

**TRANSPORTATION TECHNICAL COMMITTEE
AGENDA**

Date: Wednesday, May 6, 2009
Time: 8:30 a.m.
Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

*****Hardcopies of Website Enclosures will be made available to Committee Members at the meeting.*****

Americans with Disabilities Act (ADA) Accommodations

The Fresno COG offices and restrooms are ADA accessible. Representatives or individuals with disabilities should contact Fresno COG at (559) 233-4148, at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting / public hearing. If Fresno COG is unable to accommodate an auxiliary aid or translation request for a public hearing, after receiving proper notice, the hearing will be continued on a specified date when accommodations are available.

Item	Description	Enclosure	Action*
I.	PUBLIC PRESENTATIONS		
	This portion of the meeting is reserved for persons wishing to address the TTC on items within its jurisdiction but not on this agenda. Note: Prior to action by the TTC on any item on this agenda, the public may comment on that item. Unscheduled comments may be limited to 3 minutes.		
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.		
A.	TTC Executive Minutes of April 8, 2009	Yes	Approve
B.	Reaffirm Fresno COG's Support for Designating State Route 99 as an Interstate [BOREN]	Yes	Approve
C.	Transportation Funding Claim, FY 2009-10 City of Fresno, RESOLUTION 2009-11 [BESHEARS]	Handout	Approve
D.	Transit Planning Documents:		
1.	Short Range Transit Plan for the Fresno Urban Area – 2010-14 [LONG]	Website	45-Day Review
2.	Clovis Consolidated Transportation Services Agency (CTSA) FY 2009-10 Operations Program & Budget [HALTERMAN–CITY OF CLOVIS]	Website	45-Day Review
3.	Short Range Transit Plan for the Rural Fresno County Area – 2010-14 [J.Webster]	Website	45-Day Review
4.	FCRTA Item: FY2009-10 Fresno County Rural Transit Agency Budget [J.WEBSTER]	Website	45-Day Review
5.	Urban & Rural Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, FY 2009-10 [JOSEPH – FRESNO EOC]	Website	45-Day Review
E.	Farmland Conservation Model Program Update [SOBRADO]	No	Information
F.	On-Call Modeling Assistance Contract Extension [BITNER]	No	Information
G.	Transportation Development Act (TDA) - Decreased Revision of 2008/09 Estimates [BESHEARS]	Yes	Information
H.	Monthly Legislative Update [DANSBY]	Yes	Information

III. ACTION / DISCUSSION ITEMS

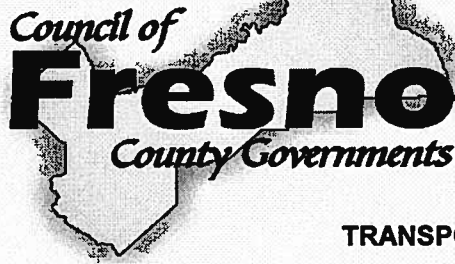
A. FY 2009-10 Final Overall Work Program (OWP) and Budget, RESOLUTION 2009-05 [BOREN]	Yes/ Website	Approve
B. Adoption of the Fresno COG Environmental Justice (EJ) Plan, RESOLUTION 2009-10 [SOBRADO]	Yes/ Website	Approve
C. Blueprint Update – DRAFT Blueprint Progress Report [STECK]	Yes	45-Day Review
D. Memorandum of Understanding regarding Goods Movement Planning [THOMPSON]	Yes	Approve
E. 2011 Regional Transportation Plan [THOMPSON]	Yes	Info/Discussion
F. American Recovery and Reinvestment Act [DEVERE-OKI]	Yes	Info/Discussion
G. Fresno/Madera Urban Route 99 CSMP, RESOLUTION 2009-12 [BOREN]	Yes/ Website	Approve
H. Caltrans Monthly Report [CALTRANS]	No	Info/Discussion

IV. OTHER BUSINESS

- A. Items from Staff
- B. Items from Members

***Items listed as information still leave the option for guidance/direction actions by the Committee.**

****All enclosures are available on our website at www.fresnocog.org – Committees and Agendas**



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A. TTC Executive Minutes of April 8, 2009

B. Reaffirm Fresno COG's Support for Designating State Route 99 as an Interstate [BOREN]

Summary: As you are aware, over the last several years, the San Joaquin Valley COGs and Caltrans have been working with Congressmen Nunes and Costa to pursue interstate designation for State Route 99. Due to the fact that several COGs in the Valley are still undecided about pursuing the interstate designation, Caltrans has hired a consulting firm (Remi Inc.) to conduct an economic analysis to determine if there are financial benefits that would accrue to a community should Interstate status be obtained. In addition, Caltrans has developed a set of Interstate designation criteria (attached) that identify the performance metrics that would be utilized by FHWA and Caltrans should State Route 99 be converted to an Interstate. Also attached is a county by county breakdown of the cost estimates.

Historically, Fresno COG has been at the forefront in the San Joaquin Valley in terms of advocating and supporting the concept of converting State Route 99 into an interstate facility. This position is consistent with the San Joaquin Valley Partnership's long held support for conversion as well. In order to adequately ascertain where each of the COGs are at this point in time, and hopefully move forward to some form of closure on the subject, the San Joaquin Valley COG Directors are requesting that each COG Policy Board take an action reaffirming their support or non-support for the concept.

Action: Fresno COG staff recommends the COG Policy Board reaffirm their support for converting State Route 99 into an Interstate.

C. Transportation Funding Claim, FY 2009-10 City of Fresno, RESOLUTION 2009-11 [BESHEARS]

Summary: Staff will provide a handout of the 2009-10 Transportation Development Act Claim for the City of Fresno, including the amounts claimed for Local Transportation Funds (LTF) and State Transit Assistance (STA) funds. Staff will also provide a handout of Resolution 2009-11.

Action: Upon affirmation from staff that amounts claimed are consistent with apportionments previously approved by the Board, staff recommends approval of the funding claim by adopting Resolutions 2009-11.

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

D. Transit Planning Documents:

1. Short Range Transit Plan for the Fresno Urban Area 2010-14 [LONG]

Summary: The Short-Range Transit Plan for the Fresno-Clovis Urbanized Area (SRTP) is the annual update to the operating plan and capital programs for Fresno Area Express FAX and Clovis Transit. The purpose of this Plan is to promote a comprehensive, coordinated and continuous planning process for transit service in the Fresno-Clovis Metropolitan Area FCMA. This Plan represents a short-range evaluation of transit needs and proposes specific recommendations for implementing the long-range objectives of Fresno County's Regional Transportation Plan. The Plan will guide the provision of transit services in the FCMA over the next five years. The Draft Short-Range Transit Plan must undergo a 45-day review process before the plan can be adopted by the Council of Fresno County Governments COG Policy Board. Upon completion of the 45 day review period, COG staff will prepare a final draft of the Plan. The Plan is scheduled for adoption by the COG Board on June 25, 2010. The Social Service Transportation Advisory Council (SSTAC) began their review of the document on April 28, 2009. The draft Short-Range Transit Plan for the Fresno-Clovis Urbanized Area (SRTP) is available on the Fresno COG website at: <http://www.fresnocog.org/document.php?pid=361>.

Action: Staff recommends concurrence with the initiation of the 45-day review by the SSTAC for adoption on June 25, 2009 by the COG Policy Board.

2. Clovis Consolidated Transportation Services Agency (CTSA) FY 2009-10 Operations Program & Budget [HALTERMAN – CITY OF CLOVIS]

Summary: The Clovis Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget FY 2009-10 for the Clovis Urban Area is designed to provide an overview of how and in what manner the Clovis Consolidated Transportation Service Agency will provide service over the next fiscal year. The Social Service Transportation Advisory Council (SSTAC) began their review of the document on April 28, 2009. Clovis Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget FY 2009-10 for the Clovis Urban Area document is available on the Fresno COG website at: <http://www.fresnocog.org/document.php?pid=361>.

Action: Staff recommends concurrence with the initiation of the 45 day review by the SSTAC for adoption on June 25, 2009 by the COG Policy Board.

3. Short Range Transit Plan for the Rural Fresno County Area – 2010-14 [J.WEBSTER]

Summary: The Short Range Transit Plan for the Rural Fresno County Area, 2009-14 addresses public transportation for the cities of Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, Selma and the County of Fresno. The Plan provides a five-year, action-oriented program designed to implement the Public Transportation Element of the Regional Transportation Plan. The Plan will also provide a basis for local governments to demonstrate that public transportation needs within their jurisdiction have been, and may continue to be, reasonably met. The Social Service Transportation Advisory Council (SSTAC) began their review of the document on April 28, 2009. A copy of the draft Short Range Transit Plan for the Rural Fresno County Area, 2009-14 is available on the Fresno COG website at: <http://www.fresnocog.org/document.php?pid=361>.

Action: The FCRTA General Manager recommends concurrence with the initiation of the 45-day review for adoption on June 25, 2009 by the COG Policy Board.

4. FCRTA Item: FY2009-10 Fresno County Rural Transit Agency Budget [J.WEBSTER]

Summary: The draft FY 2009-10 FCRTA Budget for the coming fiscal year is available on the Fresno COG website at: <http://www.fresnocog.org/document.php?pid=361>. Included within the document is a Memorandum highlighting the Budget's contents. The Social Service Transportation Advisory Council (SSTAC) began their review of the document on April 28, 2009.

Action: The FCRTA General Manager recommends concurrence with the initiation of the 45 day review by the SSTAC for adoption on June 25, 2009 by the COG Policy Board.

5. Urban & Rural Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, FY 2009-10 [JOSEPH – FRESNO EOC]

Summary: The Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget, FY 2009-10 for the Fresno Urban and Rural CTSA is available on the Fresno COG

website at: <http://www.fresnocog.org/document.php?pid=361>. The document is designed to provide an overview of how and in what manner the Consolidated Transportation Service Agencies will be providing service over the next fiscal year. The Social Service Transportation Advisory Council (SSTAC) began their review of the document on April 28, 2009.

Action: Staff recommends concurrence with the initiation of the 45-day review by the SSTAC for adoption on June 25, 2009 by the COG Policy Board.

E. Farmland Conservation Model Program Update [SOBRADO]

Summary: On January 16, 2009, Fresno COG released the draft Farmland Conservation Model Program for Fresno County for 45-day public review and comment. Shortly thereafter, a request was made to extend the public comment period through May 5, 2009 when a hearing was scheduled by the Fresno County Board of Supervisors to receive testimony from the public and vote to endorse the Farmland Conservation Model Program. Recently, it has come to the attention of Fresno COG that several influential stakeholders within the agricultural community are having differences of opinion regarding the Farmland Conservation Model Program. Fresno COG has scheduled a meeting with these key stakeholders to solicit their feedback and hear their suggestions for improving the program. In light of this meeting, Fresno COG has requested a postponement by the Fresno County Board of Supervisors Farmland Conservation Model Program hearing scheduled for May 5, 2009. The Fresno County Board of Supervisor's has agreed with the position of the Fresno COG and has postponed this hearing pending further discussions with stakeholders. Fresno COG will keep committees apprised of any new developments regarding the Farmland Conservation Model Program. Please contact Todd Sobrado at (559) 233-4148 with additional questions or to request more information.

