interest or other return earned by a city or county from investment of bond funds received under these provisions to be expended or reimbursed under the same conditions as are applicable to the bond funds themselves. This bill contains other related provisions and other existing laws.	06/25/2008-From committee: Do pass, and re-refer to Com. on APPR. with recommendation: To Consent Calendar. Re-referred. (Ayes 8. Noes 0.) .	Watch	
<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.	06/12/2008-Referred to Coms. on L. GOV., TRANS. and APPR.	Watch	

SB 27 Simitian	Sacramento-San Joaquin Delta Emergency Preparedness Act of 2008. Existing law prescribes the duties of the Office of Emergency Services in planning and coordinating disaster mitigation and response efforts in the state. This bill would require the Office of Emergency Services to prepare an educational pamphlet for use by appropriate personnel in schools that maintain a kindergarten or any of grades 1 to 12, inclusive, to identify the risks posed by flooding due to levee failure in the Sacramento-San Joaquin Delta. The office would be required to distribute copies of the pamphlet to the governing board of each school district and community college district in the delta. This bill contains other related provisions and other existing laws.	06/24/2008-From committee: Do pass, but first be re-referred to Com. on APPR. (Ayes 9, Noes 4.) Re-referred to Com. on APPR.	Watch	
SB 240 Flores	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 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.	01/18/2008-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on APPR.	Watch	MERCED COG-support LEAGUE OF CITIES-support CSAC-support
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SB 303 Ducheny	Local government: land use planning. Existing law requires designated transportation planning agencies to prepare and adopt a regional transportation plan that includes a policy element, an action element, and a financial element. The plan is required to be directed at achieving a coordinated and balanced regional transportation plan. Each transportation agency with a population that exceeds 200,000 persons is authorized to prepare at least one alternative planning scenario, as specified. This bill would require the regional transportation plan to include an initial planning scenario, as specified. A transportation planning agency with a population exceeding 200,000 persons, would be required (A) to adopt and publish procedures governing the preparation and adoption of the regional transportation plan, as specified, (B) to prepare an alternative planning scenario, as specified, and (C) to submit, at least 90 days prior to circulation of the draft regional transportation plan, the initial planning scenario and the alternative planning scenario and accompanying report to the State Air Resources Board, as specified. These additional duties would impose a state-mandated local program. The State Air Resources Board would be required to hold a public hearing and issue a written report determining whether either the initial planning scenario or the alternative planning scenario will inhibit the state from achieving its goals under the California Global Warming Solutions Act of 2006. A city or county would be authorized to create one or more transportation infill areas, as specified. This bill contains other related provisions and other existing laws.	06/23/2008-Do pass as amended and be referred to the Committee on Appropriations.	Oppose	CALCOG-oppose RCRC-oppose LEAGUE OF CITIES-oppose
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<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	SJV REGIONAL POLICY COUNCIL-oppose LEAGUE OF CITIES-oppose unless amended CSAC-support if amended TULARE COG - oppose MERCED COG -oppose RCRC-oppose
<u>SB 445</u> Torlakson	Greenhouse gas mitigation fee. Existing law provides various sources of revenue to fund transportation operations and capital improvements, including certain revenues derived from fees or taxes imposed at the local or regional level at the option of the administering agency. This bill would authorize specified regional transportation agencies to impose a greenhouse gas mitigation fee. The fee would either be a registration fee on vehicles subject to registration within the jurisdiction of the agency implementing the fee, or a fee on motor vehicle fuel, not to exceed \$0.10 per gallon, that is sold within the agency's jurisdiction. The bill would require the fee to be implemented pursuant to a plan, which would be required to contain an expenditure plan describing specified greenhouse gas mitigation projects and programs	06/17/2008-Set, second hearing. Hearing canceled at the request of author.	Watch	CALCOG-support

	to be funded from fee revenues. The fee would be subject to majority approval of the governing board of the implementing agency and 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 or by another appropriate agency, as specified.			
<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 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	02/14/2008--Hearing postponed by committee. (Refers to 7/9/2007 hearing)	Watch	

