

***TRANSPORTATION TECHNICAL
COMMITTEE/
POLICY ADVISORY COMMITTEE
CONSENT ITEM II. A-L.***



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**JOINT
TRANSPORTATION TECHNICAL COMMITTEE
POLICY ADVISORY COMMITTEE**

Executive Minutes

Date: Friday, August 15, 2008
Time: 10:00 a.m.
Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

TTC Members Attending:

Scott Mozier, City of Fresno (Chair)	Gary Joseph, Fresno County Economic Opportunities Commission
Nicholas Don Paladino, Fresno Cycling Club	Bret Giannetta, Building Industry Association
Jeffrey Webster, Fresno Co. Rural Transit Agency	Stan Nakagawa, Fresno County
Dennis Manning, Fresno Area Residents for Rail Consolidation	John Donaldson, League of Women Voters
Ken Hamm, Fresno Area Express	
Renee Mathis, City of Clovis	

PAC Members Attending:

Rocky Rogers, City of Reedley (Vice Chair)	Luis Patlan, City of Kerman
Lou Martinez, City of Parlier	Alan Bengyel, City of Huron
Joe Beck, City of Orange Cove	Bruce Rudd, City of Fresno
Lynn Gorman, Fresno County	Dan Spears, City of Sanger
Jason Elsome, California Highway Patrol	Kathy Millison, City of Clovis
Steve Curti, Caltrans	Krystal Chojnacki, City of Mendota

Others Attending:

Sandra Dumlao, Fresno County	Mary Savala, League of Woman Voters
Ron Peterson, Fresno County Transportation Authority	Tony Boren, Executive Director
J.P. Sweeney, Central Transit & Development Corporation	Les Beshears, Fresno COG
Jeff Roberts, Granville Homes	Kristine Cai, Fresno COG
Don Hubbard, PB Americas	Clark Thompson, Fresno COG
Darren Henderon, PB Americas	Brenda Lauchner, Fresno COG
Mike Prandini, Building Industry Association	Laural Fawsett, Fresno COG
	Kathy Chung, Fresno COG
	Stephanie Maxwell, Fresno COG

The meeting was called to order by PAC Vice Chairman, Rocky Rogers (Reedley).

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

I. PUBLIC PRESENTATIONS

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

There were no public presentations.

II. 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. **Additional action or guidance may occur on any item, even if noted as information.**

- A. TTC Executive Minutes of July 9, 2008
- B. PAC Executive Minutes of July 18, 2008

Approve
Approve

A motion was made by Alan Bengyel (Huron) and seconded by Joe Beck (Kerman) to approve the consent items as presented. A vote was called for and the motion carried.

III. ACTION / DISCUSSION ITEMS

A. San Joaquin Valley COG's Valleywide Coordinator Contract

This item was deferred to a future meeting.

B. Financial Audit Contract Renewal

Les Beshears, COG reported on this item. Per our Joint Powers Agreement, the County Auditor Controller selects a firm to provide our annual financial audit. In 2005/06 they issued an RFP and selected Dedekian, George, Small, & Markarian Accounting Corporation. County policy allows the auditor to be used for up to five years if satisfactory results are achieved. The firm has provided satisfactory results and staff recommends using them again for the third year. The scope will include all Federal Single Audit as well as Transportation Development Act Trust, and Claimant Member Agency program audits. This year staff will be expanding the scope of the audit to include the Fresno Area Express TDA Compliance as well as coverage of all newly created Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds distributed to Transit agencies in our region. Dedekian, George, Small, & Markarian Accounting Corporation has requested \$6,300 to cover the additional audit coverage. Staff feels the request is reasonable considering the size and scope of the additional services and recommends the Board authorize the contract at \$49,050 including the additional services.

A motion was made by John Donaldson (LWV) and seconded by Stan Nakagawa (County of Fresno) to authorize staff to contract with Dedekian, George, Small, & Markarian Accounting Corporation to provide the 2007/08 Financial audit for \$49,050. A vote was called for and the motion carried.

C. Joint Audit Contract with Fresno County Transportation Authority

Les Beashears (COG) reported on this item. Under the reauthorized Measure "C", the Fresno County Transportation Authority (FCTA) will require an annual audit of all pass through funding. The majority of agencies falling under this requirement are the same agencies that we are already required to perform TDA audits for pursuant to Section 99245. There are many similarities between the Measure audits and the TDA audits and in many instances the auditors will be looking at the same projects as claimants may use both sources of funding on eligible projects. In order to make the process as efficient as possible the FCTA has requested that the auditors expand the scope of the TDA audits to cover the Measure audits. This will save claimants subject to both audits from having to deal with separate audit teams. Dedekian, George, Small, & Markarian Accounting Corporation has estimated that Measure audits will require an additional 190 hours at a cost of \$22,800. The time allotted for the current TDA field audits is 300 hours so staff feels this is reasonable and recommends the Board authorize the contract.

A motion was made by Nicholas Paladino (FCC) and seconded by Jeff Webster (FCRTA) to recommend the Policy Board authorize staff to contract with Dedekian, George, Small, & Markarian Accounting Corporation to provide the 2007/08 Measure "C" Pass Through audit for \$22,800. A vote was called for and the motion carried.

D. Regional Transportation Mitigation Fee Program

Tony Boren, Executive Director reported on this item. Measure "C" (Fresno County's ½ cent sales tax for transportation purposes) was reauthorized by the voters of Fresno County in November 2006. One of the requirements of the new Measure "C" program is that a Regional Transportation Mitigation Fee Program (RTMF) be developed and approved by Fresno COG and the Fresno County Transportation Authority (FCTA) in coordination with all local jurisdictions. The RTMF is required to be enacted by all cities in the County and by Fresno County no later than January 1, 2009. Fees will be collected by each local jurisdiction and transmitted to the FCTA. "If any city or Fresno County should choose to not implement the RTMF program, then that Agency shall forfeit annually from the Local Transportation Program Street Maintenance Allocation an amount equal to the amount of RTMF that would have otherwise have been paid for development projects within that jurisdiction during the year".

PB Americas Inc. was selected to conduct the RTMF Study. Over the last nine months PB has worked with the Regional Steering Committee consisting of Planning Directors, Public Works Directors, City Managers, industry stakeholders and interested community members in an effort to develop an RTMF Program which has "consensus support" prior to it being taken through the COG and FCTA processes and formal adoption by our member agencies. During the month of July, the Draft RTMF Final report has been presented as an information item to the TTC, PAC, Citizens Oversight Committee and COG Policy Board, as well as to the Fresno County Transportation Authority. Formal adoption of a preferred option is scheduled for the COG Committees in August 2008 and for the FCTA in September 2008. In addition, presentations of the draft RTMF program were requested by the City of Reedley, Clovis and the Fresno County Board of Supervisors.

Meeting Results:

TTC (July 9, 2008): discussion on the various options ended with a recommendation that the consultant develop a "phased-in" alternative for Option One (\$447 mil.) similar to what was done with Option 2 (\$278.mil.)

Citizens Oversight Committee (July 10, 2008): The Measure "C" Citizens Oversight Committee voted 6-2 in support of Option One (\$447 mil.).

Fresno County Transportation Authority Policy Board (July 16, 2008): It was suggested that the consultant develop a new alternative that is based on the \$102 million that was identified in the Measure "C" Expenditure Plan.

Policy Advisory Committee (July 18, 2008): PAC recommended that Option 3 (\$278 mil. phased in option) be given additional detail quantifying the three phases.

Fresno COG Policy Board (July 31, 2008): The COG Policy Board received the presentation on the RTMF from Don Hubbard. Several questions were raised related to the cost estimates.

Based on correspondence that was in the meeting package and testimony presented at the various meetings, the Building Industry Association (BIA) and the Central California Development Council (industrial/commercial builders) appear to support the \$102 mil. alternative. However, Dr. Gary Manross (COG consultant) has met with BIA officials in an attempt to have them reconsider their position on the issue. PB Americas Inc. has modified the Final RTMF report and their RTMF presentation reflected the two new alternatives and provided additional detail to Option 3 requested by the PAC.

Summary of RTMF Options:

Option 1: That portion of Tier 1 and Tier 2 lists as well as Freeway Interchange Deficiency Study attributable to new development. Exemptions for educational and governmental developments, discount for affordable housing, and 43% reduction for retail.

Option 2: Same as Option 1, but excluding Tier 2 projects.

Option 3: Same as Option 2, except that the RTMF would be phased in over three years.

Option 4: Same as Option 1, except that the RTMF would be phased in over three years.

Option 5: Scale entire program back to fit \$102 Mil. overall.

Results in Terms of Revenues (\$mil).

Project or Cost Category	Total Project Costs	Costs Allowable Under Mitigation Fee Act	RTMF Revenues				
			Option 1	Option 2	Option 3	Option 4	Option 5
Tier 1	\$947	\$458	\$247	\$247	\$235	\$235	\$68
Tier 2	\$687	\$254	\$170	\$0	\$0	\$161	\$0
FIDS	\$125	\$41	\$31	\$31	\$29	\$29	\$31
Admin. Costs		\$23	\$9	\$6	\$5	\$9	\$3
Total	\$1,758	\$776	\$456	\$283	\$269	\$434	\$102
As a % of Total Project Costs >			26%	16%	15%	25%	6%
As a % of Tier 1 Costs >			26%	26%	25%	25%	7%
As a % of Allowable Costs >			59%	37%	35%	56%	13%

Results in Terms of Fees

Land Use Category	Options 1 & 4	Options 2 & 3	Option 5
Residential (\$/dwelling unit)			
Single-Family Dwellings	\$2,781	\$1,727	\$621
Multi-Family Dwellings	\$1,953	\$1,212	\$436

Non-Residential (\$/square foot)			
Government & Education	Exempt	Exempt	Exempt
Commercial/Retail	\$3.16	\$1.96	\$0.71
Commercial/Office/Service	\$1.98	\$1.23	\$0.44
Light Industry	\$0.79	\$0.49	\$0.18
Heavy Industry	\$0.17	\$0.10	\$0.04
Other Non Residential	\$0.67	\$0.42	\$0.15

Projects for RTMF Funding

Projects Receiving Funds	% Attributable to New Development	Potential RTMF Funding	% of Total Project Cost
Tier 1			
SR-180 West Seg II	46%	\$1 M	34%
SR-41/SR-168/SR-180	100%	\$85 M	74%
Veteran's Boulevard	58%	\$51 M	43%
SR-180 East Seg III	100%	\$32 M	74%
SR-180 East Seg IV	100%	\$34 M	74%
SR-180 East Seg V	100%	\$45 M	74%
		\$247 M	
Tier 2			
SR-99 Stanislaus & Tuolumne	100%	\$34 M	74%
SR-99 Central & Chestnut	100%	\$37 M	74%
SR-41 Central & Amercian	100%	\$23 M	74%
SR-43 Widening	100%	\$35 M	74%
SR-180 E Seg VI	100%	\$40 M	74%
		\$170 M	
Freeway Interchange Deficiency Study			
SR99/Belmont	100%	\$5 M	74%
SR41/Tulare&Divisadero	100%	\$5 M	74%
SR41/Ashlan	100%	\$4 M	74%
SR41/Bullard	100%	\$10 M	74%
SR41/Friant	84%	\$2 M	62%
SR180/N. Fullton & Van Ness	100%	\$2 M	74%
SR168/Shaw	100%	\$2 M	74%
		\$30 M	

Don Hubbard from PB Americas was in attendance to give a presentation on the report and discussed the RTMF options.

For TTC a motion was made by Stan Nakagawa (County of Fresno) and seconded by Nick Paladino (FCC) to recommend Option 2 to the PAC and the Board. A vote was called for on Option 2 with 3 yes votes and 3 no votes. A motion was made by Scott Mozier (City of Fresno) for option 3 Phase In, with no second and the motion failed for lack of second. John Donaldson (LWV) made a motion for Option 4 with no second and motion failed for lack of second. There was no consensus by the committee for any of the Options.

For PAC a motion was made by Kathy Millison (Clovis) and seconded by Lynn Gorman (County of Fresno) to recommend approval of Option 2 as presented. A vote was called for on Option 2 with 9 yes votes and 0 no votes and the motion carried.

IV. OTHER BUSINESS

- A. Items from Staff
There were no items from members.
- B. Items from Members
There were no items from members.

Adjournment

There being no further business, the meeting was adjourned.

Respectfully submitted,

A handwritten signature in black ink that reads "Tony Boren". The signature is written in a cursive, flowing style.

Tony Boren, Executive Director
Council of Fresno County Governments

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Council of Fresno County Governments
Fourth Quarter Progress Report for FY 2007-08
Ending June 30, 2008

REGIONAL TRANSPORTATION PLANNING

WE 110 - Regional Streets and Highways

Objective: To maintain a continuing, cooperative, and coordinated regional streets and highways planning process that is responsive to local needs as well as state and federal requirements.

Accomplishments:

- Continued participation in the Statewide California Federal Programming Group (CFPG) established to provide a linkage between State, Federal, and Regional Transportation Planning Agencies involved in transportation programming activities.
- Involvement with related subcommittees of the CFPG group evaluating and making recommendations on policy and procedure updates related to programming.
- **Continued use** of the *California Transportation Improvement Program System* (CTIPS) and involvement in program updates.
- Continued participation in the San Joaquin Valley COG Directors Association Model Coordinating Committee (MCC) and Programming Coordination Group (PCG)

[DEVERE-OKI]

WE 111 - Regional Transportation Modeling

Objective: To maintain a continuing, cooperative, and coordinated regional transportation modeling process that is responsive to local needs as well as state and federal requirements.

Accomplishments:

- Provided various model data to consultants, member agencies, and Caltrans.
- Continued participation in the Caltrans led Statewide Modeling/Information Sharing Group. Helped coordinate the San Joaquin Valley Regional Transportation Planning Agencies (RTPAs) Modeling/Air Quality Coordinating Committee. This committee was established to provide interagency transportation conformity consultation. The meetings are attended by representatives of the eight Valley RTPAs; the Federal Highway Administration (FHWA); Caltrans; the California Air Resources Board (CARB), the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD); and the United States Environmental Protection Agency (USEPA).
- COG staff is chair of the San Joaquin Valley TP+/Cube Model Users Group.
- Kept the road network database up-to-date. The database is used for modeling and other reporting purposes.
- Participated in the Valley-wide Truck Model Steering Committee, and coordinated grant application for Valley-wide truck model - Phase III. The San Joaquin Valley Truck Model contract was completed successfully.
- Continuing the land use update for traffic model to year 2003 conditions by updating land use information utilizing 2000 Census data and local data. Reviewed final land use and validated network. The Model Steering Committee adopted the validated 2003 base year model.
- Participated in the Freeway Deficiency Study Modeling effort. Awarded the contract for Phase II to Fehr and Peers transportation consultants. Project is expected to be completed in August.