Action: Information item only. Direction may be provided at the discretion of the Committee.

F. On-Call Modeling Assistance Contract Extension [BITNER]

Summary: The On-Call Modeling Services contract provides COG staff with needed assistance in creating specialized script files, trouble shooting modeling problems and providing specialized training in dealing with the latest air quality regulations. The contract provides the following benefits:

- Assists COG staff with development of new and refined script when needed especially for air quality and conformity purposes.
- Research and develop new scripts and processes that will help staff use the model more effectively
- Troubleshoots major and minor problems.
- Assists in the professional development of the COG modeling and demographic staff.
- Assures that staff is aware of the latest land use techniques and data.
- Keeps staff informed on the latest modeling techniques and software.

Dowling Associates has developed the Fresno COG model and is currently completing our land use update and revalidating the model. Because of Dowling's experience with our model and our experience with their technical staff we recommend the extension of the On-Call Modeling services contract.

Action: Staff recommends approval of the contract extension and authorization for the Executive Director to contract with Dowling Associates for on-call modeling assistance in the amount not to exceed \$10,000 per year.

G. Transportation Development Act (TDA) – Decreased Revision of 2008/09 Estimates. [BESHEARS]

Summary: In March the State Controller's Office again revised the 2008/09 State Transit Assistance (STA) estimates, decreasing the estimates by another \$2,167,599 to \$2,165,529. The original estimate of \$10,206,977, which established the initial TDA Claims, was cut to \$4,333,128 in the Governor's Budget, and that estimate is now being cut in half. Furthermore, there is no STA included in the 2009/10 budget, nor is there expected to be any for the next seven years. It also appears that Local Transportation Fund (LTF) deposits are coming in significantly lower than the original estimate and could result in a deficit of \$3.5 to \$4 million. Therefore, it is highly questionable if Article 8 claims for Streets and Roads will be fully funded as per state statute. Transit Budgets must be made whole first. The City of Fresno, however, representing 52% of the reduction, does not claim any Article 8, so their reductions will come directly out of FAX's budget.

Action: Information item only. Direction may be provided at the discretion of the Committee.

H. Monthly Legislative Update [DANSBY]

Summary: A report is included in your agenda package that includes current bills in the 2009 legislative session that are relevant to the COG.

- To locate current and past year **state bill information** go to the Official California Legislative Information webpage at: <http://www.leginfo.ca.gov/>
- To locate current and past year **federal bill information** go to THOMAS, The Library of Congress's bill information website (in the spirit of Thomas Jefferson) at: <http://thomas.loc.gov/>

Also included, is contact information for all of the federal and state legislative representatives and their staff who represent the eight counties within the San Joaquin Valley. Please contact staff person, Jennifer Dansby, if you have any questions.

Action: Information item only. Direction may be provided at the discretion of the Committee.

III. ACTION / DISCUSSION ITEMS

A. FY 2009-10 Final Overall Work Program (OWP) and Budget, RESOLUTION 2009-05 [BOREN]

Summary: The final 2009-10 Overall Work Program (OWP) and Budget is available on the homepage of the Fresno COG website under "Announcements". A summary memorandum is included in the Agenda Packet. The document has been in 45-day review and is scheduled for adoption on May 21, 2009. [BOREN]

Action: Staff recommends adoption of the final 2009-10 Overall Work Program (OWP) and Budget by adoption of Resolution 2009-05.

B. Adoption of the Fresno COG Environmental Justice (EJ) Plan, RESOLUTION 2009-10 [SOBRADO]

Summary: In the wake of federal guidelines for environmental justice based on Title VI of the Civil Rights act, growing attention has been placed on the need to incorporate environmental justice principles into the processes and products of transportation planning. Fresno COG sought to adhere to these guidelines with the draft Fresno COG Environmental Justice Plan, released for 45-day public review on January 16, 2009.

In completing the Fresno COG EJ Plan, the Environmental Justice Task Force was convened to complete four key steps:

- Identify and map locations of low-income and minority populations.
- Review existing COG processes for identifying needs of environmental justice populations.
- Document and evaluate the agency's public involvement process.
- Quantitatively assess benefits and burdens of transportation plans with respect to target populations.

Under the direction of the EJ Task Force, the Fresno COG Environmental Justice Plan examined the Fresno COG transportation planning process in the context of environmental justice principles.

The draft EJ Plan was previously distributed to Fresno COG Committees in January 2009 agenda packets. A Spanish language translation of the Fresno COG Environmental Justice Plan was also made available. Both versions of the document are available on the homepage of the Fresno COG website under "Announcements". Comments received during the public comment period have been incorporated into the document. Please contact Todd Sobrado at todds@fresnocog.org or (559) 233-4148 with questions or to request more information.

Action: Staff recommends adoption of the Fresno COG Environmental Justice Plan, by adoption of Resolution 2009-10.

C. Blueprint Update – DRAFT Blueprint Progress Report [STECK]

Summary: On April 1, 2009 the San Joaquin Valley Regional Policy Council (two elected officials from each of the eight Valley counties) reviewed the Valley COGs' collaborative work on the Blueprint and took the following actions:

- Adopted a list of *Smart Growth Principles* to be used as the basis of Blueprint planning in the San Joaquin Valley.

- Adopted Scenario B+ as the *Preferred Blueprint Growth Scenario for the San Joaquin Valley* to the year 2050. This preferred scenario will serve as guidance for the Valley's local jurisdictions with land use authority as they update their general plans.

Essentially, Scenario B+ includes the county level preferred scenarios submitted by each of the Valley COGs. We have revised Fresno County's DRAFT Blueprint Progress Report to reflect the latest information and are releasing the document for 45 day review. After the review period, we will return for Fresno COG's official endorsement of the Policy Council's action adopting the Valley Blueprint. The summary brochure is included in your package. The full report will be distributed at the meeting.

Action: Staff recommends initiation of a 45-day review for endorsement on June 25, 2009 by the Fresno COG Policy Board.

D. Memorandum of Understanding regarding Goods Movement Planning [THOMPSON]

Summary: The Tulare County Association of Governments (TCAG) has initiated a Memorandum of Understanding (MOU) among TCAG, the Fresno COG, and the Kern Council of Governments (Kern COG). The purpose of the MOU is to more closely link the three counties with regard to goods movement planning.

The recent, ongoing proposed rail abandonment in the southeast portion of Tulare County may be a harbinger for similar short-line rail abandonments in Fresno and Kern counties. Greater cooperation among the counties may help to prevent these abandonments and lead to reduced congestion on local roads and highways, improvement of road and highway safety, improvement of air quality, and the provision of economic benefits. Under the proposed MOU, the three agencies would do the following:

- Agree to advocate and support planning studies and development of intermodal corridors common to and between the regions.
- Agree to work with Caltrans District 6 to develop and fund projects on the identified corridors.
- Agree to meet and confer upon request of any party to the MOU or Caltrans to discuss corridor studies, plans, or projects.

The Fresno COG Rail Committee discussed the rail abandonment issue in Tulare County and its implications for Fresno County at its recent meeting on April 10. Several representatives from Tulare County were in attendance, including two members of the Tulare County Board of Supervisors and, a city council member each from Exeter and Lindsay, and the President/CEO of the Tulare County Economic Development Corporation. The consensus of the Committee was to support the efforts of Tulare County to preserve the short-line railroad.

Action: Staff recommends approval of the MOU among Fresno COG, TCAG, and Kern COG.

E. 2011 Regional Transportation Plan [THOMPSON]

Summary: The Fresno COG has begun the process to update the Regional Transportation Plan (RTP), beginning with the development of a draft timeline (enclosed), the assignment of staff responsibilities, and the commencement of weekly staff meetings to coordinate activities. The development and adoption of the Federal Transportation Improvement Program (FTIP) and associated Conformity Analysis will proceed concurrently with the RTP in order to insure consistency. The eight San Joaquin Valley Metropolitan Planning Organizations will all be subject to the same adoption schedule during this update cycle. That schedule calls for adoption of these documents in July 2010, with federal approval anticipated in November 2010. (Note: The date on these documents will nevertheless be 2011 in accordance with Caltrans practice titling documents the year following FHWA approval, and will henceforth be referenced accordingly.)

A new addition to the 2011 Regional Transportation Plan (RTP) is the Congestion Management Plan (CMP), currently under development and expected to be completed by December of this year. The CMP is a systematic and regionally accepted approach to manage congestion. It provides up-to-date information on the transportation system and assesses alternative strategies to maximize the efficiency of the existing and planned transportation facilities. A CMP is now required by FHWA in order to receive RTP approval and to receive federal funds for regionally significant roads.

Another new addition to the 2011 RTP will be the inclusion of a Climate Change Element. This Element will affirm Fresno COG's support of efforts to reduce greenhouse gas emissions by

addressing the commitments contained in Resolution No. 2008-08, adopted by the COG Board on June 26, 2008. Strategies to reduce emissions will be explored as this Element is developed.

While the 2011 RTP will include a Climate Change Element, as noted above, it will not address requirements of SB 375, specifically the inclusion of a Sustainable Community Strategy (SCS). The purpose of the SCS is to demonstrate how the State's different regions, including the Fresno County region, will meet the greenhouse gas emissions targets to be established by the California Air Resources Board. An SCS cannot be developed until the targets have first been established for a region, and that will not occur until September 30, 2010. Fresno COG will fully comply with SB 375 in the first RTP that follows the establishment of the final "regional targets."

A Steering Committee will be established to assist staff with the development of the 2011 RTP. Please contact COG staff person Clark Thompson if you are interested in serving on the Steering Committee.

Action: Information/discussion item. Direction may be provided at the discretion of the Committee.

F. American Recovery and Reinvestment Act [DEVERE-OKI]

Summary: Fresno COG is currently in the process of programming American Recovery and Reinvestment Transportation (ARRA) funds made available to the Fresno County Region and certifying ARRA projects that are ready to move forward. Staff will provide a verbal update of ongoing ARRA activities and information.

Status of Amendments:

Amendment #4: Addition of ARRA Revenue- Approved by FHWA on March 17, 2009

Amendment #5: Addition of ARRA Transit Projects- Approved by FTA on April 10, 2009

Administrative Modification #6: Addition of ARRA funds into currently programmed projects. Amendment approved by Caltrans on March 25, 2009.

Amendment #7: Addition of ARRA Locally Selected Projects and SR 180- Approved by Fresno COG on April 3, 2009.

Administrative Modification #8: Addition of ARRA funds into a currently programmed SHOPP project. Amendment approved by Caltrans on April 24, 2009.