	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.			
<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. 06/30/08 80 ASM THIRD READING FILE	Support w/Amendments	
<u>SB 1165</u> Kuehl	Environment: environmental impact report. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA does not prohibit a person from submitting information or other comments to a public agency responsible for preparing an environmental impact report (EIR), draft EIR, negative declaration, or mitigated negative declaration. This bill would authorize a person to submit information or other comments to the lead agency and require the lead agency to consider and retain communications made to the lead agency or its consultants. The bill would require the lead agency to retain, in the ordinary course of business,	06/02/2008-Failed Deadline pursuant to Rule 61(b)(11). Last location was THIRD READING	Watch	LEAGUE OF CITIES-oppose CSAC-oppose

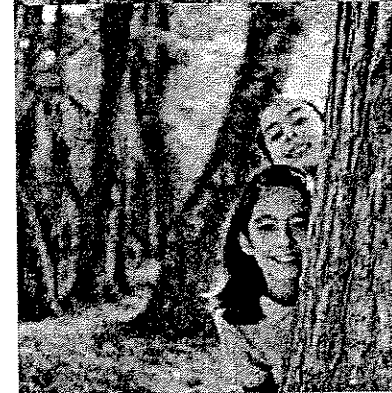
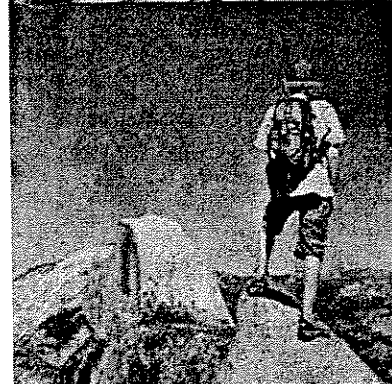
	administrative drafts, as defined, of its EIR, negative declaration, or mitigated negative declarations that are circulated among the project applicant and any public agencies when the draft EIR, negative declaration, or mitigated negative declaration is available for public comment. The bill would require the lead agency, which includes a local agency, to retain any administrative draft, thereby imposing a state-mandated local program by requiring an increase in the level of service provided by a local agency. This bill contains other related provisions and other existing laws.			
<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	06/23/2008-Set, second hearing. Failed passage in committee. Reconsideration granted.	Oppose	SJV REGIONAL POLICY COUNCIL-oppose SAN JOAQUIN COG-oppose KERN COG-oppose

	from authorizing the construction or expansion of, and the department from constructing or expanding, an above-ground state highway within 1/4 mile of a school boundary, with exceptions for certain operational or safety improvements, high-occupancy vehicle lanes, highway segments in tunnels, and projects determined to have a positive air quality impact. 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. The bill would not apply to projects authorized by the commission on or before September 1, 2009.		
<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	06/19/2008-From committee: Do pass, but first be re-referred to Com. on APPR. (Ayes 6. Noes 0.) Re-referred to Com. on APPR. 07/02/08 9 a.m. - Room 4202 ASM APPROPRIATIONS	Watch

	laws.			
SBX2 1 Perata	Water quality, flood control, water storage, and wildlife preservation. Under existing law, various bond acts have been approved by the voters to provide funds for water projects, facilities, and programs. The Disaster Preparedness and Flood Prevention Bond Act of 2006, a bond act approved by the voters at the November 7, 2006, statewide general election, authorizes the issuance of bonds in the amount of \$4,090,000,000 for the purposes of financing disaster preparedness and flood prevention projects. The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, an initiative bond act approved by the voters at the November 7, 2006, statewide general election, authorizes the issuance of bonds in the amount of \$5,388,000,000 for the purposes of financing a safe drinking water, water quality and supply, flood control, and resource protection program. The Water Security, Clean Drinking Water, Coastal and Beach Protection Act of 2002, approved by the voters at the November 5, 2002, statewide general election, authorizes, for the purposes of financing a safe drinking water, water quality, and water reliability program, the issuance of bonds in the amount of \$3,440,000,000. This bill, with regard to those bond funds, would appropriate \$610,890,000 as follows: of the funds made available pursuant to the Disaster Preparedness and Flood Prevention Bond Act of 2006, \$50,000,000 to the Department of Water Resources for essential emergency preparedness supplies and projects, and \$150,000,000 to the department for stormwater flood management project grants; of the funds made available pursuant to the Safe Drinking Water, Water Quality and Supply, Flood Control,	05/29/2008-To Com. on WATER.	Watch	