- Participated in the San Joaquin River Crossing study.
- [BITNER]

WE 112 - Regional Traffic Monitoring

Objective: To maintain the Fresno Regional Traffic Monitoring Program as a source of current traffic information for use by member agencies and the public, and as a validation tool for the Countywide Traffic Model.

Accomplishments:

- Coordinated the *Traffic Counts Program* and provided technical assistance to member agencies.
- Provided traffic counts in response to public requests.
- The Traffic Monitoring Program Review and Update Project was completed.

[BITNER]

WE 113 – Regional Transportation Planning Studies

Objective: The Regional Transportation Planning Studies work element is intended to provide resources to conduct focused transportation studies for the Fresno County region.

Accomplishments: Fresno COG is in the process of developing a Request for Proposal to conduct a West Area Transportation Circulation and Planning Study. It is anticipated that the RFP would be released in July, 2008.

[BOREN]

WE 114 – Fresno-Madera County Freeway Interchange Deficiency Study

Objective: Through a Caltrans Partnership Planning Grant, the Council of Fresno County Governments and the Madera County Transportation Commission are joining the cities of Fresno, Clovis, Madera, Selma, Kingsburg, Chowchilla and the counties of Fresno and Madera in an assessment of the current freeway systems and interchanges within Fresno and Madera counties. The purpose of the Fresno-Madera County Freeway Interchange Deficiency Study is to determine, based on projected population growth and build out of existing general plans, if a regional transportation impact fee will be required from future development in Fresno County in order to keep the metropolitan transportation system functioning properly.

Accomplishments:

- Released the Request for Proposal for the Freeway Deficiency Study Phase II.
- Interviewed consultants for the Phase II deficiency study. Fehr and Peers was selected for the study.
- Initial kick off meeting was held and consultant team is progressing in development of the deficiency study traffic model and delivering a fee study technical document.
- Additional traffic counts were taken to aid in validation of freeway ramps.
- Reviewed initial deficiency study findings.
- Consultant is finalizing final project costs.

[BITNER]

WE 115 – Regional Transportation Mitigation Plan

Objective: The primary objective of this project is to develop a Regional Transportation Mitigation Fee Program.

- **Accomplishments:** To date PB Americas Inc. has developed three technical reports:
 - i. RTMF Fee Calculation
 - ii. Project Identification and Cost Review
 - iii. Draft Final Report

PB Americas will be bringing forward a series of RTMF Options for consideration by the Fresno COG Policy Board and Fresno County Transportation Authority in July, 2008. [BOREN]

WE 120 - Regional Public Transportation Planning - Urban

Objective: To carry on the continuing urban area public transportation planning process to satisfy the requirements of the Federal Transit Administration under TEA-21 (1997), the Alquist-Ingalls Act (AB-402, 1977) and AB-120 (Statutes of 1979); the Social Service Improvement Act (SB-826, 1988); the Federal Clean Air Act Amendments; the 1988 California Clean Air Act and the Americans with Disabilities Act of 1990 (Public Law 101-336).

Accomplishments:

- **Demand-Responsive Service Evaluation:** Staff continues to monitor the system for productivity, cost effectiveness, contract compliance, as well as compliance with ADA regulations.
- **Management Information Systems:** Staff continues to develop and maintain various MIS programs and services. Major work included updating the passenger data collection and reporting database, and validating the Automatic Passenger Counters accuracy.
- **National Transit Database Report:** National Transit Data Base (NTDB) annual operating statistics for FY2006-07 are being compiled for the report to the Federal Transit Administration. NTDB data collection is an ongoing process.
- **Coordinate with Air District:** Staff reviews Air District's plans and rule making and attends workshops on topics related to transit planning. Staff also works closely in developing funding request strategies from the SJVUAPCD for related TCM's such as alternative fuels funding and transit pass subsidy funding.
- **Review Development Proposals:** Staff continues to work closely with the development community in order to promote pedestrian and transit-friendly development through review and comment on development proposals.
- **Community Outreach and Public information:** FAX information continues to be maintained on the World Wide Web at <http://www.fresno.gov/index.html>. Staff continues to work with major employers to promote public transit, and to find creative ways to increase transit's market share. Staff has participated in several community outreach activities with various local agencies.
- **Social Service Transportation Advisory Council (SSTAC):** The SSTAC completed the Annual Unmet Transit Needs process, and its recommendation that there are no unmet transit needs in Fresno County was approved by the COG Policy Board after a public hearing on June 26, 2008.
- **Service Coordination:** The Clovis/FAX Metro pass continues to be a success, and FAX continues to include transit service schedules and information for Clovis Stageline in the FAX Schedule Guide.
- **Long-Range Master Transit Plan:** the Draft Bus Rapid Transit Plan has been posted on the FAX and COG websites, and the consulting team is evaluating possible 'Urban Growth Management Transit District' for Fresno.
- **Public Transportation and Infrastructure Study (PTIS):** As a result of the RFP for the next phase of the PTIS, four proposals were received. The proposal selection committee met in June, and their

recommendation will be going to the COG Board in July.

- *Regional Farebox:* Staff continues to work on the regional farebox initiative. In June, the responding farebox bidders had their fareboxes set up at FAX for operator evaluation.
- *Transit Master Plan:* The Consultant has finished the BRT plan, and is preparing an initiation package for the Federal Transit Administration. This is the first step in applying for federal New Starts funding.

[DOWNS]

WE 121 – Public Transit -Human Services Transportation (JARC)

Objective: The Human Services Transportation Coordination work element's aim is to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that public and non-profit agencies coordinate transportation resources provided through multiple federal programs including the Formula Program for Elderly Persons and Persons with Disabilities; the Job Access and Reverse Commute Program and the New Freedom Program.

On August 10, 2005, President Bush signed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). This new legislation included human services transportation coordination provisions which aim to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that communities coordinate transportation resources provided through multiple federal programs. Coordination will enhance transportation access, minimize duplication of services, and facilitate the most appropriate cost-effective transportation

The human services transportation coordination provisions include the following activities:

- Requires the establishment of a locally developed, Coordinated Public Transit-Human Services Transportation Plan for all FTA human service transportation programs: Section 5310 Elderly individuals and individuals with disabilities program, Section 5316 Jobs Access and Reverse Commute Program and Section 5317 New Freedom Program.
- Requires the plan to be developed by a process that includes representatives of public, private and nonprofit transportation and human services providers and participation by the public.

Accomplishments:

- Conducted public outreach to stakeholders to solicit their input into the implementation process.
- Wrote up a report based upon findings gathered during the development process of the Human Transportation Services Provider Consolidated Plan.
- Completed the draft Human Services Transportation Provider Consolidated Plan for Fresno County and submitted it to the Fresno COG Policy Board for adoption. Plan was adopted January 2008.
- Released a call for project for 2006, 2007, and 2008 apportionments for the urban component of the JARC Section 5316 grant.
- Developed a process to grade grant applications received for the JARC Section 5316 program.
- Completed the Fresno County Human Services Transportation Provider Consolidated Plan Project Management Plan, the second requirement for the Human Services Transportation Provider Consolidated Plan.
- Released the draft Fresno County Human Services Transportation Provider Consolidated Plan Project Management Plan for public review and comment.

[SOBRADO]

WE 122 – Public Transit – Human Services Transportation (New Freedom)

Objective: The Human Services Transportation Coordination work element's aim is to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that public and non-profit agencies coordinate transportation resources provided through multiple federal programs including the Formula Program for Elderly Persons and Persons with Disabilities; the Job Access and Reverse Commute Program and the New Freedom Program.

On August 10, 2005, President Bush signed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). This new legislation included human services transportation coordination provisions which aim to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that communities coordinate transportation resources provided through multiple federal programs. Coordination will enhance transportation access, minimize duplication of services, and facilitate the most appropriate cost-effective transportation

The human services transportation coordination provisions include the following activities:

- Requires the establishment of a locally developed, Coordinated Public Transit-Human Services Transportation Plan for all FTA human service transportation programs: Section 5310 Elderly individuals and individuals with disabilities program, Section 5316 Jobs Access and Reverse Commute Program and Section 5317 New Freedom Program.
- Requires the plan to be developed by a process that includes representatives of public, private and nonprofit transportation and human services providers and participation by the public.

Accomplishments:

- Conducted public outreach to stakeholders to solicit their input into the implementation process.
- Wrote up a report based upon findings gathered during the development process of the Human Transportation Services Provider Consolidated Plan.
- Completed the draft Fresno County Human Services Transportation Provider Consolidated Plan and submitted it to the Fresno COG Policy Board for adoption. Plan was adopted January 2008.
- Released a call for projects for the rural component of the 2006, 2007 and 2008 apportionments of the New Freedom Section 5317 grant program.
- Developed a program to grade grant applications received for the New Freedom Section 5317 program.
- Completed the Fresno County Human Services Transportation Provider Consolidated Plan Project Management Plan, the second requirement for the Human Services Transportation Provider Consolidated Plan.
- Released the draft Fresno County Human Services Transportation Provider Consolidated Plan Project Management Plan for public review and comment. [SOBRADO]

WE 130 - Regional Public Transportation Planning - Rural

Objective: To carry on the continuing rural public transportation planning process to satisfy the requirements of the Alquist-Ingalls Act (AB-402, 1977); the Social Service Improvement Act (AB-120, 1979); the Mello Act (SB-157, 1985); the Specialized Transportation Services Act (SB-826, 1988) the Federal Clean Air Act Amendments (1990); the 1988 California Clean Air Act and the Americans with Disabilities Act of 1990 (Public Law 101-336).

Accomplishments:

- The staff of the Fresno County Rural Transit Agency and the Rural Consolidated Transportation Service Agency prepared and completed their updates to the Consolidated Transportation Service Agency's

Operations Program and Budget for the 2008-09 Fiscal Year. The document was circulated for forty-five days for public comment before adoption on June 26, 2008.

- The Fresno COG's Social Service Transportation Advisory Council completed its annual "Unmet Transit Needs" outreach process during the Fourth Quarter. The Council will review the staff's analysis during the Fourth Quarter before reaching a finding recommendation regarding that transit needs will be reasonably met for the coming fiscal year [WEBSTER]

WE 150 - Other Modes - Aviation & Rail

Objective: To maintain a continuing, coordinated planning process in the aviation, non-motorized, and rail modes.

Accomplishments/Aviation:

- Monitored aviation issues and legislation important to Fresno County.

Accomplishments/Rail:

- Monitored rail issues and legislation important to Fresno County.
- Monitored activities of the California High-Speed Rail Authority and other activities related to high-speed rail in California. Monitored meetings of the High-Speed Rail Authority in Sacramento on April 2, in Anaheim on May 14, and in Los Angeles on June 11, 2008. Key issues at these meetings included consideration of the Final Program EIR/EIS and decision on alignment and station locations for the Bay Area to Central Valley portion of the proposed California HST system; an RFQ for environmental/engineering services for the Altamont, San Francisco to San Jose, and San Jose to Merced corridors; HST station development policies; and, the Los Angeles to Anaheim project-level EIR/EIS environmental process,
- There was no meeting of the San Joaquin Valley Rail Committee in Fresno this quarter. The next meeting of the Committee will occur in Richmond on July 17, 2008.
- There was no meeting of the COG Rail Committee this quarter.
- Conducted a subcommittee meeting of the COG Rail Committee on April 10, 2008 to develop a scope of work in conjunction with the High-Speed Rail Authority for a joint Fresno rail consolidation/high-speed rail study and project along the UP corridor through the Fresno Metropolitan Area.
- Hosted the kick-off meeting of the Technical Advisory Group (TAG) for the joint rail consolidation/high-speed rail study and project on May 28, 2008.
- Continued efforts with Fresno Area Residents for Rail Consolidation (FARRC) and other interested citizens and organizations regarding the potential rail consolidation project in Fresno and other projects. [THOMPSON]

WE 151 – Bicycle and Pedestrian

Objective: To maintain a continuing, coordinated planning process in the bicycle and pedestrian transportation modes.

Accomplishments:

- Monitored bikeway issues and legislation important to Fresno County.
- Staff sits as a voting member representing the San Joaquin Valley on Caltrans Bicycle Advisory Committee (CBAC). The purpose of the CBAC is to advise Caltrans on technical issues related to bikeways planning and implementation. Participated via teleconference in a meeting of the CBAC on June 5, 2008. Agenda items included various status reports and discussions of AB 1581 implementation, VC 23110 and a Santa Cruz sign proposal. [THOMPSON]

WE 170 - Regional Transportation Plan

Objective: To develop and publish on a four-year basis the Regional Transportation Plan (RTP) for Fresno County which addresses at a minimum a twenty year planning horizon. The plan shall include both long-range and short-range strategies and actions for implementing an integrated intermodal transportation system. The plan will address the federally required Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) planning factors. The final rule for SAFETEA-LU implementation was released in February 2007 with an effective date of March 16, 2007.

Accomplishments:

- Worked with local agency representatives to ensure accurate information continues to be included in RTP updates.
- [PAUKOVITS/ DEVERE-OKI]

WE 172 - Congestion Management Planning

Objective: To respond to federal congestion management planning requirements.

Accomplishments:

- Continued work on update of congestion management process to be compliant with SAFETEA-LU.
- [PAUKOVITS/ DEVERE-OKI]

WE 180 - Air Quality Transportation Planning

Objective: To maintain a coordinated transportation/air quality planning process consistent with the goal of attaining and maintaining federal and state air quality standards.