Action: Information/discussion item. Direction may be provided at the discretion of the Committee.

G. Fresno/Madera Urban Route 99 CSMP, RESOLUTION 2009-12 [BOREN]

Summary: Caltrans has recently completed the Fresno/Madera Urban Route 99 Corridor System Management Plan (CSMP). All comments that have been received from local transportation partners and internally from Caltrans staff have been incorporated into the final document. The document is available on the Fresno COG website at: <http://www.fresnocog.org/document.php?pid=361>.

The CSMP is a California Transportation Commission requirement for the use of Prop 1B funds. Three Route 99 Prop 1B projects are included in this CSMP: North Fresno 6-Lane; Island Park 6-Lane, and Reconstruction of the Avenue 12 Interchange. Caltrans staff will be present to address any questions related to the CSMP.

Action: Fresno COG staff recommends the TTC approve the Fresno/Madera CSMP by adopting Resolution 2009-12.

H. Caltrans Monthly Report [CALTRANS]

Summary: Caltrans staff will provide an update on Caltrans activities.

Action: Information/discussion item. Direction may be provided at the discretion of the Committee.

IV. OTHER BUSINESS

A. Items from Staff

B. Items from Members

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***TRANSPORTATION TECHNICAL
COMMITTEE***

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



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Place: COG Sequoia Conference Room
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Members Attending:

Bruce Webber, City of Reedley, Vice Chair	John Donaldson, League of Women Voters
Darrel Unruh, City of Fresno	Ryan Burnett, City of Clovis
Gary Joseph, Fresno County Economic Opportunities Commission	Steve Curti, Caltrans
John Mulligan, City of Sanger	Dennis Manning, Fresno Area Residents for Rail Consolidation
Nicholas Don Paladino, Fresno Cycling Club	Bernard Jimenez, Fresno County
Janet Daily, Fresno County	Michael Donnelly, California Highway Patrol
Dwight Kroll, City of Clovis	

Others Attending:

Steven Son, City of Fresno	Kristine Cai, Fresno COG
Jenny Wilhelm, City of Fresno	Kathy Chung, Fresno COG
Bob Madewell, Visitor	Renee DeVere-Oki, Fresno COG
Will Washburn, Provost & Prichard	Lauren Dawson, Fresno COG
Walt Plachta, BSK	Melissa Garza, Fresno COG
Tony Boren, Fresno COG	Jeff Long, Fresno COG/Fresno Area Express
Les Beshears, Fresno COG	Todd Sobrado, Fresno COG
Mike Bitner, Fresno COG	Laural Fawcett, Fresno COG

The meeting was called to order by Vice Chairperson Bruce Webber, City of Reedley.

I. PRESENTATIONS

A. Public Presentations

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- | | |
|--|-------------|
| A. TTC Executive Minutes of March 4, 2009 | Approve |
| B. Adoption of New Mode Choice Model and Land Use Projections for Fresno County [BITNER] | Approve |
| C. Obligational Authority FFY 2008/09 [DEVERE-OKI] | Information |

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

- | | |
|--|-------------|
| D. Local Government Commission: Implementing SB 375 Workshop Notice [DAWSON] | Information |
| E. Unmet Transit Needs Update [LONG] | Information |
| F. Monthly Legislative Update [DANSBY] | Information |

Item B. was pulled by John Donaldson (LWV) for further discussion.

A motion was made by John Donaldson (LWV) and seconded by Nick Paladino (Fresno Cycling) to approve the Consent Items with the exception of Item B. A vote was called for and the motion carried.

For a complete summary of these items please see the April 8, 2009 Annotated Agenda.

Item B. - Adoption of New Mode Choice Model and Land Use Projections for Fresno County –

John Donaldson (LWV) questioned why Fresno COG wants to adopt a 2003 plan. Mr. Donaldson was unclear on this situation and called for more information. Mike Bitner explained that the year 2003 is the base year of the model that it is validated to. The Land Use Projections extend out to 2035 and has a capacity or build out forecast also. The Model has to have a starting place and in this case it is the year 2003. The Land Use Forecasts are recommended by the Federal Highway Administration to be reviewed every 5 years and the base year needs to be revalidated every 10 years so by the year 2013 it will need to be revalidated again.

A motion was made by John Donaldson (LWV) and seconded by Bernard Jimenez (Fresno County) to approve the adoption of the New Mode Choice Model and Land Use Projection for Fresno County. A vote was called for and the motion carried.

III. ACTION / DISCUSSION ITEMS

A. American Recovery and Reinvestment Act of 2009

Renee DeVere-Oki reported on this item. Fresno COG is currently in the process of programming American Recovery and Reinvestment Act (ARRA) Transportation funds made available to the Fresno County Region. On Friday, March 27 the Governor approved Assembly Bill 20 which finalized the distribution of the funds within the state. This piece of legislation ultimately secured a greater amount of funding for the Fresno County Region and places overall project selection under local control. Fresno COG staff is estimating a total of \$37,913,000 ARRA funds to be made available directly in our region. Of this amount \$17,544,724 has been allocated out to our member agencies for use on locally selected projects. The remaining balance will be dedicated to Transportation Enhancement projects and to the completion of the Temperance to Academy segment of State Route 180 East. Staff is currently estimating, based on the passage of AB 20, that \$909,000 will be available for TE projects and \$19,459,276 will be available for the State Route 180 Temperance to Academy segment. Staff is awaiting final funding amounts from Caltrans.

Status of Amendments:

Amendment #4: Addition of ARRA Revenue- Approved by FHWA on March 17, 2009

Amendment #5: Addition of ARRA Transit Projects- Approved by Fresno COG on March 24, 2009. Amendment is currently awaiting Caltrans and FHWA approval.

Administrative Modification #6: Addition of ARRA funds into currently programmed projects. Amendment approved by Caltrans on March 25, 2009.

Amendment #7: Addition of ARRA Locally Selected Projects and SR 180- Available for public review and comment March 20-April 3, 2009.

Ms. Oki gave an overview of the American Recovery and Reinvestment Act of 2009 to date and what is still to come. Ms. Oki also reviewed a handout of the Fresno COG Implementation of ARRA that was distributed at the meeting and also reviewed the 4 Amendments.

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

B. FTA Section 5310, 5316, and 5317 Rural and Small Urban Caltrans Call for Projects for Federal Fiscal Year 2009 funds

Todd Sobrado (COG) reported that Fresno COG is announcing the call for projects for the following Federal Transit Administration (FTA) grant programs for federal fiscal year 2009. These programs provide the funding for the implementation of the Fresno County Social Services Public Transportation Plan adopted last year by the Fresno COG Policy Board.

Section 5310 - Elderly and Disabled Specialized Transit Program Estimated funding is \$12.6 million Website for additional information: <http://www.dot.ca.gov/hq/MassTrans/5310.html>
Toll free assistance line: 1-888-472-6816
Application due date to Fresno COG is June 5, 2009.
Application due to Caltrans on or before September 4, 2009.

Section 5316 - Job Access and Reverse Commute Program for Small Urban Projects
Estimated funding for small urbanized projects is \$3 million.
Website for additional information: <http://www.dot.ca.gov/hq/MassTrans/5316.html>
Application due date to Fresno COG with MOU is June 26, 2009.
Application due date to Caltrans on or before September 25, 2009.

Section 5316 - Jobs Access and Reverse Commute Program for Rural Projects.
Estimated funding for rural projects is approximately \$1.4 million
Website for additional information: <http://www.dot.ca.gov/hq/MassTrans/5316.html>
Application due date to Caltrans is on or before September 25, 2009.

Section 5317 - New Freedom Program for Small Urban Projects
Estimated funding for small-urbanized projects is \$1.6 million
Website for additional information: <http://www.dot.ca.gov/hq/MassTrans/5317.html>
Application date to Fresno COG with MOU is June 26, 2009
Application due date to Caltrans is on or before September 25, 2009.

Section 5317 - New Freedom Program for Rural Projects
Estimated funding for small-urbanized projects is \$700,000
Website for additional information: <http://www.dot.ca.gov/hq/MassTrans/5317.html>
Application due date to Caltrans is on or before September 25, 2009.

Fact sheets were included in the agenda packet. Please contact Todd Sobrado at Fresno COG with questions or to request additional information.

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

C. Regional Transportation Mitigation Fee (RTMF) Update

Tony Boren, Executive Director gave an update on this item. Following the direction of the Policy Advisory Committee and the COG Policy Board in March 2009, a meeting was held on April 1, 2009 with COG member agency attorneys present, as well as legal counsel for Fresno COG and the Fresno County Transportation Authority. The purpose of the meeting was to resolve outstanding legal issues related to 1.) Fresno COG serving as a Joint Powers Agency (JPA) to enact the Regional Transportation Mitigation Fee (RTMF); and 2.) Issues associated with the indemnification that is being provided by the Authority to member agencies.

Following lengthy discussion, consensus was reached (*15 of 16 member agencies supported, Fresno County abstained*) that Fresno COG should serve as the JPA for implementation of the RTMF. Support for this approach was based on the member agencies' desire to eliminate expensive public noticing requirements and the perceived administrative streamlining that the JPA would provide. On the indemnification issue, legal counsel for the Transportation Authority pledged to review the suggested revisions provided by member agency attorneys and get back to them, within a week, a revised version that will reflect the comments received if appropriate.

However, given the direction at the meeting, the issue of the Authority providing *indemnification to the COG in lieu of member agencies*, will need to be resolved in order to move the process forward.

Given that the Measure C Expenditure Plan did not envision the COG serving as a JPA, several administrative issues associated with the resources and personnel necessary to carry out the function will also need to be worked out. In addition, given the length of time it may take to implement the JPA, the Policy Board will need to move back the July 1, 2009 RTMF adoption date to allow member agencies to avoid the penalty sanctions identified in the Expenditure Plan.

Mr. Boren informed the Committee of the legal opinion of our Legal Counsel (Janelle Kelly) that Fresno GOG should not serve as the JPA for all of the cities. This was reported to all the member agencies and their attorneys. The member agencies and their attorneys had a strong opinion that Fresno COG can serve as the JPA. A meeting with all the attorneys representing all the cities was held and these two issues were reviewed:

1. The COG serving as a JPA.
2. Indemnification issues that the member agencies had with the Fresno County Transportation Authority. Under the proposed original format the Authority would provide indemnification for each of the 16 entities that are going to adopt the Fee.

15 of the 16 member agencies, one abstained, were of the opinion that the COG could and should be able to serve as the JPA. Mr. Boren will report to the PAC and the Board that this was the recommendation coming from the attorneys.

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

D. Blueprint Update – Regional Policy Council Actions

Tony Boren, Executive Director reported on this item. On April 1st the San Joaquin Valley Policy Council (2 elected officials from each of the eight Valley counties) met to review and make decisions on four alternative Valleywide Blueprint Scenarios. After hearing the presentation and discussing the alternatives, the Policy Council adopted a list of 12 smart growth principles and Scenario B+ as the preferred growth scenario for the Valley (See enclosures). The eight Valley COGs will be working with member agencies to provide the tools that will help with implementation.