			River and Coastal Protection Bond Act of 2006, \$50,000,000 to the State Department of Public Health for grants and loans for small community drinking water systems infrastructure improvements and related actions, \$50,400,000 to the State Department of Public Health for grants for projects to prevent or reduce the contamination of groundwater that serves as a source of drinking water, \$40,000,000 to the department for administrative costs, planning grants, and local groundwater assistance grants, \$50,000,000 to the department for projects to relocate existing Sacramento-San Joaquin Delta water intake facilities, \$60,000,000 to the department for expenditures to increase the department's ability to respond to levee breaches and to reduce the potential for levee failure, \$100,000,000 to the department for the acquisition, preservation, protection, and restoration of Sacramento-San Joaquin Delta islands, \$12,000,000 to the department to complete planning and feasibility studies associated with new surface storage under the California Bay-Delta Program, \$15,000,000 to the department for planning and feasibility studies to identify potential options for the reoperation of the state's flood protection and water supply systems , \$10,000,000 to the department to update the California Water Plan, \$10,000,000 to the department for planning and feasibility studies for projects to reduce ecosystem conflicts in the Sacramento-San Joaquin Delta, and \$10,000,000 to the State Coastal Conservancy for projects on the Santa Ana River; and of the funds made available under the Water Security, Clean Drinking Water, Coastal and Beach Protection Act of 2002, \$3,490,000 to the department for planning and feasibility studies associated with surface storage under the California Bay-Delta Program. This bill
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	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 Account to counties and cities for the transportation purposes authorized by Article XIX of the California Constitution. This bill would require transfers of those revenues from the Highway Users Tax Account to counties or cities that would otherwise be made during certain months of 2008, to instead be made in September of 2008, as specified. The bill would allow those counties or cities to make use of any cash balance in any county or city account that is designated for the receipt of state funds allocated for local streets and roads maintenance, including specified bond funds, during the period of this suspension, without the use of this cash being reflected as an expenditure of bond act funds, provided the cash is replaced once this suspension is repaid in September of 2008. This bill contains other related provisions and other existing laws.	02/19/2008-From SECOND READING: Read second time and amended. To THIRD READING. (Enrolled Text Pulled.) 06/30/08 4 SEN THIRD READING FILE	Watch	
Total Position Forms: 46				



CLIMATE CHANGE DRAFT SCOPING PLAN

a framework for change

JUNE 2008 DISCUSSION DRAFT

Pursuant to AB 32

The California Global Warming Solutions Act of 2006

Prepared by
the California Air Resources Board
for the State of California

Arnold Schwarzenegger
Governor

Linda S. Adams
Secretary, California Environmental Protection Agency

Mary D. Nichols
Chairman, Air Resources Board

James N. Goldstene
Executive Officer, Air Resources Board

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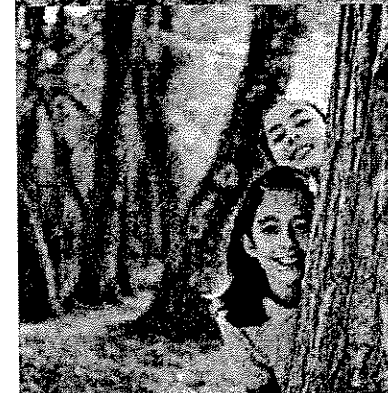
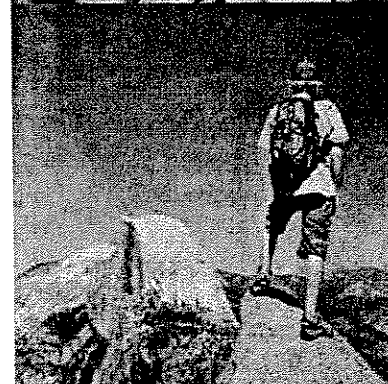
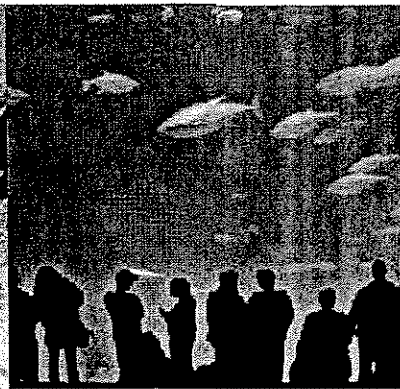
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CLIMATE CHANGE DRAFT SCOPING PLAN

a framework for change

EXECUTIVE SUMMARY *of the June 2008 Discussion Draft*

Pursuant to AB 32, The California Global Warming Solutions Act of 2006

Prepared by
the California Air Resources Board
for the State of California

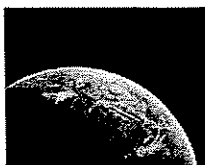
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EXECUTIVE SUMMARY