Accomplishments:

- Worked on an on-going basis with local, State, and Federal agencies regarding air quality and transportation issues.
- Continued participation in the Statewide Air Quality/Conformity Working Group.
- Continued to participate with the other seven Valley TPAs in the San Joaquin Valley Modeling and Air Quality Committees to address pertinent transportation, modeling, air quality, and conformity analysis issues.
- Continued contract administration for the Valley-wide Air Quality Planning and Coordination consultant. Managed the efforts of the air quality consultant (including strategy and review of all materials) on behalf of the eight Valley TPAs.
- Managed the contract for the Valley-Wide Air Quality Policy Services consultant.
- Participated in conference calls with staff from ARB, EPA, FHWA, Caltrans, and various members of the other San Joaquin Valley TPAs.
- Attended and participated in San Joaquin Valley Clean Cities Coalition Board Meetings.
- Attended Air District Board meetings and workshops.
- Presented air quality updates to the San Joaquin Valley TPA Director's Association and Regional Policy Council.
- Reviewed relevant information for the PM2.5 State Implementation Plan (SIP).
- Established and researched procedures for integrating air quality and the Interim 2009 FTIP.
- Adopted board resolution to adopt greenhouse gas policies, including voluntary measures to reduce greenhouse gas emissions suggested by the CA Attorney General.
- Finalized the Memorandum of Understanding (MOU) with the Air District.

- Drafted 2009 Conformity boilerplate, analysis instructions and spreadsheets, and public process items.
[PAUKOVITS/ DEVERE-OKI]

TRANSPORTATION PROGRAM DEVELOPMENT

WE 210 – Measure C Reauthorization

Objective: To provide the organizational structure and staffing for development of an Expenditure Plan that will guide the utilization of a proposed ½ cent sales tax measure that is tentatively scheduled for the November 2006 ballot. The Reauthorization process is being guided by a Regional Steering Committee consisting of elected officials, interested regional stakeholders and the general public. Staffing is provided by COG.

Accomplishments:

- COG staff continues to work with PB Americas Inc. in developing a Regional Transportation Mitigation Fee program which is a requirement of Measure “C”. Staff anticipates a COG Policy Board decision on the RTMF in August 2008. Measure “C” requires that all COG member agencies adopt the RTMF by January 1, 2009 or risk losing a percentage of their Street Maintenance pass-through funding.
[BOREN]

WE 212 – Measure “C” Carpool/Vanpool Program

Objective: *To expend Measure C Carpool/Vanpool Program funds to encourage an increase in carpooling, commuter vanpooling and farmworker vanpooling in Fresno County.*

Accomplishments: A new staff member was hired to implement this work element in accordance with other related duties. The following tasks were then completed:

- Developed tracking and reporting procedures
- Developed and released notifications of funds available via website, email, public service announcements, news articles, and other means available to all Fresno County residents including the Tribal membership and employees.
- Staff set additional implementation guidelines for receiving and evaluating all applications for each vanpool program.
- Submitted Claim Forms to the FCTA
- Developed a revised 212 Work Element. [LAUCHNER/GARZA]

WE-220 – Transportation Program Development

Objective: To identify transportation improvements proposed for implementation within a short-range period of compliance with federal and state requirements.

Accomplishments:

- COG staff continues to work with its member agencies in an effort to develop/maintain a financially constrained transportation improvement program.
- Correspondence with Agency staff and Caltrans regarding delivery/preparation of the Obligation Plan for FFY 2007/08.
- Development and posting of the Annual listing of projects.

- Developed the 2009 FTIP and 2009 Interim FTIP. A 30 public review and comment period was conducted with a closing date of July 3, 2008. A public hearing was held on June 26, 2008.
- The 2007 FTIP was adopted by the COG Policy Board July 20, 2006 and approved by the Federal Highway Administration (FHWA) on October 2, 2006. COG staff continues intergovernmental coordination and public notification for all formal amendments to the FTIP. COG staff also continues to conduct administrative amendments to the FTIP as needed.
 - Formal Amendment 1 to the FTIP was approved on November 30, 2006 by FHWA.
 - Formal Amendment 2 to the FTIP was approved on February 5, 2007 by FHWA.
 - Formal Amendment 5 to the FTIP was approved on April 12, 2007 by FHWA
 - Formal Amendment 7, SAFETEA-LU compliance, was adopted by the COG Policy Board on May 31, 2007 and was approved on June 29, 2007 by FHWA.
 - Formal Amendment 10 to the FTIP was approved on by FHWA on January 16, 2008. [BOREN/DEVERE-OKI]

SERVICES AND GENERAL COORDINATION ACTIVITIES

WE 310 - Intergovernmental Coordination

Objectives: 1) To promote coordination, cooperation and communication on administrative and planning matters among local agencies, the COG, federal and state agencies. To enable various agencies, including Native Americans, to participate in and review the regional planning process; 2) To provide the public with information on activities, meetings, planning documents and reports, and to seek advice from the public on COG's planning activities; and 3) To provide local agencies and the public the opportunity to review and comment upon federal grant proposals through the Local Clearinghouse Process.

Accomplishments:

- Continued to provide staff support to the Association for the Beautification of State Route 99. Organized bimonthly meetings for the Association, assisted with correspondence, conducted research, and prepared staff reports.
- Continued efforts towards implementing the *2000 Highway 99 Beautification Plan* by recommending the adoption of a draft Highway Beautification Overlay Zoning District by the Cities of Kingsburg, Selma, Fowler, Fresno, and Fresno County. Provided guidance and support to Fresno County planning staff as the Overlay made its way through the adoption process.
- Continued monitoring other SR 99 beautification efforts such as the Great Valley Center's Highway 99 Project and Caltrans' *Highway 99 Plan*.
- Provided ongoing support to member agencies of the Abandoned Vehicle Abatement Service Authority in the establishment of this new program in Fresno County. Issues discussed over the course of the quarter include election of Chair and Vice-Chair of the Authority and a determination of time standards and personnel costs for use in calculating program costs.
- Staff continues to outreach to the Native American Tribal governments, both federally and non-federally recognized, in Fresno County to solicit their input and to seek their participation in COG activities. Staff continues to provide all of the tribes with ongoing meeting notifications and any other pertinent information that may be of interest to the tribes.
- Called for Washington D.C. "One Voice" projects from member agencies and community organizations. Identified selection committee that will meet to recommend top priorities to COG Board for approval during second quarter.
- Staff participated in the first three meetings of the Caltrans SR 99 Business Plan Advisory Committee in January, March, and June. The committee includes Caltrans employees and staff from the eight Valley COG's working together to update the Caltrans SR 99 Business Plan.

- Begin process of member agency outreach to provide update on the SJV Regional Blueprint Planning Process.
- Continued outreach with staff and administrators of member agencies to gather input for the Blueprint.
- Provide ongoing updates to member agencies on progress with Blueprint activities.
- Hired marketing firm to assist with intensive Phase 3 outreach on Blueprint scenarios.
- Continue to work with eight Valley COGs on project management of SJV Blueprint.
- Worked with Merced County Association of Governments (MCAG) to provide information needed for request for third year funding of Blueprint funding.
- Assisted MCAG with hiring marketing firm that will develop Valleywide Blueprint materials.
- Engage in second round of meetings with all member agencies at their policy board meetings.
- Staff continues involvement/collaboration on Intelligent Transportation Systems (ITS) projects of local, valley-wide, and State interest.
- Continued involvement, participation and monitoring of monthly California Transportation Commission meetings, Regional Transportation Planning Agency meetings, and Self-Help County Coalition meetings.
- Staff participates in regular monthly and quarterly meetings with the California Partnership for the San Joaquin Valley including the Partnership's legislative staffer meeting, the transportation working group and the air quality working group to help implement the Partnership's established goals.
- Staff participates in monthly meetings with the Fresno Chamber of Commerce's Government Affairs Council where legislation and local, state and federal policies are discussed that affect the Fresno region.
- Staff participates in monthly meetings with the Fresno County Rural Collaborative Committee headed by the Fresno County Economic Opportunities Commission that offers capacity enhancing opportunities for rural areas.
- In the next quarter, staff will begin planning activities related to the 2009 Fresno COG "One Voice" advocacy efforts to Sacramento and Washington D.C.
- [BOREN/STECK/DANSBY]

WE 311 - Public Information and Participation

Objective: To provide the public with information on activities, meetings, planning documents and reports, and to seek advice from the public on COG's planning activities. This work element is intended to highlight the COG's desire to encourage more public participation in the transportation planning process, consistent with TEA 21 requirements. This will include public involvement in the development stages of plans and programs as well as throughout the adoption process. COG's Public Involvement Procedures will be consulted and followed during each phase of plan or program development.

It is Fresno COG's desire that the citizens of Fresno County and its cities assist in delineating values, goals, and objectives of transportation-related services and planning documents. Further, it is Fresno COG's intent that those same citizens, charged with the responsibility of providing feedback on a continuous basis, will participate in the selection of transportation facilities and programs for planning and programming under Fresno COG's authority. Finally, it is the goal of Fresno COG to adequately provide information to and solicit input from historically underserved community of Fresno County (i.e. elderly, minority groups, youth, disabled, and lower income people).

Accomplishments:

- Prepared agenda packages, reports, and notices for COG's three monthly public meetings
- Filled requests for information about Fresno COG and/or their member agencies and updated various listings
- Designed and printed graphic design materials for Fresno COG staff as requested
- Continued updating Fresno COG's website with a variety of graphics and material
- Continued involvement in the Valley Blueprint process:

- Participated on the Valleywide media committee
 - Working with Jeffrey Scott Advertising, staff developed outreach materials, held public workshops in each incorporated city in Fresno County, and completed a Blueprint public information plan in April 2008
 - Redesigned and printed a new Fresno COG brochure
- [LAUCHNER]

WE 312 - COGView Internet Home Page

Objective: To create a source that provides easy access to government and other information for Fresno County residents, member agencies, and perspective business interests using the latest technology of the World Wide Web. Additional objectives include enhancing potential economic development and increasing public knowledge and involvement of COG activities as well as reduce costs..

Accomplishments:

- The Fresno COG website maintains minutes and agendas for the Fresno COG Technical Advisory Committee, the Policy Advisory Committee and Policy Board. Committee members have the choice of continuing to receive agenda by mail or they can sign up to receive links to the agendas online by email.
- Air quality and transportation modeling data is updated regularly on the website.
- Updated and added reports and publications put out by the Fresno COG .
- Calendar, Announcement and Meeting sections are continuously updated and kept current on the Fresno COG website. Meeting agenda/handout links are included on the online calendar.
- Requirements for a planned road closure website for Fresno County have been designed. Construction of this new functionality is underway.
- Provided support and ongoing maintenance of the COGView website.
- Continued to provide ongoing support and maintenance of the COGView website.

[LAUCHNER/SOBRADO]

WE 313 – Environmental Justice Activities

Objectives: Devise ways to ensure that Fresno County's disadvantaged and minority populations are being included in the transportation process. The COG's Environmental Justice Task Force, whose members include representatives from community based organizations that represent low-income, minority, elderly, disabled, Native American, and farmworker communities as well as representatives from local government agencies, Caltrans, and FHWA, met on a monthly basis from March of 2004 through spring of 2005.

In response to Federal and State emphasis on Title VI and Environmental Justice an effort has been added to this work element that will involve establishing an Environmental Justice Task Force to develop a process with which to assess and ensure compliance of Fresno COG's transportation planning efforts with environmental justice requirements and Title VI. The Task Force will play a key role in evaluating COG's current Environmental Justice and Public Participation efforts and provide guidance on how to achieve the desired results. The Task Force will also help define the target population within Fresno County, identify the needs of the target population and develop appropriate performance measures for gauging the regional benefit and burdens of transportation system investments on the target population.

An Environmental Justice Report will be prepared, which will include the Environmental Justice Task Force efforts and recommendations, as well as the analysis used to evaluate the Regional Transportation Plan to ensure that the programs, policies, and activities outlined in the plan serve all segments of the region without generating disproportionately high adverse impacts upon target populations.

Caltrans has developed an Environmental Justice Desk Guide that will serve as a resource for COG staff to better understand Environmental Justice issues and provide guidelines for the implementation of Environmental Justice in the planning process. Fresno COG staff has reviewed the Caltrans Desk Guide and plans to use the recommendations provided by incorporating them, as applicable, in our Environmental Justice efforts.

Fresno COG staff is completing the Environmental Justice Report. When completed, the report will be circulated to Environmental Justice Task Force members for review and comment. Once all comments from the task force has been received and incorporated into the Plan, the document will be released for public comment and subsequent adoption by the Fresno COG Policy Board. It is expected that this process will be completed in the Fourth Quarter of 07-08.

As a result, of the Fresno County Environmental Justice Plan, the Environmental Justice Task Force has plans to begin meeting on a quarterly basis. The purpose of these meetings is to review the activities being undertaken by COG and examine the impacts that they may be having upon the environmental justice populations identified in the Fresno County Environmental Justice Plan. The populations identified in the plan include minority, low-income, elderly, and special needs communities throughout Fresno County.

Accomplishments:

- The Fresno County Environmental Justice Plan will be completed and circulated to members of the Environmental Justice Task Force for review and comment.
- Discussion has taken place with members of the Environmental Justice Task Force on how to reconvene the task force going forward.
- The draft Fresno COG Environmental Justice Plan has been completed and is being circulated to Fresno COG Environmental Justice Task Force members for their reviews and comments. The first round of feedback has been received and incorporated into the Plan. The second iteration of the feedback process is currently underway.

[SOBRADO]

WE 320 - Technical Assistance to Members

Objective: To provide member governments with specialized technical assistance services. It is intended that the major beneficiaries of this service be the smaller cities with limited technical staff resources.

Accomplishments:

- *Rural Communities Collaborative of Fresno County (RCCFC):* Served on RCCFC Steering and General Committees. The RCCFC is a volunteer organization geared toward helping rural communities to become self-sufficient through increased social and economic development. The Collaborative acts as a catalyst in identifying available federal, state, and local resources available to serve local community needs and provides access to and dissemination of those resources. Fresno COG staff also continues to participate in I-5 Business Development Committee activities, which focus on identifying economic development opportunities on the westside of Fresno County.
- *I-5 Business Development Corridor:* COG staff continues to participate in this work activity which focuses attention on planning, growth and economic issues facing the communities in western Fresno County.

[BOREN]

WE 330 – Outside Technical Assistance

Objective: To provide traffic modeling information to outside agencies on a cost reimbursement basis. Also, to provide program support functions for microcomputer applications (accounting, utility billing, etc.) to interested parties on a cost reimbursement basis.

Accomplishments:

- No activity this quarter. [BITNER]

WE 340 – Traffic Demand Management Program

Objective: Transportation Demand Management (TDM) includes a wide variety of transportation control measures having a goal of reducing overall motor vehicle usage. In prior years, the predominate effort of this activity has been promotion of ridesharing. Declining state and federal revenue to support this effort in recent years has resulted in a less ambitious Program beginning in 1996/97.