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

E. California Transportation Commission Town-Hall Meeting – April 22, 2009, Bakersfield, CA

Tony Boren, Executive Director reported on this item. The California Transportation Commission is conducting a town-hall meeting in Bakersfield on Wednesday, April 22nd from 1-5 p.m. at the Four Points by Sheraton Hotel. An informal evening reception will follow. The meeting is open to the public. A draft agenda was included in the agenda packet.

Topics include Regional Growth Impacts, Goods Movement, and Freight Rail Activity in the Central Valley. In addition, each of the four county COG's invited (Kern, Tulare, Fresno, and Kings) will have an opportunity to present and discuss regional transportation issues and projects of importance to its region. For Fresno County, the presentations will likely center around SR 99 and SR 180 corridor improvements and Veterans Boulevard improvements.

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

F. Transition to Combination TTC/PAC Meetings

Tony Boren, Executive Director informed the Committee about the concept of utilizing a combination TTC/PAC meeting approach for future COG meetings.

In the interest of streamlining and recognizing the tough economic climate that is out there for all of the member agencies, we are looking for ways to help save resources. One of the concepts that

was discussed with the PAC was to have a combination TTC/PAC approach instead of 2 separate meetings. COG has held combination meetings in the past depending on the issues driven by the timing issue necessities. Staff will keep the Committee informed on this subject.

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

G. Caltrans Monthly Report

Steve Curti (Caltrans) gave an update on Caltrans activities. Caltrans will be doing data collection on the Braided Ramp area next week. The PSR is due this summer and there will be several count stations and visual counts to be taken in the Braided Ramp area. There are changes in the scheduled projects.

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

IV. OTHER BUSINESS

A. Items from Staff

Tony Boren, Executive Director briefed the committee about the ARRA funds. There are 3 major projects 180 East beyond Academy these are 2 segments, Braided Ramps and Veterans Blvd. these are 3 contenders to be the next project delivered.

B. Items from Members

There were no items from members.

There being no further business, the meeting was adjourned.

Respectfully submitted,



TONY BOREN, Executive Director
Council of Fresno County Governments
lsm

Interstate Cost Estimate Summary By County

(April 8, 2009)

This table is based upon discussions with FHWA representatives. When an actual application is submitted these assumptions could change. This table is the result of a cursory estimate cost costs that would be associated with those improvements that would remain to be necessary to either satisfy specific Interstate standards. Since there is high risk of changes line items for "FHWA adds" and "contingencies" are included.

COUNTY	Estimated Cost (millions)	Description/Comments
San Joaquin	\$55	Mostly auxiliary lanes with some inside shoulder widening. Auxiliary lanes such as between Woodbridge Rd and Acampo Rd, Acampo and Peltier Rd, Peltier and Jahant Rd, Jahant and Collier Rd, and Collier and Liberty Rd.
Stanislaus	\$45	Mostly widen inside and outside shoulders. Some bridge widening.
Merced	\$150	Mostly auxiliary lanes to mitigate ramp closures of half interchanges such as at G St, Franklin Rd, Buhach Rd, Atwater Blvd. and some shoulder widening.
Madera	\$45	Mostly widen inside and outside shoulders. Auxiliary lanes such as between SR 145 and 4 th St and between Cleveland and Ave 16.
Fresno	\$55	Mostly widening northbound and southbound outside shoulders. Also auxiliary lanes such as between Rte. 180/99 and Belmont and NB and between Olive and McKinley and SB between Princeton and Clinton.
Tulare	\$140	Even split of cost between inside shoulder widening and auxiliary lanes to mitigate IC spacing such as between Ave 48 to Sierra St, Terra Bella Rd to Court St, SR 190 and Ave 152, Ave 200 NB to N99 K St., Cartmill to Oak, Ave 304 to Betty.
Kern	\$110	Mostly auxiliary lanes and some inside shoulder widening. Aux lanes such as between Ming Ave and Rte 99/58 and from Rte 99/58 to Calif. Ave., Calif. Ave. and Rosedale Hwy, Rosedale and Airport Ave., Airport and Olive. Also Aux lane from Norris to Rte 65 off ramp, Woolomes to Central Delano IC, Central Delano IC to 13 th Ave., and 13 th Ave to Cecil Ave.
Sub-Total	\$600	Caltrans estimate
Est. FHWA Adds	\$200	Possible adds per FHWA
Contingency	\$120	Future cost and unit cost contingency
Grand Total	\$920	

EXPECTED INTERSTATE DESIGNATION APPROACH

13 Controlling Criteria

No.	CRITERIA	INTERSTATE STANDARD	CALTRANS STANDARD	STATUS / EXPECTED APPROACH
1	Design Speed	50 mph Urban	55-80 mph Urban	No issues.
		70 mph Rural	70-80 mph Rural	One or two isolated locations. Design Exception w/o proj. work.
2	Lane Width	12 feet	Same	No issues.
3	Shoulder Width	4 Lanes	4 Lanes	
		4 feet Inside Shoulder	5 feet Inside Shoulder	Existing 2' shoulders will be made compliant with project work.
		10 feet Outside Shoulder	Same	Design Exceptions with project work where justified.
		6 Lanes	6 Lanes	
		10 feet Inside Shoulder	Same	Design Exceptions with project work where justified.
		10 feet Outside Shoulder	Same	Design Exceptions with project work where justified.
4	Bridge Width	Road Approach Width	Same	Some locations may require project work.
5	Horizontal Alignment	Design Speed Dependent	Same	Design Exceptions with project work where justified.
6	Vertical Alignment	Sight Distance Dependent	Same	Design Exceptions with project work where justified.
7	Grade	Maximum of 3% - Level	Same	One or two isolated locations. Design Exceptions w/o proj. work.
		Maximum of 4% - Rolling	Same	One or two isolated locations. Design Exceptions w/o proj. work.
8	Stopping Sight Distance	50 mph, (425 feet)	50 mph, (755 feet)	Design Exceptions w/o project work.
		70 mph, (730 feet)	70 mph, (1,100 feet)	Design Exceptions w/o project work.
9	Cross Slope	2% Preferred	New Pavement 2%	Isolated locations. Design Exceptions w/o Proj. work per range.
		1.5% min. to 2.5% max.	Exist. Pavement 1.5% to 3%	
10	Superelevation	0.2% to 0.10%	0.2 % to 0.12%	Design Exceptions w/o project work.
11	Horizontal Clearance	Shoulder Width	Same	Design Exceptions w/o project work.
12	Vertical Clearance	16.0 Feet Single Urban Rte.	16.5 Feet Urban Route	Numerous locations. Design Exceptions w/o project work.
		16.0 Feet Rural Rte.	16.5 Feet Rural Route	Numerous locations. Design Exceptions w/o project work.
		14.0 Feet as Interstate Alt. Rte.	Not Applicable	Not Applicable
13	Bridge Struct. Capacity	HS 20 Loading	Same	All currently compliant.

OTHER APPLICABLE FHWA POLICIES OR STANDARDS

Design Period (Traffic)	20 Years	Same	No current issues
Access Control	Full	Same	Issue associated with parallel RR ROW w/o Access Control.??
Side Slopes	1 Verticle to 4 Horizontal	Same	Isolated locations. Design Exceptions w/o project work.
Interchange Spacing	1 Mile Urban	Same	Numerous locations. Design Exceptions with project work.
	3 Miles Rural	2 Miles Rural	Several locations. Design Exceptions with project work.
Median Width	10 Feet Urban	22 Feet Urban	Numerous locations. Design Exceptions w/o project work.
	36 Feet Rural	22 Feet Rural	Numerous locations. Design Exceptions w/o project work.

April 2009

2008/09
COUNCIL OF FRESNO COUNTY GOVERNMENTS
STATE TRANSIT ASSISTANCE FUND
APPORTIONMENT TO MEMBER AGENCIES
Final Estimate

04/13/2009

PUC 99313 POPULATION 1,872,864
PUC 99314 OPERATOR 292,665

2008/09 Fund Estimate Per State Controller

2,165,529

This estimate is subject to change during the fiscal year.

MEMBER	CENSUS POPULATION 01/01/08	PERCENT	GROSS AMOUNT AVAILABLE	NET FOR 99314 OPERATOR	NET FOR 99313 POPULATION	2008/09 October Estimate	Further Reduction
Clovis	94,278	10.13%	191,908	2,272	189,636	384,000	(192,092)
Coalinga	19,063	2.05%	38,344		38,344	76,725	(38,381)
Firebaugh	6,811	0.73%	13,700		13,700	27,413	(13,713)
Fowler	5,572	0.60%	11,208		11,208	22,426	(11,218)
Fresno City	486,116	52.21%	1,255,008	277,208	977,800	2,511,217	(1,256,209)
Huron	7,553	0.81%	15,195		15,195	30,402	(15,207)
Kerman	13,878	1.49%	27,915		27,915	55,857	(27,942)
Kingsburg	11,257	1.21%	22,643		22,643	45,308	(22,665)
Mendota	9,787	1.05%	19,686		19,686	39,391	(19,705)
Orange Cove	10,774	1.16%	21,671		21,671	43,364	(21,693)
Parlier	13,325	1.43%	26,803		26,803	53,631	(26,828)
Reedley	25,584	2.75%	51,461		51,461	102,971	(51,510)
Sanger	25,046	2.69%	50,379		50,379	100,806	(50,427)
San Joaquin	4,521	0.49%	9,094		9,094	18,196	(9,102)
Selma	23,284	2.50%	46,835		46,835	93,714	(46,879)
Fresno Co.	174,249	18.69%	350,494		350,494	701,324	(350,830)
FCRTA			13,185	13,185		26,383	(13,198)
FCEOC							
TOTALS	931,098	100.0%	2,165,529	292,665	1,872,864	4,333,128	(2,167,599)
			2,165,529	292,665	1,872,864		



Legislation Summary May, 2009

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 118</u> Logue	California Global Warming Solutions Act of 2006.	1st Policy													1
<u>AB 153</u> Ma	High-Speed Rail Authority.	1st Fiscal													1
<u>AB 266</u> Carter	Transportation needs assessment.	1st Fiscal													2
<u>AB 304</u> Price	Child Care and Development Services Act: alternative payment programs.	1st Policy													2
<u>AB 315</u> De Leon	Child care and development services: alternative payment programs.	1st Policy													3
<u>AB 414</u> Galgiani	Carl Moyer Memorial Air Quality Standards Attainment Program: heavy- duty fleet modernization projects.	1st Policy													3
<u>AB 522</u> Blumenfield	Transportation: bond funds.	1st Policy													4
<u>AB 558</u> Portantino	Land use planning: housing element: foster youth placement.	1st Policy													4
<u>AB 726</u>	Transportation capital improvement	1st Floor													5