California strengthened its commitment to develop a comprehensive approach to address climate change when Governor Schwarzenegger signed Assembly Bill 32, the Global Warming Solutions Act of 2006 (Núñez, Chapter 488, Statutes of 2006). By requiring in law a reduction in greenhouse gas emissions to 1990 levels by 2020, California set the stage for its transition to a clean energy future. This historic step helped put climate change on the national agenda, and has spurred action by many other states.

The California Air Resources Board (ARB) is the lead agency for implementing AB 32, which set the major milestones for establishing the program. ARB met the first milestones in 2007: developing a list of early actions to begin sharply reducing greenhouse gas emissions; assembling an inventory of historic emissions; and establishing the 2020 emissions limit.

ARB must develop a Scoping Plan to lower the state's greenhouse gas emissions to meet the 2020 limit. This Draft Scoping Plan, developed by ARB with input from the Climate Action Team, proposes a comprehensive set of actions designed to reduce overall carbon emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, and enhance public health while creating new jobs and enhancing the growth in California's economy. ARB will revise this Draft Plan based on continuing analysis and public input, and will take the Proposed Scoping Plan, which will be released in early October, to the Board for consideration at its meeting in November, 2008. The measures in the Scoping Plan adopted by the Board will be developed over the next three years and be in place by 2012.

Reduction Goals

This Draft Plan calls for an ambitious but achievable reduction in California's carbon footprint. Reducing greenhouse gas emissions to 1990 levels means cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today's levels. On a per-capita basis, that means reducing our annual emissions of 14 tons of carbon dioxide for every man, woman and child in California down to about 10 tons per person by 2020. This challenge also presents a magnificent opportunity to transform California's economy into one that runs on clean and sustainable technologies, so that all Californians are able to enjoy their rights to clean air, clean water, and a healthy and safe environment.

Significant progress can be made toward the 2020 goal relying on existing technologies and improving the efficiency of energy use. A number of the solutions are "off the shelf," and many – especially investments in energy conservation and efficiency – have proven economic benefits. Other solutions involve improving our state's infrastructure, transitioning

to cleaner and more secure sources of energy, and adopting 21st century land use planning and development practices.

A Clean Energy Future

Getting to the 2020 goal is not the end of the State's effort. According to climate scientists, California and the rest of the developed world will have to cut emissions by 80 percent from today's levels to stabilize the amount of carbon dioxide in the atmosphere and prevent the most severe effects of climate change. This long range goal is reflected in Executive Order S-3-05 that requires an 80 percent reduction of greenhouse gases from 1990 levels by 2050.

Reducing our greenhouse gas emissions by 80 percent will require California to develop new technologies that dramatically reduce dependence on fossil fuels, and shift into a landscape of new ideas, clean energy and green technology. The measures and approaches in this Draft Plan are designed to accelerate this necessary transition, promote the rapid development of a cleaner, low-carbon economy, create vibrant livable communities, and improve the ways we travel and move goods throughout the state. This is the firm commitment that California is making to the world, to its children and to future generations.

Preliminary Recommendation

The preliminary recommendation in this Draft Plan has been developed by ARB staff after considering public comment and input from the Climate Action Team, the Environmental Justice Advisory Committee (EJAC), the Economic and Technology Advancement Advisory Committee (ETAAC), and the Market Advisory Committee (MAC). The Proposed Plan, which will be released in October, 2008, will be based on additional staff modeling and analysis, consideration of public comment on the Draft Plan, recommendations from the advisory committees and other experts. All of the measures in the Proposed Plan will be analyzed for the impacts they will have on the economy, public health and the environment, including effects on low-income communities. The Proposed Plan will have a 45-day comment period before the Board considers adoption at its November meeting. The Scoping Plan, even after Board approval, will remain a *plan*. The measures in the Scoping Plan must be adopted through the normal rulemaking process, with the necessary public input.