Accomplishments:

Ridematching:

- Currently have over 1,200 registered users in the *Carpool/Vanpool Online Matchlist* program at www.Valleyrides.com. Maintained this current and active database of commuters, referring callers to the online system or inputting information for clients
- Worked with other TDM agencies, employers and vanpool agencies to facilitate matches and refer clients. These agencies include: CSU Fresno, South Valley Rideshare, San Joaquin Commute Connection, Fresno Area Express, KART, VPSI and Enterprise Rideshare
- Continued assisting the city of Fresno's Downtown Vanpool Program to transition their vanpools from subsidy funding provided by the city of Fresno to Measure C subsidies.

Information Services:

- Filled requests for transit referrals and information; park and ride lot information; vanpool subsidies and referrals; transportation guides; bikeway maps; and additional bikeway information
- Updated the Valleyrides.com website with current information
- Mailed out copies of the Fresno Clovis Bikeways Map and the city of Kingsburg Bikeway Map as requested
- Developed and presented an implementation strategy for the Measure C Commuter Vanpool/Carpool program

Administration:

- Prepared and maintained program records, invoices, budget and Quarterly Report
- Attended Fresno COG Committee meetings as appropriate.

[LAUCHNER]

WE 350 - Fresno Regional Data Center

Objectives: To perform the duties as an Affiliate State Census Data Center and provide assistance to member agencies and the general public in obtaining, analyzing and utilizing census and other demographic data in support of the area-wide planning process. Also to provide continuing support to the internal data needs for traffic simulation modeling requirements including the updating and development of alternative socio-economic scenarios and providing data support for COG prepared reports and plans.

Accomplishments:

- Assisted 50 individuals from governmental agencies, businesses, and the public, in their information needs.
- Monitored, prepared and distributed Census 2000, State of California Department of Finance, and other data to member agencies and the public.
- Developed socio-economic data for alternative land use scenarios for consultants' traffic impact studies and special studies.
- Provided demographic information for COG-prepared documents and presentations including Measure C mitigation fee data, Blueprint Planning Process, and the calculation of the Fresno Area Express service area population for TDA funding purposes.
- Coordinated and assisted the member agencies in their participation in and follow-up for the 2010 U.S. Census Local Update of Census Addresses (LUCA) program.
- Worked on update of socio-economic model data for transportation model.
- Prepared Affiliate State Census Data Center activity report as required, and State of California Department of Finance population surveys.

[CHUNG]

REGIONAL COORDINATION OF TRANSPORTATION, LAND USE AND HOUSING

WE 410 – San Joaquin Valley Regional Blueprint Planning Process

Objective: The San Joaquin Valley Regional Blueprint Planning Process is a two-year planning effort envisioned to support long range regional planning through comprehensive development of regional consensus. The goal of the San Joaquin Valley Blueprint Planning Process is to develop a preferred future growth vision for the region through the use of scenario planning.

Accomplishments:

- Entered into a Memorandum of Understanding with the eight Valley COG's outlining our relationship as we move forward with the Blueprint.
- Utilizing the System Development of Informed Consent, Potentially Affected Interests were identified by category and level of priority for the successful implementation of the San Joaquin Valley Regional Blueprint Project.
- A Citizen Participation Plan has been developed and adopted by the eight San Joaquin Valley Councils of Governments (COGs).
- The institutional structure of a San Joaquin Valley Blueprint Regional Advisory Committee (BRAC) has been developed. BRAC membership applications are being accepted at this time. The BRAC will advise and interface both the San Joaquin Valley Blueprint products and the San Joaquin Valley Partnership products.
- Local Blueprint Roundtable is being established according to guidelines in the Citizen's Participation plan.
- San Joaquin Valley COGs are in the process of assessing San Joaquin Regional Modeling capability and possible Modeling enhancements.
- Circulated an RFP to solicit proposals for a Community Participation Facilitator to assist Fresno COG with outreach and modeling tasks associated with the Blueprint
- Participated in Valleywide Blueprint Summit with approximately 700 community members in attendance.
- Entered into contract with VRPA Technologies to engage in community outreach activities with stakeholder groups and general public.

- Attended two Blueprint Learning Network sessions (one in Sacramento and one in Oakland) with 3 COG staff, an elected official and 2 community stakeholders.
- Conducted 2 Blueprint Roundtable meetings with excellent turnout and member participation.
- Forwarded BRAC recommendations for Fresno County to Valley COG Directors for final selection and approval.
- Continued presentations and interviews with community members to elicit information on values and vision.
- Met with Fresno Bee editorial board to inform them of SJV Blueprint planning process.
- Filmed two promotional spots at Comcast Cable Television.
- Conducted approximately 20 meetings with stakeholder groups, held "Road Show" at the Big Fresno Fair, held outreach efforts at shopping centers, community colleges, and with community groups resulting in the collection of over 1500 survey responses.
- Made presentations to all COG member agencies (15 cities and County of Fresno) providing update on Blueprint progress and encouraging participation in community workshop.
- Formed Steering Committee for Blueprint Roundtable to address pressing tasks
- Attended Blueprint Learning Network in Anaheim with 6 member team.
- Attended Lincoln Institute workshop at Cal Poly regarding Blueprint outreach activities.
- Worked with planning director to establish a Valleywide Blueprint Professional Review Panel that will interface with the BRAC and Valleywide Blueprint Coordinating Committee
- Attended the first meeting of the BRAC in Modesto.
- Coordinated with the SJV Partnership staff to define the interface of the Partnership, the Blueprint and the BRAC.
- Coordinated Community Workshop to develop Fresno County's Values and Vision for the Blueprint. Nearly 200 participants attended.
- Modeling staff worked with 16 member agencies as well as Valley COGs to develop the base case "status quo" growth scenario.
- Conducted 3 monthly meetings of the Fresno COG Blueprint Roundtable (32 member advisory committee.)
- Conducted Blueprint Steering Committee and Outreach Committee meetings
- Presented Blueprint update to a joint meeting of the planning commissions of the City of Clovis, the City of Fresno, the County of Fresno, the City of Madera and the County of Madera.
- Met twice monthly with the Blueprint project managers from each of the eight Valley COGs.
- Provided ongoing project management for Fresno Blueprint activities.
- Continued monthly Blueprint Roundtable meetings with stakeholder groups
- Continued twice monthly meetings with SJV Blueprint Coordinating Committee
- Continue working with Great Valley Center, both on BRAC and on two Partnership working groups (Transportation and Land Use, Housing and Agriculture).
- Made Blueprint presentation to CSUF's Campus Planning Committee.
- Staffed Blueprint booth with Earth Day students at CSUF's annual Vintage Days.
- Convened Blueprint Environmental Issues group to hear input on environmental issues to include in document.
- Convened local agency planners to participate in Blueprint Planners Workshop aimed at defining Phase II tasks - goals, objectives and measurable outcomes.
- Met with Partnership Secretariat to ensure connection of two projects
- Met with Farmland Conservation Model Program folks to coordinate modeling tasks between two projects.
- Fresno COG's team continues to attend statewide Blueprint Learning Network (BLN)
- Assist CCRL to plan BLN programs around the state
- Continue to meet with Valley COG project managers on a bi-weekly basis to coordinate progress on project
- Continue to meet with Blueprint Roundtable, the advisory committee to COG Policy Board, on a monthly basis
- Submitted final Values/Vision report for approval by COG Policy Board

- Continue to coordinate with modeling staff in development of status quo and single focus model runs
- Continue to coordinate with Blueprint Regional Advisory Committee (BRAC) which is staffed by Great Valley Center
- Continue outreach to member agency staff and community partners on Blueprint progress.
- Continue to work with California Center for Regional Leadership (CCRL) on steering committee for Blueprint Learning Network
- Continue to work with CCRL on California Regional Progress Report
- Assist and facilitate Valleywide Blueprint Planners group to ensure that “end users” of the Blueprint have a part in its development.
- Continue to work with SJV Partnership and its working groups to coordinate activities and assist with continuity on progress.
- Worked with Local Government Commission to advise on Water Symposium for the San Joaquin Valley.
- Attended Blueprint Learning Network meeting in Oakland with 4 member COG Blueprint team.
- Continued activities with Valleywide Blueprint coordinating committee, modeling committee and media committee.
- Attended BRAC meeting at UC Merced with 6 members of the Fresno BRAC contingent.
- Met with media to tell story of base case scenario and set the stage for upcoming alternatives analysis.
- Worked with MCAG to develop Request for Bids for Valleywide Vision and other aspects of Valley components
- Developed Request for Bids for Fresno activities pertaining to advertising and marketing
- Made presentations to Fresno COG’s 16 member agencies at city council and board of supervisor meetings
- Made presentations to several community organizations on Blueprint progress.
- Continued coordination with modeling staff on Blueprint scenarios
- Continued facilitating Blueprint Roundtable activities and met with sub-committees as necessary
- Met with Fresno Bee Editorial Board on Blueprint
- Made presentations on preliminary Blueprint scenarios to all member agencies as well as community organizations.
- Developed outreach strategy for Phase 3 community outreach
- Hired marketing firm to assist with intensive Phase 3 outreach at Fresno County level.
- Continued bi-monthly meetings with valley project managers (coordinating committee)
- Assisted MCAG with efforts to hire consultant to develop Valleywide Blueprint materials
- Continued efforts as project manager for Fresno COG Blueprint efforts
- Initiated intensive marketing campaign for Fresno County level of Blueprint scenario planning that included newspaper, radio, and television components. Materials were also available in all 36 branches of the Fresno County library in both English and Spanish.
- Conducted community workshops and city council presentations in 14 of the 15 cities in Fresno County. (The city of San Joaquin cancelled their scheduled meetings.) Presented five alternative scenarios for Fresno County from which a hybrid was established after hearing community input.
- Achieved Fresno COG approval of hybrid scenario principles with the understanding that final modeling and performance measures would be forthcoming during summer months.
- Submitted Fresno COG’s Blueprint concept to UC Davis to be included in the Valleywide analysis.
- Attended ongoing coordinating committee meetings during the quarter
- Began compilation of Fresno County’s Blueprint concept report. [STECK]

WE 411 – Farmland Conservation Model Program

Objective: Develop a plan, strategy, and program to conserve prime agricultural lands in the Central Valley. The Program will build upon initial activities to identify farmlands of strategic importance, and to develop a program to protect farmlands that is consistent with long term planning goals that maintain agriculture as a key

economic and cultural force in the region. The program is first intended for the benefit of Fresno County and subsequently, the other counties making up the San Joaquin Valley.

Farmland Conservation Model Program Steering Committee members first met in June of 2007. Comprised of key stakeholders in Fresno County, steering committee members include Fresno County, the City of Fresno, the City of Clovis, the Fresno County Farm Bureau, and others. The purpose of the Fresno County Farm Bureau is to oversee the daily activities for implementing the Farmland Conservation Model Program. Also involved in the development of the plan will be an advisory board that will be made up of stakeholders involved in agriculture on a daily basis that will advise the steering committee on issues of importance to the industry in Fresno County.

Initially, the Farmland Conservation Model Program had a sixteen month deadline but it was shortened to thirteen months in order to ensure that the information from the program can be integrated into the San Joaquin Valley Blueprint.

The deliverables for the Farmland Conservation Model Program include:

- Devise an approach to identifying “strategic” farmland
- Public Input
- Document factors affecting the conversion of farmlands
- Create a toolbox for decision makers to implement farmland conservation in Fresno County
- Provide a series of recommendations based upon the finding of this process
- Prepare a final report.

Accomplishments:

- A detailed work plan has been completed.
- Fresno County Farmland Conservation Model Program Steering Committee members have been meeting on a regular basis since June 2007.
- Key variables affecting agriculture have been identified and analyzed to determine the significance upon agriculture in Fresno County.
- The GIS or mapping component of the Farmland Conservation Model Program has been completed and a definition of ‘strategic farmland’ has been created.
- The Fresno County Farmland Conservation Model Program Advisory committee has been defined and convened to review and provide feedback on the development of the Farmland Conservation Model Program. Advisory Committee meetings are scheduled to take place on an ongoing basis throughout the duration of the development of the program.
- The public outreach component of the Farmland Conservation Model Program has been completed. Members of the general public and the agricultural community were targeted in the outreach. Feedback and comments from the outreach process have been incorporated into the program.
- Development of a ‘planner’s toolkit’ has begun. This is a large collection of best practices, trends, methodologies and the like pertaining to farmland conservation that is catered to the unique needs of Fresno County and the San Joaquin Valley.
- The Farmland Conservation Model Program Advisory Committee continues to meet on an ongoing basis.
- The Strategic Farmland Map has been accepted by the Farmland Conservation Model Program Advisory Committee.
- Development of ‘toolkit’ is ongoing with guidance and feedback being provided by the Farmland Conservation Model Program Advisory Committee.

[SOBRADO]

WE 420 – Fresno Regional Housing Needs Plan

Objective: To prepare the Fresno County Regional Housing Needs Allocation (RHNA) Plan. The RHNA Plan determines each jurisdiction's existing and projected housing needs for all income levels. Local governments, through their Housing Elements, are individually accountable for demonstrating capacity to accommodate these housing needs for the 5-year planning period from July 1, 2008 through June 30, 2013.

Accomplishments:

- During the month of October, 2007, staff initiated correspondence and conducted meetings to discuss and resolve allocation revisions proposed by the City of Kingsburg and the County of Fresno. These efforts were successfully concluded and the 2007 Fresno County Regional Housing Needs Allocation Plan was adopted by Council of Fresno County Governments on November 29, 2007.
- In response to comments made by the State Department of Housing and Community Development, staff developed technical revisions to the RHNA Plan allocations and presented them to the Policy Advisory Committee and Policy Board for adoption at the January 2008 cycle of meetings.
- Staff conducted ongoing discussions with member agencies, consultants and representatives of other COGs regarding specific housing allocations and the methodology used to prepare the RHNA.

[THOMPSON]

VALLEYWIDE COORDINATED ACTIVITIES

WE 810 - Valley RTPA Coordination

Objective: To ensure a coordinated and comprehensive approach to transportation and air quality planning among the eight San Joaquin Valley transportation planning agencies and the San Joaquin Valley Unified Air Pollution Control District.