Nielsen	projects.		
<u>AB 733</u> Galgiani	High-Speed Rail Authority.	1st Fiscal	5
<u>AB 782</u> Jeffries	Regional transportation plans: sustainable communities strategies.	1st Policy	5
<u>AB 932</u> Torlakson	Child care and development services: facilities.	1st Fiscal	6
<u>AB 949</u> Logue	Transportation: State-Local Partnership Program.	1st Policy	6
<u>AB 1135</u> Skinner	Vehicles: registration renewal.	1st Fiscal	6
<u>AB 1187</u> Huffman	Safe, Clean, Reliable Drinking Water Supply Act of 2010.	1st Policy	7
<u>AB 1195</u> Brownley	Child care and development programs: advisory committee.	1st Policy	7
<u>AB 1204</u> Huber	El Dorado County Transportation Commission.	1st Policy	7
<u>AB 1375</u> Galgiani	High-speed rail.	1st Policy	8
<u>AB 1414</u> Hill	Transportation planning.	1st Policy	9
<u>ACA 9</u> Huffman	Local government bonds: special taxes: voter approval.	1st Policy	9

<u>ACA 15</u> Arambula	Local government transportation projects: special taxes: voter approval.	1st Policy	10
<u>SB 12</u> Simitian	Sacramento-San Joaquin River Delta, Clean Drinking Water, Water Supply Security, and Environmental Improvement Act of 2009.	1st Policy	10
<u>SB 165</u> Lowenthal	Transportation.	1st Policy	11
<u>SB 205</u> Hancock	Traffic congestion: motor vehicle registration fees.	1st Fiscal	11
<u>SB 295</u> Dutton	California Global Warming Solutions Act of 2006.	1st Policy	12
<u>SB 301</u> Florez	Water Supply Reliability and Ecosystem Recovery and Restoration Act of 2009.	1st Policy	12
<u>SB 371</u> Cogdill	Safe, Clean, Reliable Drinking Water Supply Act of 2009.	1st Policy	13
<u>SB 406</u> DeSaulnier	Land use: environmental quality.	1st Policy	13
<u>SB 409</u> Ducheny	Department of Railroads.	1st Policy	14
<u>SB 425</u> Simitian	Personal and corporate income taxes: deductions: parking: credits: ridesharing expenses.	1st Policy	14

<u>SB 456</u> Wolk	Safe, Clean, Reliable Drinking Water Supply Act of 2010.	1st Policy ■■■■■	14
<u>SB 560</u> Ashburn	Regional transportation plans: sustainable communities strategy.	1st Desk ■■■■■	15
<u>SB 632</u> Lowenthal	Ports: congestion relief: air pollution mitigation.	1st Policy ■■■■■	15
<u>SB 716</u> Wolk	Local transportation funds.	1st Policy ■■■■■	16
<u>SB 735</u> Steinberg	Safe, Clean, and Reliable Drinking Water Supply Act of 2010.	1st Policy ■■■■■	16
<u>SCA 2</u> Wyland	Revised biennial session.	1st Policy ■■■■■	16
<u>SCA 3</u> Wyland	Transportation Investment Fund.	1st Policy ■■■■■	17
Total Position Forms: 37			



Legislation Summary May, 2009

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
<u>AB 118</u> Logue	California Global Warming Solutions Act of 2006. The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and 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. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The state board is required by January 1, 2011, to adopt greenhouse gas emissions limits and emission reduction measures by regulation to achieve the prescribed emission reductions. This bill would repeal the California Global Warming Solutions Act of 2006.	02/26/2009-Referred to Com. on NAT. RES.		
<u>AB 153</u> Ma	High-Speed Rail Authority. Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law authorizes the authority to prepare a plan for the construction and operation of that system and to enter into contracts, acquire rights-of-way through purchase or eminent domain, and take other actions, subject to specified contingencies. Under existing law, a public entity may not commence an eminent domain proceeding until its governing body has adopted a resolution of necessity that meets certain requirements. Existing law generally prohibits a state agency from employing legal counsel other than the Attorney General unless there is a specific statute authorizing that employment. This bill would eliminate those contingencies to the exercise of the authority's authority and would specify that the authority constitutes a "governing body" for the purpose of adopting a	04/14/2009-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 7. Noes 2.) (April 14).		

<u>AB 266</u> Carter	resolution of necessity. The bill would authorize the authority to employ its own legal staff or contract with other state agencies for legal services, or both. This bill contains other related provisions and other existing laws. Transportation needs assessment. Existing law creates the California Transportation Commission, with various duties and responsibilities relative to the programming and allocation of funds for transportation capital projects. Existing law requires the commission to submit, by December 15 of each year, an annual report to the Legislature summarizing the commission's prior-year decisions in allocating transportation capital funds and identifying timely and relevant transportation issues facing the state. This bill would require the commission, on an every-5-year basis, to develop an assessment of the unfunded costs of programmed state projects and federally earmarked projects in the state, as well as an assessment of available funding for transportation purposes and unmet transportation needs on a statewide basis. The bill would require the Department of Transportation to assist in conducting the assessment. The bill would require the commission to submit the first assessment report to the Legislature by March 1, 2011.	04/21/2009-Re-referred to Com. on APPR.		
<u>AB 304</u> Price	Child Care and Development Services Act: alternative payment programs. The Child Care and Development Services Act, administered by the State Department of Education, provides that children up to 13 years of age are eligible, with certain requirements, for child care and development services. The act requires the department to contract with local contracting agencies to provide for alternative payment programs , and authorizes alternative payments to be made for services provided in licensed centers and family day care homes for care provided in the child's home, and for other types of care that conform to applicable law. The act prohibits payments made by alternative payment programs from exceeding the applicable market rate ceiling, but allows alternative payment programs to expend more than the standard reimbursement rate for a particular child, provided that the aggregate payments for services purchased by the agency during the contract year do not exceed the assigned reimbursable amount as established by the contract for the year. This bill would delete that authority to expend more than the standard reimbursement rate for a	04/22/2009-Re-referred to Com. on HUM. S. 04/28/09 1:30 p.m. - Room 437 ASM HUMAN SERVICES		

	particular child. The bill, in addition, would require an alternative payment program to establish a program of electronic banking for payments made to licensed and license-exempt family day care homes, and to implement that program no later than one year after the bill takes effect.			
<u>AB 315</u> De Leon	Child care and development services: alternative payment programs. The Child Care and Development Services Act, administered by the State Department of Education, requires the Superintendent of Public Instruction to administer child care and development programs that offer a full range of services for eligible children from infancy to 13 years of age . The act authorizes funds appropriated for purposes of the act to be used for alternative payment programs to allow for maximum parental choice. This bill would require the department to adopt regulations to establish guidelines for alternative payment programs on specified matters, including timeliness of payment to child care providers .	04/20/2009-Re-referred to Com. on ED. 04/29/09 1:30 p.m. - Room 4202 ASM EDUCATION		
<u>AB 414</u> Galgiani	Carl Moyer Memorial Air Quality Standards Attainment Program: heavy-duty fleet modernization projects. Existing law establishes the Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer program), which is administered by the State Air Resources Board, to provide grants to offset the incremental cost of eligible projects that reduce emissions of air pollutants from sources in the state. Under the Carl Moyer program, the state board is authorized to provide funding for, among other things, eligible heavy-duty fleet modernization projects, including a project that replaces an old engine or vehicle with a newer engine or vehicle certified to more stringent emissions standards than the engine or vehicle being replaced. The bill would require the state board to develop and implement a trade-down program that provides assistance to owners of high-use, newer model, heavy-duty fleet vehicles to convert those vehicles for lower use, commercial operations in a manner that reduces emissions of oxides of nitrogen and particulate matter. The bill would provide that the trade-down program would be eligible for funding under the Carl Moyer program as an eligible heavy-duty fleet modernization project if it meets a specified criterion.	04/20/2009-In committee: Set, first hearing. Hearing canceled at the request of author.		

<u>AB 522</u> Blumenfield	Transportation: bond funds. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury and requires the proceeds of bonds deposited in the fund to be used for specified mobility, safety, and air quality improvements. This bill would require the California Transportation Commission to ensure that bond funds previously committed to a project from the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 remain available to the sponsoring agency of the project for another qualifying project, if funds from any federal economic recovery legislation enacted in 2009 are used to fund the project, as specified.	03/12/2009-Referred to Com. on TRANS.	
<u>AB 558</u> Portantino	Land use planning: housing element: foster youth placement. The Planning and Zoning Law requires a city or county general plan to include specified mandatory elements, including a housing element that identifies and analyzes existing and projected housing needs and includes a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. This bill would authorize a city, until January 1, 2017 , to meet not more than 10% of its existing share of the regional housing need by adoption of a program that meets certain, listed requirements, including that the program actively promote and assist in the placement of foster youth in existing family-based households, as specified, and be approved by the council of governments that assigns the city's share of regional housing needs or, in the county absence of a council, by the department. For the 2nd and any subsequent planning period after the specified program has been adopted, the department or the council of governments, as applicable, would be prohibited from approving the program for these purposes if the program was not responsible for meeting 2.5% or more of the city's share of the regional housing need for the previous planning period. The bill would require the department or the council of governments, as applicable, to limit program approvals to the first 5 programs per region that apply and qualify for approval. The bill would require each city that has adopted a program to submit to the department or the council of governments, as applicable, 2 progress reports per	04/13/2009-From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended. Re-referred to Com. on H. & C.D. 04/29/09 9 a.m. - Room 126 ASM HOUSING AND COMMUNITY DEVELOPMENT	

	planning period, on dates established by the department or the council of governments. The bill would require the reports to include the number of foster youth placements with a duration of one year or more that occurred during the reporting period, as verified by the county's program that manages foster youth placements. This bill contains other existing laws.			
<u>AB 726</u> Nielsen	Transportation capital improvement projects. Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program process. Existing law provides for 75% of funds available for transportation capital improvement projects to be made available for regional projects, and 25% for interregional projects. Existing law describes the types of projects that may be funded with the regional share of funds, and includes local road projects as a category of eligible projects. This bill would state that local road rehabilitation projects are eligible for these funds.	04/22/2009-Read second time. To Consent Calendar. 04/23/09 63 ASM CONSENT CALENDAR-FIRST LEGISLATIVE DAY ASSEMBLY MEASURES		
<u>AB 733</u> Galgiani	High-Speed Rail Authority. Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. This bill would authorize the authority to consider, to the extent permitted by federal and state law, the creation of jobs in California when awarding major contracts or purchasing high-speed trains, as specified.	04/21/2009-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 13. Noes 0.) (April 20).		
<u>AB 782</u> Jeffries	Regional transportation plans: sustainable communities strategies. Existing law, the California Global Warming Solutions Act of 2006, requires the State Air Resources Board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels of 1990, to be achieved by 2020, as specified. This bill would provide that upon the state board's acceptance that the sustainable communities strategy or an alternative planning strategy, if implemented, will achieve the greenhouse gas emissions reduction targets established by the state board, that acceptance shall be final, and no person or entity may initiate or maintain any judicial proceeding to review the propriety of	04/22/2009-In committee: Hearing postponed by committee. (Refers to 4/20/2009 hearing) 04/27/09 1:30 p.m. - Room 447 ASM NATURAL RESOURCES		