Key elements of ARB's preliminary recommendation for reducing California's greenhouse gas emissions to 1990 levels by 2020 include:

- **Expansion and strengthening of existing energy efficiency programs and building and appliance standards;**
- **Expansion of the Renewables Portfolio Standard to 33 percent;**
- **Development of a California cap-and-trade program that links with other WCI Partner programs to create a regional market system;**
- **Implementation of existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard;**
- **Targeted fees to fund the State's long-term commitment to AB 32 administration.**

The complete list of recommended measures is shown in Table 2 of the main text.

A Comprehensive Approach

Meeting the goals of AB 32 will require a coordinated set of solutions to reduce emissions throughout the economy. The preliminary recommendation includes a mix of strategies that combine market mechanisms, regulations, voluntary measures, fees, and other policies and programs to reduce greenhouse gas emissions. Many of the measures complement one another, and provide a comprehensive framework of emissions accounting, tracking, and enforcement. For instance, the Low Carbon Fuel Standard, which reduces the carbon intensity of transportation fuels sold in California, will complement technology-forcing regulations designed to reduce greenhouse gas emissions from cars and trucks. Improvements in land use and the ways we grow and build our communities will further reduce emissions from the transportation sector.

Many of the measures build on highly successful long-standing practices in California, such as energy efficiency and use of renewable energy resources, that can be accelerated and expanded. Increasing the amount of energy we get from renewable energy sources, including placing solar arrays and solar water heaters on houses throughout California, will be supported by an increase in building standards for energy efficiency. Other measures address the transport and treatment of water throughout the state, lower greenhouse gas emissions from ships in California's ports, and make changes to agricultural and forestry practices. Some measures address ways to safely reduce or recover a range of very potent greenhouse gases, including refrigerants and other industrial gases, that contribute to global warming at a level many times greater per ton emitted than carbon dioxide.

The preliminary recommendation places 85 percent of California's total greenhouse gas emissions under a declining emissions cap by 2020, which will reduce emissions from the covered sectors by almost 30 percent from business as usual. Many of the emission sources covered within this cap-and-trade program are also addressed under other recommended measures, which will account for a majority of the reductions needed to comply with the cap. Sources within the cap-and-trade program will need to meet other regulatory requirements, but will then have the flexibility to reduce emissions further or purchase allowances to cover their compliance obligations. Initial reductions in greenhouse gases, beginning as early as 2010, will be achieved by new and existing regulations and other measures. By 2012, the cap-and-trade program will begin delivering reductions, and by 2020 it will achieve a significant portion of the required reductions under AB 32. Beyond 2020, all the mechanisms, including cap and trade and innovations in technology, will be needed to meet California's long-term greenhouse gas reduction goals.

Working with the Western Climate Initiative

California is working closely with six other states and three Canadian provinces in the Western Climate Initiative (WCI) to design a regional greenhouse gas emission reduction program that includes a cap-and-trade approach. ARB will develop a cap-and-trade program for California that will link with the programs in the other partner states and provinces to create this western regional market. California's participation in WCI creates an opportunity to provide substantially greater reductions in greenhouse gas emissions from throughout the region than could be achieved by California alone. The larger scope of the program also

expands the market for clean technologies and helps avoid leakage, that is, the shifting of emissions from sources within California to sources outside the state. ARB will continue to work with WCI partners to ensure that the final program design provides real and enforceable emission reductions in the region. ARB will also design the California program to meet the requirements of AB 32, including the need to address potential localized impacts, ensure market security (avoid gaming), and ensure enforceability. Significant technical work and consensus building remain before the WCI partners agree on the design of a regional market program. The creation of a robust regional trading system can complement the other policies and measures included in this Draft Plan, and provide the means to achieve the emission reductions needed from a wide range of sectors as cost-effectively as possible.

California's Economy, Environment and Public Health

The Scoping Plan is designed to maximize the total benefits that can accompany the transition to a clean energy economy. California has a long and successful track record of implementing environmental policies that also deliver economic benefits. ARB is continuing to conduct economic modeling, including impacts on low-income households, and evaluation of related public health and environmental benefits for the measures under evaluation. The results of this ongoing analysis will be provided as a supplemental report in the summer of 2008. These results will be used to refine the overall program design, including identifying any economic, environmental and public health safeguards that should be included in the Plan.