Accomplishments: COG staff and the Director continue to work with the other seven San Joaquin valley RTPAs on issues that have valleywide significance including air quality, pursuit of Interstate designation for SR 99.

- Worked with all Valley COGs to submit a proposal to Caltrans to develop a coordinated San Joaquin Valley Regional Blueprint planning effort for third year funding.
- Continue intensive coordination with other Valley COGs to coordinate planning on the three year SJV Blueprint planning project.
- Continued to participate in bi-weekly conference calls/face-to-face meetings with members of the Blueprint Coordinating committee and Blueprint Modeling committee and Public Outreach committee.
- Attended Blueprint Learning Network meeting in Fresno with 6 member COG Blueprint team.
- Continued activities with Valleywide Blueprint coordinating committee, modeling committee and media committee.
- Staff participates in the Valley Legislative Affairs Committee, consisting of legislative staff from each of the eight Valley COGs. Meetings are held on a monthly basis or more often as needed, to discuss legislative issues of importance to the Valley and to build consensus on legislation and policy objectives at the state and federal level. The VLAC organizes an advocacy trip to Sacramento with the Valley COG's Regional Policy Council and the COG Directors to communicate these shared objectives to our state lawmakers. In 2009, the VLAC will lead our first ever Valley trip to Washington D.C. to advocate for an agreed upon list of priority issues at the federal level. In addition, the VLAC will shortly, be preparing an updated Valley Legislative Platform to be effective in January of 2009 and also, the committee is working on developing a set of formal protocols for the committee.

- In the next quarter, the VLAC will begin planning activities related to the 2009 Sacramento and Washington D.C. Regional Policy Council's advocacy efforts.
- In preparation for the 2009 Valley COG's advocacy trip to Washington D.C., a Valley COG Director's subcommittee has been formed to develop a "San Joaquin Valley National Agricultural Goods Movement Corridor Program" in which we will request federal funding through the next federal authorization act, to assist the Valley in constructing much needed goods movement projects of national significance. Staff has been participating in monthly meetings to assist in the development of this program. In July, the Valley COG's will be taking a request for preliminary approval by their Policy Boards for this program, with consideration that this will be the main focus of our advocacy effort in Washington D.C.
- Valley Legislative Affairs Committee staff are currently preparing a part of the program for the Fall COG Director's Policy Conference to focus on state and federal legislative issues.

[BOREN/DOWNS/STECK/DANSBY]

WE 811 – San Joaquin Valley Goods Movement Study

Objective: The San Joaquin Valley (SJV) Goods Movement Study project is the third phase of goods movement related studies in the valley. The proposed project will provide improvements to the 8-county (Kern, Fresno, Tulare, Kings, Madera, San Joaquin, Stanislaus, and Merced) SJV truck model and integration with local models. The model has been developed to provide an analytical basis for evaluating the benefits of transportation investments that impact the movement of goods in the Valley. The first phase of the study described the goods movement system and freight flows for the region and generated a list of key goods movement issues and problems. Phase II of the study developed the San Joaquin Valley Truck model tool. In Phase III, the SJV truck model will test modified scenarios from Phase II and other goods movement scenarios in future years, such as: truck bypass in Fresno County, Shafter Intermodal Facility and "all truck" lanes on South and West Beltway facilities around Bakersfield in Kern County, truck movements along the Route 132 Corridor in Stanislaus County, truck diversion potential (in several communities) in Merced County, CIRIS truck related studies in San Joaquin County, and studies in other SJV counties. The completed model product will be used by each of the county Metropolitan Planning Organizations (MPOs) and HQ Modeling and Travel Analysis Branch. The San Joaquin Valley region is one of the four major international trade regions in California, designated in the 2002 Global Gateways Development Program.

Accomplishments:

- Updated demographic data for the truck model
- Merged all the county networks with the Statewide model network, and created a new network for the truck model
- Validated ITMS data at an aggregate level, and applied the tool to create county-county trip tables
- Developed future year ITMS data
- Updated trip generation and distribution data
- Refined model validation.
- Developed future year model
- Final truck model to be completed in January with training for valley COGs to occur in February 2007.
- Draft San Joaquin Valley Regional Goods Movement Action Plan to be circulated July 2007.
- Phase II of the San Joaquin Valley Goods Movement Study is anticipated to be completed by March 1, 2008.

[BOREN/TWEBSTER]

ADMINISTRATIVE ACTIVITIES

WE 910 – COG Administration

Objective: To effectively administer the planning program and fiscal operations of the COG.

Accomplishments:

- Staff monitored funding levels, expenses and budgets. Development of the 2008/09 Overall Work Program began in January.
- Supervised planning staff activities and progress on work assignments.
- Coordinated preparation of agendas, related materials and committee schedules.
- Conducted ongoing management team meetings to coordinate staff assignments and outcomes.
- Conducted staff evaluations as needed.

[BESHEARS/BOREN]

WE 911 – Overall Work Program and Budget Development

Objective: To develop an Overall Work Program (OWP) and Budget consistent with federal and state funding priorities and local agency needs.

Accomplishments:

- Development of the FY 2008/09 Overall Work Program began in January 2008.
- FY 2008/09 Overall Work Program adopted May 2008.
- Amendment #1 adopted June 2008.

[BESHEARS/BOREN]

WE 912 - Local Transportation Funds Administration

Objective: To administer the Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund in accordance with the California Transportation Development Act.

Accomplishments:

- Staff recorded sales tax deposits from the State Board of Equalization and STA allocations from the State Controllers Office. Member Agency Claims were processed. Allocation Instructions were prepared and sent to the Auditor Controllers Office. Changes in state regulations were monitored through the TDA Ad Hoc Committee chaired by the Division of Mass Transportation.

[BESHEARS]

WE 920 – Fresno County Rural Transit Agency Administration

Objective: To provide under contract, administrative and fiscal management services for the Fresno County Rural Transit Agency (FCRTA).

Accomplishments:

- During the Fourth Quarter, Staff processed claim reimbursement for provided transit service.
- Staff executed Grant Contracts with Caltrans during the Fourth Quarter.

- Staff also performed a variety of administrative functions concerning: general administration; accounting; risk management; procurement; and statistical analysis. [WEBSTER]

WE 930 – Fresno County Transportation Authority Administration

Objective: To provide personnel support services to the Fresno County Transportation Authority.

Accomplishments:

- Staff provided payroll and benefit administration for the Fresno County Transportation Authority. [BESHEARS]

WE 940 - Freeway Service Patrol

Objective: To continue the Freeway Service Patrol, in coordination with Caltrans and the California Highway Patrol, in an effort to remove minor incidents rapidly, thereby reducing congestion, secondary accidents, and vehicle emissions.

Accomplishments:

- Administered the FSP tow contracts. This primarily included reviewing and paying invoices for towing services and radio use, both on a monthly basis, and paying for radio repairs and miscellaneous supplies (i.e. brochures) on an as-needed basis.
- Ongoing coordination and communication with the Freeway Service Patrol Statewide Oversight Committee and with Caltrans Traffic Operations, including annual program benefit/cost evaluations.
- FSP partners interviewed and selected a towing provider for fiscal years 2008-09 through 2010-11 FSP program operation. COG Policy Board approved the FSP partners recommended towing provider at its April, 2008 meeting. [THOMPSON]

WE 950 – Abandoned Vehicle Abatement Program

Objective: To administer the activities and duties of the Fresno County Abandoned Vehicle Abatement (AVA) Service Authority.

Accomplishments:

- Ongoing communication with AVA Service Authority members, particularly regarding eligible expenses for reimbursement and reporting requirements.
- Calculated payment amounts to eligible local jurisdictions for AVA expenses.
- Provided FY 2007-08 Third Quarter Summary Report to the Fresno COG Policy Advisory Committee and Policy Board at the June cycle of meetings. [THOMPSON]

WE 960 - Fresno Yosemite Village Revitalization Implementation Plan

Objective: Through a Caltrans Environmental Justice: Context Sensitive Planning for Communities Grant, the Council of Fresno County Governments and the Housing Authority of the City of Fresno will undertake the following activities. This project will establish and promote guidelines that will make the Fresno Yosemite Village Revitalization Implementation Plan an area that is inviting to people who are walking or taking transit; fostering connectivity between a compatible mix of land uses and the creation of a traditional neighborhood community. The street types and intersection designs envisioned by the West Fresno Community Vision Plan

are the basis of the traditional neighborhood design for this area. Pedestrian-friendly street designs can provide equity between pedestrian comfort and automobile traffic. This project seeks to accomplish the following:

- Develop conceptual pedestrian-oriented street design guidelines for the project area and identify pedestrian circulation paths, street trees and linkages to community services in accordance with the West Fresno Community Vision plan and the adopted Fresno General Plan “Landscape of Choice” and the Ahwahnee Principles to improve mobility, access to services and equity in providing for an improved quality of life for the project area.
- Promote cooperation between the public agencies and resident community members in improving their access to critical community services
- Promote the development of Healthy Communities and Sustainable Sites in accordance with the West Fresno Community Vision plan, the adopted Fresno General Plan “Landscape of Choice” and the Ahwahnee Principles, and developing access to critical services
- Promote the development of Healthy Communities and Sustainable Sites. Develop energy efficiency strategies for the community’s transportation infrastructure and quantify the resulting energy savings and air quality benefits
- Promote adoption of these guidelines within the community and among Fresno regulatory agencies (City of Fresno and Fresno Redevelopment Agency)

Accomplishments:

- Staff is working with Caltrans and the Housing Authority of the City of Fresno staff to facilitate contract agreement on this Environmental Justice Grant. Work on the project cannot commence until this is accomplished.
- Staff continues to work with Caltrans to pursue Fund Transfer Agreement. This project has been “in the pipeline” for 9 months and we have yet to receive the papers necessary from Caltrans to move this forward.
- Received Fund Transfer Agreement from Caltrans and entered into contract with Housing Authority of the City of Fresno (sub-recipient) so that they can proceed with their project.
- Consulted with sub-recipient regarding their progress and their billing procedures with COG.
- Continue to work with sub-recipient to facilitate progress on their work program.
- Worked with sub-recipient to extend contract to February 28, 2008.
- Encouraged grant sub-recipient to move project forward in order to complete by new deadline.
- The Housing Authority of the City of Fresno has completed approximately 75% of the project. Between the months of October and December 2007, two meetings were conducted bringing the community together with the sole purpose of gaining insight on future planning and development in southwest Fresno. The third and final community meeting is scheduled for January 9, 2008. Output results from the three community workshops/charettes, planning studies and proposals for improvement will be submitted to the City of Fresno at the conclusion of the grant.
- The Housing Authority of the City of Fresno is working with Fresno West Coalition for Economic Development (FWCED) in the coordination and planning strategies for the community workshops/charettes. FWCED is a local non-profit organization and is a growing community development corporation committed to facilitating economic and social change in West Fresno. FWCED provides services and programs that develop affordable housing opportunities and engage local residents and other community organizations to promote self-sufficiency and stability.
- The initial meeting held on October 17, 2007 brought together approximately 65 community members who were willing to participate in an exercise designed to gain perspective on the existing community, opinions on future development and input on what they would like to see in their neighborhood. Participants were able to provide insight for the consultants who will be analyzing and preparing deliverables for the City of Fresno. This first workshop proved invaluable and was a strong kick-off for the secondary meeting held in November.
- During the November meeting, approximately 80 participants (many of whom participated in the first workshop) came together to assess the proposed plans created by the consultants based on the inputs from

the initial workshop. Three plans, each with a unique perspective, were presented to the participants with the idea of creating a “preferred plan”. Participants were asked to vote on their favorite plan, and then to modify the plan with any changes they felt may be necessary to suit their needs of the community and present their preferred plan citing modifications that were incorporated. Upon completion of the secondary meeting, design consultants will combine and produce the overall preferred plan. Upon completion of a proposed preferred plan, the community will once again be engaged in a third and final workshop to review the plan. Any modifications will be incorporated into the preferred plan prior to submission to the City of Fresno.

- The two workshops have proven consistent in attendance from the community and should hold true with participation for the third and final meeting. The southwest Fresno community is full of optimism as they are beginning to see growth and interest in their community. There is strong belief that the community has really come forth and provided the necessary tools to assist in the development of their neighborhoods.
- Reviewed draft and final plan for project
- Processed final grant documents and requests for payment
- Project completed

[STECK]

Transportation Development Act 2007/08 Surplus LTF

	LTF Surplus	STA Payable FCRTA	STA Payable FAX	STA Payable Clovis	STA Payable Total
Clovis	101,446		147,725		147,725
Coalinga	19,886	57,324			57,324
Firebaugh	7,369	10,476			10,476
Fowler	5,844	8,260			8,260
Fresno City	528,747			1,034,539	1,034,539
Huron	8,266	11,712			11,712
Kerman	14,951	42,423			42,423
Kingsburg	12,337	17,581			17,581
Mendota	10,391	14,722			14,722
Orange Cove	11,610	16,452			16,452
Parlier	14,364	36,012			36,012
Reedley	27,385	38,894			38,894
Sanger	27,370	38,834			38,834
San Joaquin	4,248	6,048			6,048
Selma	25,480	36,266			36,266
Fresno County	190,780	249,612		95,843	345,455
		11,216			11,216
Total	1,010,474	595,832	147,725	1,130,382	1,873,939

TRANSPORTATION FUNDING CLAIMS

Resolution 2008-40
Resolution 2008-41
Resolution 2008-42

City of Kerman
City of Orange Cove
City of Sanger

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2008-40

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE CITY OF
Kerman, FY 2008-09

WHEREAS, the Council of Fresno County Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Kerman has submitted a Transportation Funding Claim for its FY 2008-09 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Kerman has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of Kerman has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.
3. On June 26, 2008 the COG Board approved Resolution 2008-23 which found that public transportation needs within the City of Kerman and its sphere of influence will be reasonably met in FY 2008-09.

BE IT FURTHER RESOLVED, that the COG hereby approves the Transportation Funding Claim submitted by the City of Kerman and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Council of Fresno County Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 18th day of September, 2008.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 18th day of September, 2008.