	the state board's acceptance. This bill contains other related provisions and other existing laws.			
<u>AB 932</u> Torlakson	Child care and development services: facilities. Existing law establishes the Child Care Facilities Revolving Fund in the State Treasury to provide funding for the renovation, repair, improvement, or purchase of child care facilities for lease to school districts and contracting agencies that provide child care and development services pursuant to the Child Care and Development Services Act. This bill would instead specify that the fund be used to make loans to eligible borrowers for the purchase, development, construction, expansion, renovation, repair, or improvement of licensed child care. The bill would authorize the Superintendent of Public Instruction to transfer federal funds appropriated for child care facilities into the fund. This bill contains other related provisions and other existing laws.	04/15/2009-Do pass as amended and be re-referred to the Committee on Appropriations.		
<u>AB 949</u> Logue	Transportation: State-Local Partnership Program. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, provides for \$1 billion of bond proceeds for the State-Local Partnership Program to be allocated by the California Transportation Commission to eligible transportation projects nominated by transportation agencies, subject to appropriation by the Legislature of moneys from the State-Local Partnership Program Account. Existing law requires a dollar-for-dollar match of local funds for projects funded with these bond funds. Existing law defines eligible local matching funds for those purposes as any voter-approved local or regional tax or fee solely dedicated to transportation improvements and uniform developer fees. This bill would expand the definition of eligible local matching funds for purposes of these provisions to include developer fees, mineral or resource extraction fees or taxes, and local or regional fees or taxes solely dedicated to transportation improvements imposed within a county or any part thereof by voter approval or by the board of supervisors.	04/20/2009-In committee: Set, first hearing. Hearing canceled at the request of author. 04/27/09 1:30 p.m. - Room 4202 ASM TRANSPORTATION		
<u>AB 1135</u> Skinner	Vehicles: registration renewal. Existing law requires an owner of a vehicle to submit an application for renewal of a vehicle registration to the Department of Motor Vehicles no later than midnight of the expiration date. This bill would require the owner of a vehicle, upon application for renewal of a vehicle registration, to report	04/21/2009-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 8. Noes 5.) (April 20).		

	the current odometer reading of the vehicle. The bill would require that information, except for the name and address of the vehicle owner and the vehicle license plate number , to be public information. The bill would also require the department to group the information into census blocks, create a database that can compile census block data and sort it by block group, census tract, and city and county, and post the data on the department's Internet Web site.			
<u>AB 1187</u> Huffman	Safe, Clean, Reliable Drinking Water Supply Act of 2010. Under existing law, various measures have been approved by the voters to provide funds for water protection, facilities, and programs. This bill would enact the Safe, Clean, Reliable Drinking Water Supply Act of 2010 which, if approved by the voters, would authorize, for the purposes of financing specified water supply reliability and water source protection programs, the issuance of bonds in the amount of \$10,035,000,000 pursuant to the State General Obligation Bond Law. This bill contains other existing laws.	03/26/2009-Referred to Com. on W.,P. & W.		
<u>AB 1195</u> Brownley	Child care and development programs: advisory committee. The Child Care and Development Services Act, administered by the State Department of Education, requires the Superintendent of Public Instruction to administer child care and development programs, which offer a full range of services for children from infancy to 13 years of age who are eligible for child care and developmental services. Existing law requires the Governor to appoint an advisory committee to assist the State Department of Education in developing a state plan for child development programs pursuant to that act. This bill would require the advisory committee to assist the department in the development of a plan to implement any new federal grant funds made available after March 1, 2009, for child care and development programs and early childhood education.	04/13/2009-From committee: Be re-referred to Com. on ED. Re-referred. (Ayes 9. Noes 0.) (April 13). 04/29/09 1:30 p.m. - Room 4202 ASM EDUCATION		
<u>AB 1204</u> Huber	El Dorado County Transportation Commission. Existing law requires the Director of Transportation to designate a transportation planning agency in each county for the purpose of allocating funds in the local transportation fund derived from 1/4 of 1% of the sales tax, pursuant to the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, and for other related transportation purposes. Existing law creates the El Dorado County	04/22/2009-In committee: Hearing postponed by committee. (Refers to 4/20/2009 hearing) 04/29/09 1:30 p.m. - Room 447 ASM LOCAL GOVERNMENT		

<u>AB 1375</u> Galgiani	Transportation Planning Agency, also known as the El Dorado County Transportation Commission, as the transportation planning agency in the portion of El Dorado County outside of the Tahoe Basin. Existing law provides that the agency is composed of 6 members, with 3 members appointed by the El Dorado County Board of Supervisors and 3 members appointed by the city council of the City of Placerville. This bill would expand the membership of the agency to 9 members, with the 3 additional members to be appointed by the board of the El Dorado Community Services District. Because the bill would impose additional duties on local agencies, it would thereby impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
<u>AB 1375</u> Galgiani	High-speed rail. Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. This bill would revise and recast these provisions by repealing and reenacting the California High-Speed Train Act. The bill would continue the High-Speed Rail Authority in existence to make policy decisions relative to implementation of high-speed rail consistent with Proposition 1A. The bill would create the Department of High-Speed Trains within the Business, Transportation and Housing Agency, which would implement those policies. The bill would transfer certain of the existing powers and responsibilities of the authority to the department, and would specify additional powers and duties of the authority and department relative to implementation of the high-speed rail project, including the annual submission of a 6-year high-speed train capital improvement program and progress report to the Legislature. The director of the department would be appointed by the authority, who would serve at the pleasure of the authority, and the Governor would be authorized to appoint up to 10 executive employees of the department who would be exempt from civil service and serve at the pleasure of the director. The bill would provide for acquisition and disposition by the department of rights-of-way for the high-speed rail	03/31/2009-Referred to Com. on TRANS. 04/27/09 1:30 p.m. - Room 4202 ASM TRANSPORTATION	

<u>AB 1414</u> Hill	project. The bill would enact other related provisions. Transportation planning. (1) Existing law generally provides for programming of transportation capital improvement projects pursuant to the state transportation improvement program process administered by the California Transportation Commission. Under that process, the commission, on a biennial basis, adopts a 5-year fund estimate of state and federal funds reasonably expected to be available for programming. Based on the fund estimate, the Department of Transportation prepares an interregional transportation improvement program, and regional transportation planning agencies each prepare a regional transportation improvement program, for the 5-year period. These programs are submitted to the commission for review, which subsequently adopts a 5-year state transportation improvement program that lists the projects in the year that they are expected to be undertaken. Existing law specifies various fair-share formulas for allocation of available transportation funds, including the north-south split, which is applicable to all available funds, including the 25% of funds available for programming for interregional projects, and county shares, which provides a share of funds to each county, but applies only to the 75% of funds available for programming to regional projects. The commission is required to adopt the state transportation improvement program consistent with the county share formula over a 4-year period basis. This bill would instead provide for programming of projects in the interregional and regional transportation improvement programs, and in the subsequently adopted state transportation improvement program, on a 6-year basis. The bill would require the fund estimate and the county share formula estimates to also be prepared and used for that same 6-year period. The bill would require projects funded by the Traffic Congestion Relief Act to be included in the state transportation improvement program. This bill contains other related provisions and other existing laws.	04/13/2009-Re-referred to Com. on TRANS.
<u>ACA 9</u> Huffman	Local government bonds: special taxes: voter approval. The California Constitution prohibits the ad valorem tax rate 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 for a rate imposed by a city, county, or city and county to service bonded	04/20/2009-Referred to Coms. on L. GOV., REV. & TAX. and APPR. 05/06/09 1:30 p.m. - Room 127 ASM LOCAL GOVERNMENT

	indebtedness, incurred to fund specified public improvements, facilities, and housing, and related costs, that is approved by 55% of the voters of the city, county, or city and county, as applicable. This additional exception would apply only if the proposition approved by the voters results in bonded indebtedness that includes specified accountability requirements. This bill contains other related provisions and other existing laws.			
<u>ACA 15</u> Arambula	Local government transportation projects: special taxes: voter approval. The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would alternatively condition the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects upon the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.	04/20/2009-Referred to Coms. on L. GOV. and APPR. 05/06/09 1:30 p.m. - Room 127 ASM LOCAL GOVERNMENT		
<u>SB 12</u> Simitian	Sacramento-San Joaquin River Delta, Clean Drinking Water, Water Supply Security, and Environmental Improvement Act of 2009. Existing law requires various state agencies to administer programs relating to water supply, water quality, and flood management in the Sacramento-San Joaquin Delta. The Johnston-Baker-Andal-Boatwright Delta Protection Act of 1992 creates the Delta Protection Commission and requires the commission to prepare and adopt a comprehensive long-term resource management plan for specified lands within the Sacramento-San Joaquin Delta. This bill would enact the Sacramento-San Joaquin River Delta, Clean Drinking Water, Water Supply Security, and Environmental Improvement Act of 2009. The bill would establish the Delta Ecosystem and Water Council. The council would be required to prepare and adopt a plan referred to as the California Delta Ecosystem and Water Plan (plan) to advance the coequal goals of restoring the Delta ecosystem and creating a more reliable water supply in California. The council would be required to establish a goal for the adoption of the plan by December 1, 2010. If the plan is	04/16/2009-Set for hearing April 29. 04/29/09 9:30 a.m. - Room 112 SEN LOCAL GOVERNMENT		

	not completed by that date, the council would be required to adopt an interim strategic plan. The plan would be required to include specified components, including species protection requirements, Delta water flow and water quality requirements, and information relating to land use in the Delta. This bill contains other related provisions and other existing laws.			
<u>SB 165</u> Lowenthal	Transportation. Existing law authorizes a city or county, in which a planned state transportation facility was to be located on a specified portion of State Highway Route 84, to develop and file with the California Transportation Commission a local alternative transportation improvement program that addresses transportation problems and opportunities, and provides for the use of revenues from the sales of excess properties acquired for the planned state transportation facility in order to fund the program, but limits the use of revenues from excess property sales to state highway purposes and certain projects in the program. This bill would specify that the excess properties are nonresidential properties. This bill contains other related provisions and other existing laws.	04/21/2009-Set for hearing April 28. 04/28/09 1:30 p.m. - John L. Burton Hearing Room (4203) SEN TRANSPORTATION AND HOUSING		
<u>SB 205</u> Hancock	Traffic congestion: motor vehicle registration fees. Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles for specific limited purposes. The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may only be used to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee and are consistent with a regional transportation plan , and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the	04/17/2009-Set for hearing April 27. 04/27/09 10:30 a.m. - John L. Burton Hearing Room (4203) SEN APPROPRIATIONS		