Evaluating the Economic Effects

ARB has developed preliminary estimates of the costs and savings of the various measures considered in this Draft Plan. These estimates indicated that the overall savings from improved efficiency and developing alternatives to petroleum will, on the whole, outweigh the costs. This balance is largely driven by current high energy costs and the degree to which measures increase energy efficiency throughout the economy and move California toward ultimately cheaper alternatives to fossil fuels. Summary information on costs is included in the measure descriptions in Appendix C. The economic modeling completed to date is preliminary and does not reflect all measures under evaluation. These estimates will be further refined as the evaluation is completed during the coming months, and ARB will provide a supplement to this Draft Plan with the results of the economic and other evaluations later this summer.

The potential costs of implementing the Plan pale beside the cost of doing nothing. Looking globally, the Stern Review issued by the Treasury of the United Kingdom estimated that "...if we don't act, the overall costs and risks of climate change will be equivalent to losing at least five percent of global [gross domestic product (GDP)] each year, now and forever. If a wider range of risks and impacts is taken into account, the estimates of damage could rise to 20 percent of GDP or more. In contrast, the costs of action – reducing greenhouse gas emissions to avoid the worst impacts of climate change – can be limited to around one percent of global GDP each

year.”¹ Programs to reduce greenhouse gases under AB 32 are a prudent investment in the future, addressing future costs and significant environmental risks.

California is particularly vulnerable to the costs associated with unmitigated climate change. A warming California climate would generate more smoggy days by contributing to ozone formation while also fostering more large brush and forest fires. Continued increases in global emissions at business-as-usual rates would result in California losing 90 percent of the Sierra snow pack, sea level rising by more than 20 inches, and heat wave days increasing three- to four-fold by late in the century.² These impacts will translate into real costs to California. A 12-inch sea level rise by 2050 would translate into \$1.2 billion in levee improvements needed in the San Francisco Bay Delta and the San Joaquin Valley.³ Water supply costs due to scarcity and increased operating costs would increase by as much as \$689 million per year by 2050.⁴ Due to snow pack loss, California’s winter sports businesses would shrink by \$1.4 billion annually by 2050, and lose 14,500 jobs, and many other sectors of California’s economy would suffer. California cannot avert these impacts of global climate change by acting alone, but failing to act now will slow action around the world. The costs of implementing the Scoping Plan will be a necessary investment in California’s future and will spur action in other states and at the federal level.

Providing Savings for Households and Businesses

The Plan’s emphasis on increasing energy efficiency throughout the economy will help mitigate impacts from the likely moderate increases in the prices of energy and fuels that result from moving away from more polluting fuels. More efficient homes and buildings that require less energy to heat and cool, and cars and trucks that use less fuel will result in utility bills and vehicle fuel costs that are below the projected rise in actual fuel prices and energy rates. Revenues generated as part of the program could also be distributed in a way to substantially mitigate any price increases.

The Plan will build on California’s 30-year track record of pioneering energy efficiency programs that have already delivered significant savings to California’s customers. Energy efficiency will continue to provide significant savings that can be reinvested into the California economy. California’s energy efficiency policies, including standards, research and development, and utility programs, have helped hold per capita electricity use constant while in the U.S. as a whole per-capita electricity has use increased by nearly 80 percent since the mid-1970s.⁵ Under the Plan, homeowners can achieve electricity savings between 1,500 and 1,800 kWh per year for older and newer homes, respectively, and over 300 therms of natural gas per

¹ Stern, N. (2006). *The Economics of Climate Change: The Stern Review*. Cambridge, UK: Cambridge University Press.

² *Our Changing Climate: Assessing the Risks to California* (2006), www.climatechange.ca.gov

³ Jeffrey Mount, professor of geology at UC Davis.

⁴ “Climate Warming and Water Supply Management in California,” California Climate Change Center March 2006 CEC-500-2005-195-SF, pp. 13-14.

⁵ Commissioner Art Rosenfeld, California Energy Commission Presentation, “California’s Success in Energy Efficiency and Climate Change: Past and Future,” May 24, 2007.

year. This will be accomplished through improving energy efficiency by 25 percent.⁶ These energy efficiency improvements translate into savings of about \$200 per year for the average homeowner.⁷ Over the past three decades, California consumers have saved more than \$50 billion from appliance and building efficiency policies alone.