Signed: _____
Tony Boren, Executive Director

Date: 8/6/08

Claimant: CITY OF KERMAN

**TRANSPORTATION FUNDING CLAIM
FOR FISCAL YEAR: 2008/09**

TO: Council of Fresno County Governments
2100 Tulare Street, Suite 619
Fresno, California 93721

FROM: Applicant: CITY OF KERMAN
Address: 850 S. MADRA AVE.
City: KERMAN Zip Code: 93630
Contact: TIM PRZYBYLA Phone: (559) 846-9382

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment	\$ <u>489,693</u>
Surplus (Prior Years)	\$ _____
Unexpended, Held by Claimant	\$ _____
Other Agency	\$ _____

State Transit Assistance Fund

Estimate	\$ <u>134,856</u>
Prior Year Carryover	\$ <u>110</u>
Unexpended, Held by Claimant	\$ _____

Other

Audit Exception/Impairment (required General Fund Payback)	\$ _____
Other	\$ _____

TOTAL \$ 624,659

In accordance with Title 21, Chapter 3, Subchapter 2 and 2.5 of the California Code of Regulations, it is requested that an allocation be made in the total amount of

SIX HUNDRED TWENTY-FOUR THOUSAND SIX HUNDRED AND FIFTY-NINE DOLLARS
(spell out amount)

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund

Authorized Signature: 
Title: FINANCE DIRECTOR
Date: 8/6/08

Claimant: CITY OF KERMAN

PURPOSE	AMOUNT	SUB-TOTAL
1. Bicycle & Pedestrian Facilities (Art. 3)	\$ 9,798	
(Art. 8a)	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
		SUB-TOTAL \$ 9,798
2. Regional Transportation Planning		SUB-TOTAL \$ 13,682
3. Public Transportation (Art. 4)	\$	
(Art. 8c)	\$	
Other Agency ()	\$	
Other Agency ()	\$	
State Transit Assistance Funds	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
Other, specify ()	\$	
		SUB-TOTAL \$
4. Community Transit Service (CTSA, Art. 4.5)		SUB-TOTAL \$
5. Streets & Roads (Art. 8a)	\$ 394,762	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
		SUB-TOTAL \$ 394,762
6. To Be Claimed By: (Fresno County Rural Transit Agency)	\$ 182,602	
(Consolidated Transp. Serv. Agency)	\$ 23,815	
Other ()	\$	
Other ()	\$	
Other ()	\$	
		SUB-TOTAL \$ 206,417
7. Reserved In Fund Pending Further Claiming		SUB-TOTAL \$

Minus All Unexpended Funds Held By \$ _____

GRAND TOTAL PAYABLE TO CLAIMANT \$ _____

Page 2

Date: _____

Claimant: _____

BICYCLE AND PEDESTRIAN FACILITIES

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

Project Title and Brief Description		Project Cost
1. (Generic)	Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction;	\$ _____
AND/OR		
1. (Specific)		\$ _____
2. (Specific)		\$ _____
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ _____

Revenue Source & Amount

LTF (Article 3) \$ _____
 LTF (Article 8a) \$ _____
 Other: \$ _____
 Other: \$ _____
 Audit Exception - G.F. Payback .. \$ _____

STREETS AND ROADS CLAIM

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

Project Title and Brief Description		Project Cost
1. (Generic)	Development, Construction and Maintenance of Facilities	\$ _____
AND/OR		
1. (Specific)		\$ _____
2. (Specific)		\$ _____
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ _____

Revenue Source & Amount

LTF (Article 8a) \$ _____
 Other: \$ _____
 Other: \$ _____
 Audit Exception - G.F. Payback .. \$ _____

Date: 8/6/08

Claimant: CITY OF KERMAN

CONTINGENCY PROJECT LISTING

Should additional Local Transportation Fund or State Transit Assistance Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:

() **ARTICLE 3, BICYCLE & PEDESTRIAN FACILITIES**

Project Title & Brief Descriptions

Project Cost

1. Various Bicycle and Pedestrian facilities throughout \$ Amount of Add'l
the claimant's jurisdiction funds made available
in current FY.

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

() **ARTICLE 4, PUBLIC TRANSPORTATION**
OR
() **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions

Project Cost

1.

2.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

✓ **ARTICLE 8, STREETS AND ROADS**

Project Title & Brief Descriptions

Project Cost

1. Development, Construction and Maintenance of Facilities \$ Amount of Add'l
throughout the claimant's jurisdiction funds made available
in current FY.

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2008-41

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE CITY OF
ORANGE COVE, FY 2008-09

WHEREAS, the Council of Fresno County Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Orange Cove has submitted a Transportation Funding Claim for its FY 2008-09 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Orange Cove has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of Orange Cove has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.
3. On June 26, 2008 the COG Board approved Resolution 2008-23 which found that public transportation needs within the City of Orange Cove and its sphere of influence will be reasonably met in FY 2008-09.

BE IT FURTHER RESOLVED, that the COG hereby approves the Transportation Funding Claim submitted by the City of Orange Cove and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Council of Fresno County Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 18th day of September, 2008.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 18th day of September, 2008.

Signed: _____
Tony Boren, Executive Director

Date: 8/1/08

Claimant: CITY OF ORANGE COVE

RECEIVED

AUG 29 2008

BY: FRESNO COG

**TRANSPORTATION FUNDING CLAIM
FOR FISCAL YEAR: 2008/09**

TO: Council of Fresno County Governments
2100 Tulare Street, Suite 619
Fresno, California 93721

FROM: Applicant: CITY OF ORANGE COVE
Address: 633 6TH STREET
City: ORANGE COVE, CA Zip Code: 93646
Contact: JOE BECK, INTERM CITY ADMINISTRATOR Phone: 559-351-0628

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment		\$ <u>380,154</u>
Surplus (Prior Years)		\$ _____
Unexpended, Held by Claimant		\$ _____
Other Agency		\$ _____

State Transit Assistance Fund

Estimate		\$ <u>104,694</u>
Prior Year Carryover		\$ <u>92</u>
Unexpended, Held by Claimant		\$ _____

Other

Audit Exception/Impairment (required General Fund Payback)		\$ _____
Other		\$ _____

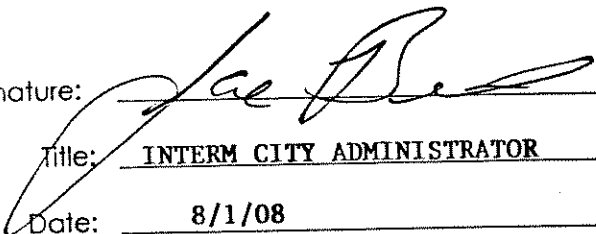
TOTAL \$ 484,940

In accordance with Title 21, Chapter 3, Subchapter 2 and 2.5 of the California Code of Regulations, it is requested that an allocation be made in the total amount of

FOUR HUNDRED EIGHTY FOUR THOUSAND NINE HUNDRED FORTY

(spell out amount)

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund

Authorized Signature: 

Title: INTERM CITY ADMINISTRATOR

Date: 8/1/08

Claimant: CITY OF ORANGE COVE

PURPOSE	AMOUNT	SUB-TOTAL
1. Bicycle & Pedestrian Facilities (Art. 3)	\$ 7,606	
(Art. 8a)	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant.....	\$	
		SUB-TOTAL \$ 7,606
2. Regional Transportation Planning		SUB-TOTAL \$ 10,622
3. Public Transportation (Art. 4)	\$	
(Art. 8c)	\$	
Other Agency ()	\$	
Other Agency ()	\$	
State Transit Assistance Funds.....	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant.....	\$	
Other, specify ()	\$	
		SUB-TOTAL \$
4. Community Transit Service (CTSA, Art. 4.5)		SUB-TOTAL \$
5. Streets & Roads (Art. 8a)	\$ 263,789	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant.....	\$	
		SUB-TOTAL \$263,789
6. To Be Claimed By: (Fresno County Rural Transit Agency)	\$ 184,447	
(Consolidated Transp. Serv. Agency)	\$ 18,476	
Other ()	\$	
Other ()	\$	
Other ()	\$	
		SUB-TOTAL \$ 202,923
7. Reserved in Fund Pending Further Claiming		SUB-TOTAL \$

GRAND TOTAL \$ 484,940

(Claim Total Must Agree With Total On First Page)

Minus All Unexpended Funds Held By \$ _____

GRAND TOTAL PAYABLE TO CLAIMANT \$ _____

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Date: 8/1/08

Claimant: CITY OF ORANGE COVE

BICYCLE AND PEDESTRIAN FACILITIES

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

Project Title and Brief Description	Project Cost
1. (Generic) Various Bicycle and Pedestrian facilities throughout the..... claimant's jurisdiction;	\$ <u>7,606</u>
AND/OR	
1. (Specific)	\$
2. (Specific)	\$
(add sheets if necessary)	
TOTAL PROJECT COSTS	\$

Revenue Source & Amount

LTF (Article 3) \$

LTF (Article 8a) \$

Other:..... \$

Other:..... \$

Audit Exception - G.F. Payback .. \$

STREETS AND ROADS CLAIM

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

Project Title and Brief Description	Project Cost
1. (Generic) Development, Construction and Maintenance of Facilities	\$ <u>263,789</u>
AND/OR	
1. (Specific)	\$
2. (Specific)	\$
(add sheets if necessary)	
TOTAL PROJECT COSTS	\$

Revenue Source & Amount

LTF (Article 8a) \$

Other:..... \$

Other:..... \$

Audit Exception - G.F. Payback .. \$

Date: 8/1/08

Claimant: CITY OF ORANGE COVE

CONTINGENCY PROJECT LISTING

Should additional Local Transportation Fund or State Transit Assistance Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:

☐ **ARTICLE 3, BICYCLE & PEDESTRIAN FACILITIES**

Project Title & Brief Descriptions

Project Cost

1. Various Bicycle and Pedestrian facilities throughout \$ Amount of Add'l
the claimant's jurisdiction funds made available
in current FY.

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

☐ **ARTICLE 4, PUBLIC TRANSPORTATION**
OR
☐ **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions

Project Cost

1. \$

2. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

☒ **ARTICLE 8, STREETS AND ROADS**

Project Title & Brief Descriptions

Project Cost

1. Development, Construction and Maintenance of Facilities \$ Amount of Add'l
throughout the claimant's jurisdiction funds made available
in current FY.

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2008-42

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE CITY OF
SANGER, FY 2008-09

WHEREAS, the Council of Fresno County Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Sanger has submitted a Transportation Funding Claim for its FY 2008-09 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Sanger has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of Sanger has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.
3. On June 26, 2008 the COG Board approved Resolution 2008-23 which found that public transportation needs within the City of Sanger and its sphere of influence will be reasonably met in FY 2008-09.

BE IT FURTHER RESOLVED, that the COG hereby approves the Transportation Funding Claim submitted by the City of Sanger and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Council of Fresno County Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 18th day of September, 2008.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 18th day of September, 2008.

Signed: _____
Tony Boren, Executive Director

Date: June 19, 2008

Claimant: City of Sanger

**TRANSPORTATION FUNDING CLAIM
FOR FISCAL YEAR: 2008/09**

TO: Council of Fresno County Governments
2100 Tulare Street, Suite 619
Fresno, California 93721

FROM: Applicant: City of Sanger
Address: 1700 7th Street
City: Sanger, CA Zip Code: 93657
Contact: Carlos Sanchez Phone: (559) 876-6300 Ext. 1150

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment	\$ 884,372
Surplus (Prior Years)	\$
Unexpended, Held by Claimant	\$
Other Agency	\$

State Transit Assistance Fund

Estimate	\$ 243,378
Prior Year Carryover	\$ 201
Unexpended, Held by Claimant	\$

Other

Audit Exception/Impairment (required General Fund Payback)	\$
Other	\$

TOTAL \$ 1,127,951

In accordance with Title 21, Chapter 3, Subchapter 2 and 2.5 of the California Code of Regulations, it is requested that an allocation be made in the total amount of

(spell out amount)

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund

Authorized Signature: _____

Title: Director of Administrative Services

Date: June 19, 2008

Date: June 19, 2008

Claimant: City of Sanger

TRANSPORTATION FUNDING CLAIM DETAIL

PURPOSE	AMOUNT	SUB-TOTAL
1. Bicycle & Pedestrian Facilities (Art. 3)	\$ 17,682	
(Art. 8a)	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
		SUB-TOTAL \$ 17,682
		SUB-TOTAL \$ 24,693
2. Regional Transportation Planning		
3. Public Transportation (Art. 4)	\$	
(Art. 8c)	\$	
Other Agency ()	\$	
Other Agency ()	\$	
State Transit Assistance Funds	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
Other, specify ()	\$	
		SUB-TOTAL \$
		SUB-TOTAL \$
4. Community Transit Service (CTSA Art. 4.5)		
	\$ 730,849	
5. Streets & Roads (Art. 8a)	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
		SUB-TOTAL \$ 730,849
6. To Be Claimed By: (Fresno County Rural Transit Agency)	\$ 311,137	
(Consolidated Transp. Serv. Agency)	\$ 43,590	
Other ()	\$	
Other ()	\$	
Other ()	\$	
		SUB-TOTAL \$ 354,727
		SUB-TOTAL \$
7. Reserved in Fund Pending Further Claiming		

GRAND TOTAL \$ 1,127,951

(Claim Total Must Agree With Total On First Page)

Minus All Unexpended Funds Held By \$

GRAND TOTAL PAYABLE TO CLAIMANT \$

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Date: June 19, 2008

Claimant: City of Sanger

BICYCLE AND PEDESTRIAN FACILITIES

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

Project Title and Brief Description		Project Cost
1. (Generic)	Various Bicycle and Pedestrian facilities throughout the..... claimant's jurisdiction;	\$ 17,682
AND/OR		
1. (Specific)		\$
2. (Specific)		\$
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$

Revenue Source & Amount

LTF (Article 3) \$
LTF (Article 8a) \$
Other: \$
Other: \$
Audit Exception - G.F. Payback .. \$

STREETS AND ROADS CLAIM

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

Project Title and Brief Description		Project Cost
1. (Generic)	Development, Construction and Maintenance of Facilities	\$ 730,849
AND/OR		
1. (Specific)		\$
2. (Specific)		\$
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$

Revenue Source & Amount

LTF (Article 8a) \$
Other: \$
Other: \$
Audit Exception - G.F. Payback .. \$

Date: June 19, 2008

Claimant: City of Sanger

CONTINGENCY PROJECT LISTING

Should additional Local Transportation Fund or State Transit Assistance Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:

() **ARTICLE 3, BICYCLE & PEDESTRIAN FACILITIES**

Project Title & Brief Descriptions

Project Cost

1. Various Bicycle and Pedestrian facilities throughout..... \$ Amount of Add'l
the claimant's jurisdiction funds made available
in current FY.