<u>SB 295</u> Dutton	countywide transportation planning agency to adopt a specified expenditure plan. California Global Warming Solutions Act of 2006. The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The state board is required to evaluate the total potential costs and total potential economic and noneconomic benefits of the plan. The state board is required by January 1, 2011, to adopt greenhouse gas emissions limits and emission reduction measures by regulation to achieve the prescribed emission reductions. This bill, notwithstanding this provision or any other provision of law, would prohibit the state board or its staff from beginning to develop these regulations until July 1, 2009, and until the state board reevaluates the evaluation of costs discussed above. The bill would prohibit the state board from implementing those regulations until the unemployment rate in the state is below 5.8% for 3 consecutive months. The bill would also require the state board to evaluate, and make public, the costs of those regulations. This bill contains other related provisions.	04/20/2009-Set, first hearing. Hearing canceled at the request of author.		
<u>SB 301</u> Florez	Water Supply Reliability and Ecosystem Recovery and Restoration Act of 2009. Under existing law, various measures have been approved by the voters to provide funds for water protection, facilities, and programs. This bill would enact the Water Supply Reliability and Ecosystem Recovery and Restoration Act of 2009, which, if approved by the voters, would authorize, for the purposes of financing specified water supply reliability and ecosystem recovery and restoration programs, the issuance of bonds in the amount of \$15,000,000,000 pursuant to the State General Obligation Bond Law. The bill would provide for submission of the bond act to the voters at the next statewide election. This bill contains other related provisions.	03/09/2009-To Coms. on N.R. & W. and EQ.		

<u>SB 371</u> Cogdill	Safe, Clean, Reliable Drinking Water Supply Act of 2009. Under existing law, various measures have been approved by the voters to provide funds for water protection, facilities, and programs. This bill would enact the Safe, Clean, Reliable Drinking Water Supply Act of 2009 which, if approved by the voters, would authorize, for the purposes of financing specified water supply reliability and water source protection programs, the issuance of bonds in the amount of \$9,980,000,000 pursuant to the State General Obligation Bond Law. The bill would provide for the submission of the bond act to the voters at the next statewide election. This bill contains other related provisions.	03/09/2009-To Coms. on N.R. & W. and EQ.	
<u>SB 406</u> DeSaulnier	Land use: environmental quality. The Planning and Zoning Law establishes the Planning Advisory and Assistance Council in the Office of Planning and Research, and prescribes the membership and duties of the council. Existing law authorizes the Department of Motor Vehicles to collect a surcharge imposed on vehicle registration fees by ordinance or resolution of a local entity. This bill would change the designated membership, as specified, of the Planning Advisory and Assistance Council and would require that the council work with the Strategic Growth Council, regional agencies, and cities and counties to facilitate the implementation of regional blueprint projects, as specified. The bill would also require the council to report to the Legislature on specified regional performance measures and on the manner in which state agencies are implementing the 5-year infrastructure plan, as specified. The bill would authorize a municipal planning organization, as defined, a council of governments, as defined, or a county transportation commission and a subregional council of governments jointly preparing a subregional sustainable communities strategy to adopt a resolution to impose a surcharge of up to \$2 on motor vehicles registered to an owner with an address in the entity's or entities' jurisdiction that would be collected by the Department of Motor Vehicles and, after deducting its administrative costs, would be transmitted to the entity or entities imposing the surcharge. The bill would require that the surcharge revenue be expended to develop and implement a regional blueprint plan and would specify that 5% of the surcharge revenue be transmitted to the council for performance of its functions. The bill would provide that the	04/15/2009-From committee: Do pass, but first be re-referred to Com. on RLS. (Ayes 3. Noes 2. Page 498.) Re-referred to Com. on RLS.	

	council is to perform specified new functions only when the council has received sufficient revenue from this source.			
<u>SB 409</u> Ducheny	Department of Railroads. Existing law creates the Department of Transportation in the Business, Transportation and Housing Agency, with various powers and duties relative to the intercity rail passenger program, among other transportation programs. Existing law creates the High-Speed Rail Authority, with various powers and duties relative to development and implementation of a high-speed passenger train system. Existing law creates the Public Utilities Commission, with various powers and duties relative to railroads, among other responsibilities. This bill would create the Department of Railroads in the Business, Transportation and Housing Agency, and create the positions of director and deputy director within the department, to be appointed by the Governor, as specified. The bill would transfer to the department responsibility for various state railroad programs currently administered by the above-referenced agencies. The bill would specify new duties of the department relative to an analysis of the state's freight rail transportation system. The bill would provide that the department shall be the only state agency eligible to apply for and receive grant and loan funds from the federal government for intercity rail, high-speed rail, or freight rail purposes.	04/15/2009-Testimony taken. Hearing postponed by committee. (Refers to 4/14/2009 hearing)		
<u>SB 425</u> Simitian	Personal and corporate income taxes: deductions: parking: credits: ridesharing expenses. The Personal Income Tax Law and the Corporation Tax Law allow various deductions in computing the income that is subject to the taxes imposed by those laws. Existing law allows an employer to deduct its expenses in carrying out a parking subsidy and a parking cash-out program, as defined, for employees. This bill would disallow a deduction for expenses of specified employers for parking subsidies unless all employees provided with a parking subsidy are offered a parking cash-out program in accordance with a specified statute. This bill contains other related provisions and other existing laws.	04/16/2009-From committee with author's amendments. Read second time. Amended. Referred to Com. on T. & H. Set for hearing April 28. 04/28/09 1:30 p.m. - John L. Burton Hearing Room (4203) SEN TRANSPORTATION AND HOUSING		
<u>SB 456</u> Wolk	Safe, Clean, Reliable Drinking Water Supply Act of 2010. Under existing law, various measures have been approved by the voters to provide funds for water protection, facilities, and programs. This bill would enact the Safe, Clean, Reliable Drinking Water Supply Act of 2010 which, if approved by the	03/12/2009-To Coms. on N.R. & W. and EQ.		

	voters, would authorize, for the purposes of financing specified water supply reliability and water source protection programs, the issuance of bonds in the amount of \$9,805,000,000 pursuant to the State General Obligation Bond Law. This bill contains other related provisions.			
<u>SB 560</u> Ashburn	Regional transportation plans: sustainable communities strategy. Existing law requires certain transportation planning activities 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 requires metropolitan planning organizations to adopt a sustainable communities strategy as part of their regional transportation plan, which is to be designed to achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Existing law generally requires transportation planning and programming activities by the metropolitan planning organization to be consistent with the sustainable communities strategy, with certain exceptions. Existing law, to the extent the sustainable communities strategy is unable to achieve the greenhouse gas emissions reduction targets, requires the affected metropolitan planning organizations to prepare an alternative planning strategy showing how the targets may be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. This bill would provide that greenhouse gas emission credits for counties and cities that site and permit commercial wind, solar, and biomass projects may be used as credit in the formulation of the sustainable communities strategy or an alternative planning strategy. The bill would also provide that transportation trips outside of federal lands that are directly related to activities of a federal or state military installation shall not be included in the emissions inventory otherwise required to be considered to achieve any reductions in greenhouse gas emissions. This bill contains other related provisions and other existing laws.	03/12/2009-To Coms. on EQ. and T. & H.		
<u>SB 632</u> Lowenthal	Ports: congestion relief: air pollution mitigation. Existing law regulates the operation of ports and harbors. This bill would require the Ports of Long Beach, Los Angeles, and Oakland, beginning January 1, 2010, to assess their	04/03/2009-Set for hearing April 27. 04/27/09 1:30 p.m. - Room 112		

	infrastructure and air quality improvement needs, including, but not limited to, projects that improve the efficiency of the movement of cargo , reduce congestion impacts associated with the movement of cargo, and reduce pollution associated with the movement of that cargo . This bill contains other related provisions and other existing laws.	SEN ENVIRONMENTAL QUALITY		
<u>SB 716</u> Wolk	Local transportation funds. Existing law requires that 1/4% of the local sales and use tax be transferred to the local transportation fund of the county and be allocated, as directed by the transportation planning agency, for various transportation purposes. This bill would authorize a county, city, county transportation commission, or transit operator to file a claim for an allocation of funds for vanpool service operation expenditures and capital improvement expenditures, including for vanpool services for purposes of farmworker transportation to and from work.	04/21/2009-Set, first hearing. Hearing canceled at the request of author.		
<u>SB 735</u> Steinberg	Safe, Clean, and Reliable Drinking Water Supply Act of 2010. Under existing law, various measures have been approved by the voters to provide funds for water supply and protection facilities and programs. This bill would enact the Safe, Clean, and Reliable Drinking Water Supply Act of 2010, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$9,785,000,000 pursuant to the State General Obligation Bond Law to finance a water supply reliability and water source protection program. This bill contains other related provisions.	03/19/2009-To Coms. on N.R. & W. and EQ.		
<u>SCA 2</u> Wyland	Revised biennial session. The California Constitution requires the Legislature to convene in regular biennial session at noon on the first Monday in December of each even-numbered year to consider legislation and the Budget Bill. This measure would require the Legislature to convene in regular biennial session, but would require, commencing on December 6, 2010, that the sessions held in odd-numbered years be budget sessions, and sessions held in even-numbered years be general sessions. The measure would require the Legislature in the budget session to adopt budget bills for each of the two subsequent fiscal years. The measure would prohibit the Legislature, during a budget session, from considering legislation other than the budget bills and related revenue bills, except bills addressing a declared state of	01/29/2009-To Coms. on RLS. and E., R. & C.A.		

SCA 3 Wyland	emergency or urgency statutes. Urgency statutes would require a 3/4 vote of the membership in each house for passage during a budget session. This bill contains other related provisions and other existing laws. Transportation Investment Fund. Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund (TIF) for allocation to various transportation purposes. Article XIX B authorizes this transfer to be suspended in whole or in part for a fiscal year during a fiscal emergency pursuant to a proclamation by the Governor and the enactment of a statute by a 2/3 vote in each house of the Legislature, subject to various restrictions. This measure would delete the provisions authorizing the transfer of revenues to the TIF to be suspended during a fiscal emergency. The measure would also prohibit a loan of TIF revenues under any circumstances, and would prohibit any statute that would reduce the extent to which these tax revenues are deposited into the General Fund for transfer to the TIF for transportation purposes.	04/14/2009-Set for hearing May 13. 05/13/09 1:30 p.m. - Room 3191 SEN REVENUE AND TAXATION		
Total Position Forms: 37				

***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. A.***



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April 28, 2009

Memorandum

TO: Transportation Technical Committee
Policy Advisory Committee
COG Policy Board

FROM: Tony Boren, Executive Director
Barbara Steck, Deputy Director
Les Beshears, Finance Director

SUBJECT: FY 2009-10 Overall Work Program

Recommendation:

Staff recommends approval of the FY 2009-10 Overall Work Program totaling \$13,403,568. The draft document was released for 45 day review in February, 2009 and revisions, based on comments received, have been incorporated into the final OWP.