Business owners will benefit, too. By upgrading existing facilities to improve energy efficiency, they can save approximately \$0.60 per square foot, reducing per-square-foot energy costs (currently \$1.50 to \$2.50⁸) by as much as 40 percent. Similarly, if commercial buildings in California adopted measures to save water equivalent to current energy efficient building guidelines, buildings would save an additional \$0.10 per square foot annually.⁹

Similar savings can be achieved in the transportation sector. By reducing greenhouse gas pollution from more efficient and alternatively-fueled cars and trucks under California's clean car laws (the Pavley greenhouse gas standards), consumers will save on operating costs through reduced fuel use. Although cars will be marginally more expensive, owners will be paid back with savings over the lifetime of the car, and the average new car buyer will have an extra \$30 each month for other expenditures.

Driving Investment and Job Growth

Addressing climate change also provides a strong incentive for investment in California. California's leadership in environmental and energy efficiency policy has already helped attract a growing share of the nation's venture capital investment in green technologies. As California continues to improve on its environmental record with programs under AB 32, this is very likely to continue. According to statistics from PriceWaterhouseCoopers and the National Venture Capital Association, California's share of national venture capital investment in innovative energy technologies more than tripled from 1995 to 2007. In 2006, approximately 40 percent of all clean tech venture capital investment was made in California, just over \$1 billion.

These investments in building a new clean tech sector also translate directly into job growth. A study by UC Berkeley's Energy and Resources Group and Goldman School of Public Policy found that investments in green technologies produce jobs at a higher rate than investments in comparable conventional technologies.¹⁰ And the National Venture Capital Association estimates that each \$100 million in venture

⁶ Projections based on average electricity and gas usage per California household. California Energy Commission, "Options for Energy Efficiency in Existing Buildings," Publication 400-2005-039-CMF.

⁷ Energy Information Administration (EIA), Annual Energy Review 2006, DOE/EIA-0384(2006) (Washington, DC, June 2007) and supporting databases.

⁸ <http://www.cool-companies.org/profits/>

⁹ <http://www.earth-policy.org/Updates/2007/Update64.htm>

¹⁰ Kammen, D, Kapadia, K. & Fripp, M. "Putting Renewables to Work: How Many Jobs Can the Clean Energy Industry Generate?" Energy and Resources Group/Goldman School of Public Policy at University of California, Berkeley, 2004

capital funding helps create 2,700 jobs, \$500 million in annual revenues for two decades and many indirect jobs.¹¹

Green technology businesses are already contributing to California's economy. According to the California Green Innovation Index (2008), between 1990 and 2006 green technology businesses in California grew by 84 percent.¹² Much of this growth came in the solar energy, energy efficiency and green transportation sectors. By creating a policy landscape that favors low-carbon energy and efficient technology, the implementation of AB 32 will accelerate this trend.

Improving Public Health

The Plan will also provide a wide range of public health and environmental benefits anticipated from reducing greenhouse gases. Preliminary analysis indicates that the total economic value associated with public health benefits is likely to be on the order of \$2 billion in 2020. The estimated reduction of combustion-generated soot (PM 2.5) associated with the recommended regulatory measures is 10 tons per day, and the estimated reduction of oxides of nitrogen (a precursor to smog) total 50 tons per day. These reductions in harmful air pollution lead to the following estimated health benefits in 2020:

- 340 fewer premature deaths
- 9,400 fewer cases of asthma-related and other lower respiratory symptoms
- 780 fewer cases of acute bronchitis
- 57,000 fewer work days lost
- 330,000 fewer restricted activity days

State Leadership

California is committed to once again lead and support a pioneering effort to protect the environment and improve public health while maintaining a vibrant economy. Every agency, department and division will bring climate change considerations into its policies, planning and analysis, building and expanding current efforts to green its fleet and buildings, and managing its water and natural resources and infrastructure to reduce greenhouse gas emissions.

In all these efforts, California is exercising a leadership role in global action to address climate change. It is also exemplifying the essential role states play as the laboratories of innovation for the nation. As California has done in the past in addressing emissions that caused smog, the State will continue to develop innovative programs that benefit public health and improve our environment and quality of life.