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

() **ARTICLE 4, PUBLIC TRANSPORTATION**
OR
() **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions

Project Cost

1.

2.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

(x) **ARTICLE 8, STREETS AND ROADS**

Project Title & Brief Descriptions

Project Cost

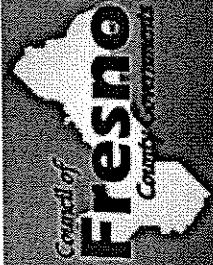
1. Development, Construction and Maintenance of Facilities..... \$ Amount of Add'l
throughout the claimant's jurisdiction funds made available
in current FY.

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____



Legislation Summary September

Bill# Author	Topic	Dead/2 YR	1st Desk	1st Policy	1st Fiscal	1st Floor	2nd Desk	2nd Policy	2nd Fiscal	2nd Floor	Conf./Conc.	Enrolled	Vetoed	Chaptered	Page #
<u>AB 660</u> Galgiani	Railroad-highway grade separations.	Enrolled													1
<u>AB 842</u> Jones	Regional plans: traffic reduction.	Enrolled													2
<u>AB 901</u> Nunez	High-occupancy toll (HOT) lanes.	2nd Policy													2
<u>AB 981</u> Leno	Treasure Island Transportation Management Act.	Enrolled													3
<u>AB 995</u> Krekorian	Parks and nature education facilities.	2nd Policy													4
<u>AB 1077</u> Lieber	State Air Resources Board: plug-in hybrid electric vehicles.	2nd Fiscal													4
<u>AB 1129</u> Arambula	Local Housing Trust Fund Matching Grant Program.	Enrolled													4
<u>AB 1209</u> Karnette	Vehicles: HOV lanes.	Enrolled													5

<u>AB 1221</u> Ma	Transit village developments: infrastructure financing.	Enrolled ████████████████████	5
<u>AB 1252</u> Caballero	Housing and Emergency Shelter Trust Fund Act of 2006: Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.	Chaptered ████████████████████	6
<u>AB 1350</u> Nunez	Transportation bond funds.	2nd Fiscal ████████████████████	6
<u>AB 1358</u> Leno	Planning: circulation element: transportation.	Enrolled ████████████████████	7
<u>AB 1815</u> Feuer	California Transportation Infrastructure Funding Task Force.	Dead ████████████████████	7
<u>AB 1845</u> Duvall	Highway-railroad grade separations.	2nd Policy ████████████████████	8
<u>AB 1850</u> Devore	Office of Public-Private Partnerships.	Dead ████████████████████	9
<u>AB 1904</u> Torrico	Transportation: programming of projects.	Dead ████████████████████	9
<u>AB 2093</u> Jones	General plan: mandatory elements: climate change.	2nd Policy ████████████████████	9
<u>AB 2182</u> Caballero	School facilities.	2nd Policy ████████████████████	10
<u>AB 2295</u> Arambula	Transportation capital improvement projects.	Enrolled ████████████████████	10

<u>AB 2342</u> Parra	California Partnership for the San Joaquin Valley.	2nd Fiscal	10
<u>AB 2388</u> Feuer	Vehicles: registration fees.	Dead	11
<u>AB 2494</u> Caballero	Housing-Related Parks Program.	Enrolled	11
<u>AB 2500</u> Strickland	Grade separation projects.	Dead	12
<u>AB 2522</u> Arambula	San Joaquin Valley Unified Air Pollution Control District.	Enrolled	12
<u>AB 2596</u> Jones	California Global Warming Solutions Act of 2006: cities and counties.	Dead	12
<u>AB 2638</u> Coto	California Air Quality and Environmental Health Act of 2008.	Dead	13
<u>AB 2650</u> Carter	Department of Transportation: environmental review process: reports.	Chartered	13
<u>AB 2870</u> DeSaulnier	Land use: environmental quality.	2nd Policy	14
<u>AB 3005</u> Jones	Community development: mitigation fees.	Enrolled	14
<u>AB 3034</u> Galgiani	Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century.	Chartered	15

<u>AB 3064</u> Committee on Transportation	Transportation.	Enrolled ████████████████████	16
<u>ACA 10</u> Feuer	Bonded indebtedness: local government; transportation infrastructure.	1st Policy ████████	17
<u>SB 27</u> Simittian	Sacramento-San Joaquin Delta Emergency Preparedness Act of 2008.	Enrolled ████████████████████	17
<u>SB 240</u> Florez	San Joaquin Valley Unified Air Pollution Control District.	2nd Fiscal ████████████████████	17
<u>SB 286</u> Lowenthal	Transportation enhancement funds: conservation corps.	Enrolled ████████████████████	18
<u>SB 303</u> Ducheny	Local government: land use planning.	2nd Fiscal ████████████████████	18
<u>SB 375</u> Steinberg	Transportation planning: travel demand models: sustainable communities strategy: environmental review.	Enrolled ████████████████████	19
<u>SB 445</u> Torlakson	Greenhouse gas mitigation fee.	2nd Policy ████████████████████	19
<u>SB 494</u> Kehoe	Vehicular air pollution control: clean alternative fuels.	2nd Policy ████████████████████	20
<u>SB 732</u> Steinberg	Environment.	Enrolled ████████████████████	21
<u>SB 974</u> Lowenthal	Ports: congestion relief: air pollution mitigation: regulatory fee.	Enrolled ████████████████████	21

<u>SB 1165</u> Kuehl	Environment: environmental impact report.	Dead [REDACTED]	21
<u>SB 1363</u> Perata	Transportation projects: comprehensive development lease agreements.	1st Policy [REDACTED]	22
<u>SB 1507</u> Oropeza	Highway construction: school boundaries.	2nd Policy [REDACTED]	22
<u>SB 1548</u> Florez	San Joaquin Valley Unified Air Pollution Control District: city selection committee.	Enrolled [REDACTED]	23
<u>SBX2 1</u> Perata	Water quality, flood control, water storage, and wildlife preservation.	Enrolled [REDACTED]	23
<u>SBX3 5</u> Committee on Budget and Fiscal Review	Highway Users Tax Account.	1st Floor [REDACTED]	24
Total Position Forms: 47			



Legislation Summary September

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 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	08/28/2008-Senate amendments concurred in. To enrollment. (Ayes 73. Noes 3. Page 6922.)	Watch	MERCED COG-support KERN COG-oppose

	authorization. The bill would redefine the terms "grade separation" and "project" 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.			
AB 842 Jones	Regional plans: traffic reduction. (1) 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 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. This bill contains other related provisions.	08/29/2008-In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To enrollment.	Watch	CALCOG-support
AB 901 Nunez	High-occupancy toll (HOT) lanes. Existing law authorizes a regional transportation agency, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value-pricing program and exclusive or preferential lane facilities for public transit. Existing law requires the commission to review these applications and submit an eligible application to the Legislature for approval or rejection. Existing law requires	08/04/2008-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR. Withdrawn from committee. Re-referred to Com. on RLS.	Watch	

	approval to be achieved by enactment of a statute. Existing law prohibits approval of an application on or after January 1, 2012. This bill would authorize a value-pricing and transit development demonstration program involving HOT lanes to be conducted, administered, developed, and operated on State Highway Route 110 and Interstate 10 in Los Angeles County by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The bill would require the LACMTA and the Department of Transportation to implement the program pursuant to a cooperative agreement that addresses specified matters in connection with the program and to establish appropriate traffic flow guidelines, as specified. The bill would authorize the LACMTA to establish, collect, and administer the toll and to use the revenues for administrative costs, as specified. The bill would require the LACMTA and the department to report to the Legislature by December 31, 2012, on the demonstration program.			
<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 adoption and administration of a transportation program, collection and use of revenues generated from those fees,	08/29/2008-Senate amendments concurred in. To enrollment.	Watch	

	and coordination with the San Francisco Municipal Transportation Agency . This bill contains other related provisions and other existing laws.			
<u>AB 995</u> Krekorian	Parks and nature education facilities. The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, an initiative statute adopted by the voters at the November 7, 2006, statewide general election, among other things, makes \$100,000,000 in bond funds available to the Department of Parks and Recreation (department) for grants for nature education and research facilities and equipment to nonprofit organizations and public institutions, including natural history museums, aquariums, research facilities, and botanical gardens. This bill would require the department to establish a program to offer grants, on a competitive basis, to eligible projects submitted by eligible nonprofit organizations, and public institutions, including natural history museums, aquariums, nature education and research facilities, and botanical gardens. This bill contains other related provisions.	08/28/2008-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS.	Watch	
<u>AB 1077</u> Lieber	State Air Resources Board: plug-in hybrid electric vehicles. Existing law grants to the State Air Resources Board primary authority for the control of air pollution from vehicular sources. Existing law authorizes the state board to adopt and implement motor vehicle emissions standards and motor vehicle specifications. This bill would enact the California Plug-In Hybrid Electric Vehicle Leadership Act of 2007. The bill would establish the California Plug-In Hybrid Electric Vehicle Coordinating Council, with specified membership, to develop and carry out a strategy of coordination and collaboration between entities and organizations engaged in activities relating to plug-in hybrid electric vehicles. The bill would require the council, on or before October 1, 2008, to identify the percentage or number of plug-in hybrid vehicles that could reasonably be added to the state vehicle fleet in the future. This bill contains other related provisions and other existing laws.	08/30/2007-In committee: Set, first hearing. Held under submission.	Watch	
<u>AB 1129</u> Arambula	Local Housing Trust Fund Matching Grant Program. Existing law establishes the Local Housing Trust Fund Matching Grant Program for the purpose of supporting local	08/14/2008-Senate amendments concurred in. To enrollment. (Ayes 47. Noes 28.	Support	Tulare COG-support PARTNERSHIP-

	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, based on the decennial United States Census for the year 2000, and at \$1,000,000 for all other trusts. This bill contains other related provisions and other existing laws.	Page 6476.)		support
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.	08/19/2008-Assembly Rule 77 suspended. (Page 6682.) Senate amendments concurred in. To enrollment. (Ayes 57. Noes 18. Page 6692.)	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	08/30/2008-Senate amendments concurred in. To enrollment.	Watch	CALCOG-support

	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 recast the area included in a transit village plan to include all land within not more than 1/2 mile of the main entrance of a transit station. This bill would require a transit village plan financed by bonds issued through an infrastructure financing district to include specified demonstrable public benefits regarding housing, provide replacement dwelling units at an affordable housing cost when specified dwelling units are destroyed or removed, and provide 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.	06/30/2008-Chartered by the Secretary of State, Chapter Number 39, Statutes of 2008	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 November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State	01/28/2008-In committee: Hearing postponed by committee. (Refers to 8/20/2007 hearing)	Watch	

	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 .			
AB 1358 Leno	Planning: circulation element: transportation. Existing law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city with specified elements, including a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan. This bill would require, commencing January 1, 2011, that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all 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.	08/29/2008-In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To enrollment.	Watch	
AB 1815 Feuer	California Transportation Infrastructure Funding Task Force.	06/02/2008-Failed Deadline pursuant to Rule 61(b)(11).	Watch	LEAGUE OF CITIES-support

	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.	Last location was TRANS.		
<u>AB 1845</u> Duvall	Highway-railroad grade separations. Existing law provides for the Department of Transportation to include \$15,000,000 in its annual proposed budget for highway-railroad grade separation projects. Existing law requires the Public Utilities Commission to establish an annual priority list for expenditure of these funds, which are allocated to specific projects by the California Transportation Commission. Existing law, pursuant to Proposition 1B, approved by the voters at the November 7, 2006 general election, provides for the allocation of \$250,000,000 in general obligation bond funds to grade separation projects. It requires \$150,000,000 of these funds to be available pursuant to the above-described priority list process, with certain exceptions, and the remaining \$100,000,000 to be available for allocation by the California Transportation Commission to projects that are not part of that process. This bill would make inoperative the requirement for the department to include \$15,000,000 in its annual budget for highway-railroad grade separation projects on the date that the Director of Transportation notifies the Secretary of State that all funds made available for grade separation projects by the above-referenced bond act have been fully allocated and expended, and all required expenditure reports have been completed, and would repeal these provisions on January 1 of the year commencing thereafter . The bill would make inoperative and repeal various other related provisions. The bill would also require notification of certain legislative committees in that regard, and would provide for	06/17/2008-In committee: Set, second hearing. Hearing canceled at the request of author.	Watch	

	the reversion of any unallocated State Highway Account funds budgeted for grade separations to that account.			
AB 1850 DeVore	Office of Public-Private Partnerships. Existing law authorizes various methods to finance public facilities that are necessary to meet the needs of the state. This bill would, until January 1, 2019, create the Office of Public-Private Partnerships within the office of the Governor and a process for the Office of Public-Private Partnerships to develop formal public-private partnership agreements to facilitate the construction and maintenance of the state's infrastructure, as defined. This bill would require the Director of the Office of Public-Private Partnerships to provide the Legislature with 90 days' notice before committing the state to participate in any partnership agreement.	06/02/2008-Failed Deadline pursuant to Rule 61(b)(11). Last location was B. & P.	Watch	
AB 1904 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	
AB 2093 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 guidelines for the preparation and content of the	06/25/2008-In committee: Set first hearing. Failed passage. Reconsideration granted.	Watch	

	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. Re-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 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.	08/12/2008-Senate amendments concurred in. To enrollment. (Ayes 78. Noes 0. Page 6311.)	Watch		
<u>AB 2342</u> Parra	California Partnership for the San Joaquin Valley. Existing law authorizes 2 or more public agencies, including	08/07/2008-In committee: Set, first hearing. Held under	Support	SJV REGIONAL POLICY	

	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.	submission.		COUNCIL- support
AB 2388 Feuer	Vehicles: registration fees. Existing law requires that a registration fee of \$31 be paid to the Department of Motor Vehicles for the registration of every vehicle or trailer coach of a type subject to registration under the Vehicle Code, except those vehicles that are expressly exempted under that code from the payment of registration fees. Existing law also requires that additional fees be paid upon registration or renewal of every vehicle for specified purposes and, beginning July 1, 2008, increases the basic registration by \$3. This bill would additionally impose for the registration of a passenger vehicle (1) a weight fee for a vehicle operated with an unladen vehicle weight of 10,000 pounds or less according to a specified schedule and (2) a carbon dioxide (CO2) fee based on the pounds of CO2 emitted by the vehicle. The bill would apply these provisions to all original registrations on or after July 1, 2010, and to 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.	06/02/2008-Failed Deadline pursuant to Rule 61(b)(11). Last location was TRANS.	Watch	
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,	08/30/2008-In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To enrollment.	Support	

	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 for the creation, development, or rehabilitation of park and recreation facilities, to cities, counties, and cities and counties that meet certain criteria and issue housing starts, as defined, for 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.	08/26/2008-In Assembly. To enrollment.	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. Existing law, the California Global	05/30/2008-Failed Deadline pursuant to Rule 61(b)(11). Last location was APPR. SUSPENSE FILE	Watch	CSAC-concerned LEAGUE OF CITIES-oppose

	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 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.	06/02/2008-Failed Deadline pursuant to Rule 61(b)(11). Last location was TRANS.	Watch	
<u>AB 2650</u> Carter	Department of Transportation: environmental review process: reports. Existing law gives the Department of Transportation full possession and control of state highways and associated property. Existing federal law requires the United States Secretary of Transportation to carry out a surface	08/01/2008-Chaptered by the Secretary of State, Chapter Number 248, Statutes of 2008	Support	KERN COG-support CALCOG-support

	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.			
<u>AB 2870</u> DeSaulnier	Land use: environmental quality. Existing law, the Planning and Zoning Law, requires that a State Environmental Goals and Policy report be prepared and regularly reviewed and revised. Under existing law, the report's purpose is to record approved goals, policies, and decisions of state government related to statewide growth and development and the preservation of environmental quality. This bill would create the California Blueprint Implementation Council, consisting of designated members, that would, in part, facilitate implementation of regional blueprint projects. The bill would also require the council to report to the Legislature on state planning matters and specified regional performance measures. 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.	06/25/2008-In committee: Set, first hearing. Hearing canceled at the request of author.	Watch	CALCOG-Sponsor
<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	08/31/2008-Senate amendments concurred in. To enrollment.	Watch	LEAGUE OF CITIES-oppose

	agency, when imposing as a condition of approval of a development project an impact fee for mitigating vehicular traffic impacts of a housing development that satisfies certain characteristics, to set the fee, or the portion thereof relating to vehicular traffic impacts, at a rate that reflects a lower rate of automobile trip generation. The bill would, until January 1, 2011, exempt from this requirement a housing development in an area having a capital improvement plan for which traffic mitigation fees are collected. The bill would authorize a local agency to charge an impact fee in proportion to the estimated rate of automobile trip generation associated with a housing development if the housing development does not satisfy the specified characteristics. This bill contains other related provisions and other existing laws.			
AB 3034 Galgiani	Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Existing law, Chapter 697 of the Statutes of 2002, as amended by Chapter 71 of the Statutes of 2004 and Chapter 44 of the Statutes of 2006, provides for submission of the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the voters for approval at the November 4, 2008, general election. Subject to voter approval, the act would provide for the issuance of \$9.95 billion of general obligation bonds, \$9 billion of which would be available in conjunction with any available federal funds for planning and construction of a high-speed train system pursuant to the business plan of the High-Speed Rail Authority, and \$950 million of which would be available for capital projects on other passenger rail lines to provide connectivity to the high-speed train system and for capacity enhancements and safety improvements to those lines. This bill would repeal the above-referenced provisions and enact new provisions submitting a \$9.95 billion general obligation bond act to the voters for approval at the November 4, 2008, general election for the same purposes. The bill would revise and recast the previously proposed bond act. The bill would refer to construction of a high-speed train system consistent with the authority's certified environmental impact reports of November 2005 and July 9, 2008, rather than with the final business plan of June 2000. The bill would revise the descriptions of route corridors of the	08/26/2008-Chaptered by Secretary of State - Chapter No. 267, Statutes of 2008	Support	SJV REGIONAL POLICY COUNCIL- support PARTNERSHIP- support

	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 high-speed rail bond proceeds be used for environmental studies, planning, and preliminary engineering activities and that not more than 2.5% of high-speed rail bond proceeds be used for administrative expenses, except as specified. The bill would generally 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, but would also provide that up to 7.5% of high-speed rail bond proceeds may be used for specified expenditures outside of those requirements. The bill would require the authority to give priority in selecting corridors for construction to those corridors that are expected to require the 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.			
AB 3064 Committee on Transportation	Transportation. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of \$19.925 billion in general obligation bonds for various transportation improvements, of which \$2 billion are to be allocated to cities and counties for specified local street and road improvements. Existing law requires a city or county to reimburse the state for funds it receives if it fails to comply with certain conditions applicable to the expenditure of the bond funds. This bill would require any interest or other return earned by a city or county from investment of bond funds received under these provisions to be expended or reimbursed under the same conditions as are applicable to the bond funds themselves. This bill contains other related provisions and other existing laws.	08/29/2008-In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To enrollment.	Watch	

ACA 10 Feuer	Bonded indebtedness: local government: transportation infrastructure. The California Constitution prohibits any ad valorem tax on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit on ad valorem tax on real property for a city, county, or city and county to pay for bonded indebtedness, incurred to fund specified transportation infrastructure, that is approved by 55% of the voters of the city, county, or city and county, as appropriate. This bill contains other related provisions and other existing laws.	06/12/2008-Referred to Coms. on L. GOV., TRANS. and APPR.	Watch	
SB 27 Simitan	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, upon receipt of appropriate funding, to establish, until January 1, 2011, the Sacramento-San Joaquin Delta Multi-Hazard Coordination Task Force, which would be led by the office, and include the Delta Protection Commission, the Department of Water Resources, and a single representative from each of the 5 delta counties. The task force would be required to make recommendations to the office relating to the creation of an interagency unified command system organizational framework, coordinate the development of a draft emergency preparedness and response strategy for the delta region, and develop and conduct an all-hazard emergency response exercise in the delta. The task force would be required to submit a report with its strategy and recommendations to the Legislature and the Governor prior to January 1, 2011, and cease to exist on or before January 1, 2011.	08/28/2008-Senate concurs in Assembly amendments. (Ayes 36. Noes 0. Page 5423.) To enrollment.	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	08/30/2007-Set, second hearing. Held in committee and under submission.	Watch	

	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.			
<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 the department to develop and transportation planning agencies, county transportation commissions or authorities, and congestion management agencies to utilize 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.	08/21/2008-Senate concurs in Assembly amendments. (Ayes 22. Noes 11. Page 5263.) To enrollment.	Watch	MERCED COG-support LEAGUE OF CITIES-support CSAC-support
<u>SB 303</u> 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	08/07/2008-Set, second hearing. Held in committee and under submission.	Oppose	CALCOG-oppose RCRC-oppose LEAGUE OF CITIES-oppose

	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 a transportation planning agency with a population exceeding 200,000 persons (A) to prepare an initial planning scenario, as specified, and an alternative planning scenario, as specified, (B) to adopt and publish procedures governing the preparation and adoption of the initial planning scenario and the 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.			
SB 375 Steinberg	Transportation planning: travel demand models: sustainable communities strategy: environmental review. Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. 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 to maintain guidelines, as specified, for travel demand models used in the development of regional transportation plans by metropolitan planning organizations. The bill would require the commission to consult with various agencies in this regard, and to form an advisory committee and to hold workshops before amending the	08/30/2008-From committee: That the Assembly amendments be concurred in. (Ayes 8. Noes 3. Page 5513.) Senate concurs in Assembly amendments. (Ayes 25. Noes 14. Page 5509.) To enrollment.	Oppose Unless Amended	SJV REGIONAL POLICY COUNCIL-Neutral TULARE COG - oppose MERCED COG - oppose CALCOG-support KERN COG-oppose RCRC-oppose LEAGUE OF CITIES-support CSAC-support

	guidelines. This bill contains other related provisions and other existing laws.			
<u>SB 445</u> Torlakson	Greenhouse gas mitigation fee. Existing law provides various sources of revenue to fund transportation operations and capital improvements, including certain revenues derived from fees or taxes imposed at the local or regional level at the option of the administering agency. This bill would authorize specified regional transportation agencies to impose a greenhouse gas mitigation fee. 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 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.	06/17/2008-Set, second hearing. Hearing canceled at the request of author.	Watch	CALCOG-support
<u>SB 494</u> Kehoe	Vehicular air pollution control: clean alternative fuels. Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air 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	02/14/2008-Hearing postponed by committee. (Refers to 7/9/2007 hearing)	Watch	

	commencing January 1, 2020, 50% of new passenger vehicles and light-duty trucks sold in California each year are clean alternative vehicles. The bill would require the state board to submit a report to the Legislature on the progress passenger vehicle and light-duty truck manufacturers have made in meeting these requirements, the progress the state has made in increasing the use of alternative fuels and reducing the state's dependence on imported petroleum and petroleum fuels, and any improvements in public health and the environment attributable to the use of clean alternative fuels, as specified. This bill contains other related provisions and other existing laws.			
<u>SB 732</u> Steinberg	Environment. The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, an initiative statute approved by the voters at the November 7, 2006, statewide general election makes about \$5.4 billion in bond funds available for safe drinking water, water quality and supply, flood control, natural resource protection, and park improvements. This bill would require the State Department of Public Health, the Department of Fish and Game, and the San Francisco Bay Area Conservancy, when implementing the provisions of the initiative, among other things, to develop and adopt guidelines and regulations, consult with other entities, conduct studies, and follow certain procedures for establishing a project, grant, loan, or other financial assistance program implementing the initiative. This bill contains other related provisions.	08/31/2008-Senate concurs in Assembly amendments. (Ayes 23. Noes 14.) To enrollment.	Watch	
<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 from 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.	08/05/2008-Senate concurs in Assembly amendments. (Ayes 22. Noes 10. Page 4787.) To enrollment.	Support w/Amendments	SVJ REGIONAL POLICY COUNCIL - 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	06/02/2008-Failed Deadline pursuant to Rule 61(b)(11). Last location was THIRD	Watch	LEAGUE OF CITIES-oppose CSAC-oppose

	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, 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.	READING		
<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	06/23/2008-Set, second hearing. Failed passage in committee. Reconsideration granted.	Oppose	SJV REGIONAL POLICY COUNCIL-oppose SAN JOAQUIN COG-oppose KERN COG-

to lay out and construct all state highways between the termini designated by law and on the locations as determined by the California Transportation Commission. This bill would prohibit the commission from authorizing the construction or expansion of, and the department from constructing or expanding, 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.

oppose

SB 1548
Florez

San Joaquin Valley Unified Air Pollution Control District: city selection committee.

Existing law establishes the San Joaquin Valley Unified Air Pollution Control District formed by the Counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare, and consisting of the Counties of Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare, and that portion of the County of Kern that is within the San Joaquin Valley Air Basin, as a single integrated agency with all staff under one centralized management structure that is able to implement programs on a basinwide basis. Existing law requires the district to be governed by a district board composed of a total of 15 voting members. Of those members, existing law requires 5 members to be appointed by cities within the territory of the district, based on region and population. This bill would create a local city selection committee to appoint these members pursuant to specified requirements, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.

08/07/2008-Senate concurs in Assembly amendments. (Ayes 39. Noes 0. Page 4851.) To enrollment.

Watch

SBX2.1
Perata

Water quality, flood control, water storage, and wildlife preservation.

The Integrated Regional Water Management Planning Act of 2002 authorizes a regional water management group, as defined, to prepare and adopt a regional water plan meeting specified requirements. This bill would repeal these provisions of law and enact the Integrated Regional Water

08/31/2008-In Senate. To unfinished business. Unanimous consent granted to consider without reference to file. Senate concurs in Assembly amendments. (Ayes 24. Noes 12.) To enrollment.

Watch

	Management Planning Act. Regional water management groups, as defined, would be authorized to prepare and adopt integrated regional water management plans meeting specified requirements. This bill contains other related provisions and other existing laws.			
<u>SBX3.5</u> Committee on Budget and Fiscal Review	Highway Users Tax Account. Existing law requires state excise fuel tax revenues to be deposited in various accounts and to be allocated, in part, for various purposes, including the cost of collection and authorized refunds. Existing law requires the balance of these funds remaining after authorized deductions to be transferred to, and deposited monthly in, the Highway Users Tax Account in the Transportation Tax Fund. Existing law provides for annual and monthly apportionment by the Controller of specified revenues in the Highway Users Tax Account to counties and cities for the transportation purposes authorized by Article XIX of the California Constitution. This bill would require transfers of those revenues from the Highway Users Tax Account to counties or cities that would otherwise be made during certain months of 2008, to instead be made in September of 2008, as specified. The bill would allow those counties or cities to make use of any cash balance in any county or city account that is designated for the receipt of state funds allocated for local streets and roads maintenance, including specified bond funds, during the period of this suspension, without the use of this cash being reflected as an expenditure of bond act funds, provided the cash is replaced once this suspension is repaid in September of 2008. This bill contains other related provisions and other existing laws.	02/19/2008-From SECOND READING: Read second time and amended.To THIRD READING. (Enrolled Text Pulled.)	Watch	
Total Position Forms: 47				



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MEMORANDUM

DATE: September 18, 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
City of San Joaquin Waste Water Treatment Plant	City of San Joaquin	\$4,100,000	\$1,100,000	\$5,200,000
Head Start Program - Training and Technical Assistance Supplemental Funding	Fresno County Economic Opportunities Commission	\$3,457	\$864	\$4,321

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 # 05-2008-147*
Project Title: *City of San Joaquin Waste Water Treatment Plant*
Applicant Agency: *City of San Joaquin*
Contact Person: *Cruz W. Ramos*
Address: *21900 Colorado Avenue, PO Box 758, San Joaquin, CA*
93660
Phone: *559-693-4311*
Federal Catalog #: *11-300*
Status: *New*
Area of Impact: *City of San Joaquin*
Federal Funding Agency: *Public Works and Economic Development Program*

FUNDING:

\$4,100,000 Federal
\$0 Applicant
\$1,100,000 State
\$0 Local
Other
\$5,200,000 TOTAL

Economic Development Administration, United States Department of Commerce for Public Works and Facilities Grant to assist in construction involving upgrade and expansion of the City of San Joaquin's Waste Water Plant.

PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2008-148*
Project Title: *Head Start Program –Training and Technical Assistance
Supplemental Funding Proposal*
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:

\$3,457 Federal
\$864 Applicant
\$0 State
\$0 Local
Other
\$4,321 TOTAL

Head Start Program –Training and Technical Assistance Supplemental Funding