¹¹ Global Insight, National Venture Capital Association, "Venture Impact 2004: Venture Capital Benefits to the U.S. Economy," 2004

¹² Next 10, "California Green Innovation Index, 2008 Inaugural Issue," 2008, p.48

A Shared Challenge

Californians are already responding to the challenge of reducing greenhouse gases. Over 100 California cities and counties have signed on to the U.S. Conference of Mayors Climate Protection Agreement¹³ and many have established offices of climate change and are developing comprehensive plans to reduce their carbon footprint. Well over 300 companies, municipalities, organizations and corporations are members of the California Climate Action Registry, reporting their greenhouse gas emissions on an annual basis. Many other businesses and corporations are making climate change part of their fiscal and strategic planning. ARB encourages these initial efforts and has set in place a policy to support and encourage other voluntary early reductions.

Successful implementation of AB 32 will depend on a growing commitment by a majority of companies to include climate change as an integral part of their planning and operations. Individuals and households throughout the state will also have to take steps to consider climate change at home, at work and in their recreational activities. To support this effort, the Draft Plan includes a comprehensive statewide outreach program to provide businesses and individuals with the widest range of information so they can make informed decisions about reducing their carbon footprint.

Californians will not have to wait for decades see the benefits of a low-carbon economy. New homes can achieve a near zero-carbon footprint with better building techniques and existing technologies, such as solar arrays and solar water heaters. Many older homes can be retrofit to use far less energy than they currently consume. A new generation of vehicles, including plug-in hybrids, is poised to appear in dealers' showrooms, and the development of the infrastructure to support hydrogen fuel cell cars continues. Cities and new developments will be more walkable, public transportation will improve, and high-speed rail will give travelers a new, clean transportation option.

That world is just around the corner. What lies beyond is even more exciting. Where will California be in 2050? By harnessing the ingenuity and creativity of our society and sparking the imagination of the next generation, California will make the transition to a clean-energy, low-carbon society and become a healthier, cleaner place to live.

Release of the Draft Scoping Plan is a major milestone in the development of the Proposed Scoping Plan. This summer, ARB will release an evaluation supplement which will provide the results of the economic, environmental and public health evaluations of the Draft Scoping Plan. Throughout the summer, ARB will hold workshops and community meetings statewide to solicit public comment on the Draft Plan and the evaluation supplement. ARB will release the Proposed Scoping Plan in early October for consideration at the November Board meeting. The Proposed Plan will be shaped by the public input on this Draft Plan. Once the Scoping Plan is approved the Board, the State has two years to develop and adopt regulations to implement the Plan. This regulatory development will follow normal rulemaking processes with focused workshops and stakeholder involvement for each measure.

¹³ <http://www.usmayors.org/climateprotection/agreement.htm>

This Draft Plan offers a preliminary recommendation on how best to achieve the goals of AB 32. ARB invites comment and input from the broadest array of the public and stakeholders in the coming months as this Plan is finalized. Your participation will help craft California's framework for the future.



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MEMORANDUM

DATE: July 31, 2008
To: Policy Advisory Committee
COG Policy Board
FROM: Barbara Steck, Deputy Director
SUBJECT: Regional Clearinghouse Consent Calendar

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

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

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

FUNDING: Proposed funding levels are as shown below:

Project	Applicant	Federal Funds	Other/ Applicant Funds	Total Funds
Head Start Program - One Time Training and Technical Assistance Funds	Fresno County Economic Opportunities Commission	\$404,639	\$101,180	\$505,799

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

PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2008-146*
Project Title: *Head Start Program – One Time Training and Technical Assistance Funding*
Applicant Agency: *Fresno County Economic Opportunities Commission*
Contact Person: *Naomi Quiring-Mizumoto*
Address: *1920 Mariposa Mall, Fresno, CA 93721*
Phone: *559-263-1205*
Federal Catalog #: *93-600*
Status: *New*
Area of Impact: *Fresno County*
Federal Funding Agency: *Administration for Children and Families/DHHS*

FUNDING:

\$404,639 Federal
\$101,160 Applicant
\$0 State
\$0 Local
Other
\$505,799 TOTAL

Head Start Program – One Time Training and Technical Assistance Funding
Three local universities will provide some non-federal support in the form of Academic Advisory and Technology staff time to help Head Start-Preschool staff.