Summary:

The FY 2008-09 Overall Work Program (OWP) totaling \$13,403,568 (including carryover projects) is submitted for your review. This year's budget total reflects a decrease of 1% (\$168,191) from the approved FY 2008-09 budget. Federal revenues increased \$1,433,776 to reflect a number of large projects funded by federal funds. These large federally funded programs included the Federal Transit Administration Job Access Reverse Commute and New Freedom programs and the Partnership Planning Metropolitan Rural Loop. State revenues increased 133% largely due to the valley wide state grant we have agreed to administrate for the valley MPO partners. Local Revenues decreased 34%, (\$2,971,455). A significant amount of this decrease comes from removing fund balances from the Measure "C" programs to reflect actual program implementation. As the programs grow the fund balances the budgets will be increased and the fund balances drawn down.

The six primary components of the program are as follows:

1. Regional Transportation Planning
2. Transportation Program Development
3. Service and General Coordination Activities
4. Regional Coordination of Transportation, Land Use & Housing
5. Valleywide Coordinated Activities
6. Administrative Activities

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

Highlights for each of the six OWP components are listed below:

1. Regional Transportation Planning

The work elements contained within this section primarily carryout the long-range regional transportation planning program, which the COG is statutorily responsible for.

Work Element 111 - Regional Transportation Modeling This \$420,988 program includes \$125,000 to update our Traffic Model.

Work Elements 113 & 116 – Regional Transportation Planning Study (West Area) and National Park Transit Study. These elements provide \$100,000 for ongoing and new regional planning studies. They will allow continued funding of the West Area Circulation Study (\$50,000) and initiate the National Park Transit Study (\$50,000).

Work Element 120 – Public Transportation Urban. This \$553,000 Urban Transit planning effort programs \$100,000 of FAX's Section 5307 grant to do Transit studies as needed.

Work Element 121 – JARC and Work Element 122 – New Freedom This \$2.3 million Federal Transit Administration Sect. 5316 and Sect. 5317 grant programs provide funds to eligible projects.

Work Element 123-(Public Transit Infrastructure (PTIS) Completion of this \$2.7 million Measure "C" funded study is required before Measure money can be spent on various Transit components and the Transit Oriented Infrastructure program.

Work Element 124 Transit Professional Development - \$56,500 has been awarded to convene three workshops by experts in Transit Oriented Developments.

Work Element 152 High Speed Rail Planning - \$115,400 has been programmed to study High Speed Rail Planning now that voters have approved the bonds.

Work Element 153 Airport Land Use Commission - \$31,600 is programmed to administrate the Airport Land Use Commission.

Work Element 172 Congestion Management Program - Heightened federal interest in our Congestion Management Plan -increase this budget to \$21,500.

2. Transportation Program Development

WE 210 Measure "C" Extension - This \$220,200 work element continues work done previously to implement the Measure and develop an implementable Capital Projects Strategic Plan.

WE 211 Measure "C" – Oversight Committee - This work element provides \$10,500 to provide staff support for the Oversight Committee.

WE 212 Measure "C" – Rideshare/Van Pool This work element provides \$391,940 to cover the cost of the Rideshare/Van Pool program.

WE 214 Measure "C" – ADA/ Seniors - This work element provides \$191,100 to administrate the senior taxi script program.

WE 215 Measure "C" - Farmworker Van Pool - The Farmworker Van Pool program is budgeted for \$117,200.

WE 220 Transportation Program Development - This \$200,000 work element contains \$50,000 for leasing web based software to coordinate the various aspects of administering federal aid project applications with modeling air quality conformity, congestion management and financial constraint.

3. Services and General Coordination

Work Element 360 – “One Voice” Advocacy - This \$160,700 work element budgets the cost of the federal and state “One Voice” Advocacy programs at both the local and regional level. These activities are ineligible for state and federal participation and must be funded by local assessments.

4. Regional Coordination of Transportation, Land Use & Housing

Work Element 410 – Blueprint Planning - We have agreed to submit to the state and administrate a fourth year Blueprint application of \$2,500,000. This grant will be spread among the partner Valley Cogs, who will also share in the match.

Work Element 412 – Mid-Valley Metro Rural Loop - The City of Fresno applied for and was awarded a \$345,000 grant to explore the feasibility of forming a regional collaboration between the four counties of Fresno, Madera, Tulare and Kings to assess the concept of a high-capacity, mass transit based, multi modal corridor.

5. Valleywide Coordinated Activities

Work Element 820 Valley RTPA Coordination – A total of \$191,500 is included to cover the Valleywide planning activities. This amount includes a \$50,000 contract to coordinate the Valleywide planning effort. The cost of the contract is split among the Valley partners.

6. Administrative Activities

Work Element 940 Freeway Service Patrol - The Freeway Service Patrol is continued for a 17th year of operation. The service was bid out last year and again Curtis Towing was the successful bidder for this \$302,600 program.

Work Element 950 Abandoned Vehicle Abatement Program - FY 2009-10 marks the fifth year of operation for the Abandoned Vehicle Abatement Program. The COG has been designated the local Abandoned Vehicle Abatement Service Authority to administer the AVA Program and Plan. The program is funded by an assessment of a \$1 additional registration fee to be used exclusively for the purpose of abandoned vehicle abatement within Fresno County.

Staffing

The over all number of positions remains unchanged however the increase in staff cost is mitigated by holding a vacant Senior Level Planning position open and creating a Planner I position.

Office Overhead

Office overhead increased slightly (\$7,190) from 2008/09 reflecting operating expenses associated with the facility and an upgraded color copier. Audit cost increased \$1,800.

**BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-05**

In the Matter of:)
)
OVERALL WORK PROGRAM)
AND LINE ITEM BUDGET)
_____)

**RESOLUTION ADOPTING
THE OVERALL WORK
PROGRAM AND LINE ITEM
BUDGET FOR FISCAL YEAR
2009-10**

WHEREAS, the Council of Fresno County Governments (Fresno COG) has been designated the Regional Transportation Planning Agency (RTPA) for Fresno County by the Secretary of the Business and Transportation Agency pursuant to Section 29532 of the California Code of Regulations (as amended by AB 402, 1977); and acting as the Metropolitan Planning Agency (MPO) (Federal Highway Act of 1974 and the Urban Mass Transportation Administration Act of 1964 as amended pursuant to the joint regulations - Code of Federal Regulations, Title 23, Part 450; Title 49, Part 613); and

WHEREAS, the Fresno COG is the State designated Areawide Clearinghouse to coordinate the evaluation and review of Federal and Federally assisted programs and projects as required by the Presidential Executive Order 12372; and

WHEREAS, the Fresno COG is required by Federal and State funding agencies to prepare and submit an Overall Work Program pursuant to the Department of Transportation, Intermodal Planning Group Region IX Guidelines for Metropolitan Planning Organizations; and

WHEREAS, Fresno COG staff has sought input from member agencies, including transit operators, and the State with respect to proposed work to be performed to satisfy Federal and State requirements, in addition to local priorities; and

WHEREAS, the **Overall Work Program** cites activities to which Fresno COG commits to satisfy various Federal regulations including equal opportunity and fair employment practices and Disadvantaged Business Enterprise requirements; and

WHEREAS, the proposed **Overall Work Program** has been prepared to meet Federal and State requirements; and

WHEREAS, the **Overall Work Program** is considered to be a guide for work activity and may be considered for amendment by the Fresno COG Policy Board during the 2009-10 fiscal year; and

WHEREAS, the Fresno COG has prepared a line item budget which is consistent with the Overall Work Program; and

WHEREAS, the **Overall Work Program** has been circulated through the Areawide Clearinghouse process.

NOW, THEREFORE, BE IT RESOLVED, that the Fresno COG adopts the **2009-10 Overall Work Program and Line Item Budget for 2009-10** including statements of commitment to satisfy all Federal and State requirements for grant approval.

BE IT FURTHER RESOLVED that the Fresno COG Executive Director and/or Policy Board Chairman are authorized to execute and submit certifications, applications for funding to State and Federal agencies identified as proposed sources of funding by the 2009-10 Overall Work Program; and execute and submit agreements with participating member agencies and auditors; and

BE IT FURTHER RESOLVED, that the Fresno COG will continue to work with State and Federal funding agencies in addition to member agencies on any adjustments to the Overall Work Program and Line Item Budget which may occur subsequent to July 1, 2009.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 21st day of May, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chair

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 21st day of May, 2009.

Signed: _____
Tony Boren, Executive Director

***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. B.***

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009- 10

In the Matter of:)
)
FRESNO COG ENVIRONMENTAL)
JUSTICE PLAN)

RESOLUTION OF SUPPORT
FOR THE FRESNO COG
ENVIRONMENTAL JUSTICE
PLAN

WHEREAS, the Council of Fresno County Governments (Fresno COG) is the designated Regional Transportation Planning Agency (RTPA), the designated Metropolitan Planning Organization (MPO), and the designated Council of Governments (COG) for the Fresno County Region; and

WHEREAS, federal guidelines based on Title VI of the Civil Rights act, increasing attention has been placed on the need to incorporate environmental justice principles into the processes and products of transportation planning. Fresno COG, the Metropolitan Planning Organization for Fresno County examined the process of transportation planning within the context of environmental justice principles.

WHEREAS, Fresno COG, under the direction of the Fresno COG Environmental Justice Task Force; identified and mapped locations of low income and minority populations, reviewed existing COG processes for identifying needs of environmental justice populations, documented and evaluated the agency's public involvement process, and quantitatively assessed the benefits and burdens of transportation plans with respect to target populations.

WHEREAS, the proposed Environmental Justice Plan has undergone the required 45-day review and comment period; and

WHEREAS, the public hearing was held on May 21, 2009 to consider and hear comments on the draft Environmental Justice Plan; and

WHEREAS, the Environmental Justice Plan document is considered to be a guide for work activity and may be considered for amendment by the Fresno COG Policy Board at any time deemed appropriate by Fresno COG's management staff and Policy Board; and

NOW, THEREFORE, BE IT RESOLVED, that the Fresno COG adopts the Environmental Justice Plan.

BE IT FURTHER RESOLVED, that the adoption of the Environmental Justice Plan will become effective on May 21, 2009 and any comments received will be made available via the COG website and by mail upon request.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 21th day of May 2009.

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 21st day of May 2009.

Signed: _____
Tony Boren, Executive Director

***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. C.***

Blueprints are being developed around the state by Metropolitan Planning Organizations to plan for the population growth that is anticipated in California over the next 40+ years. Blueprints are regional in scope and integrate land use, transportation and resource planning. The planning process considers the "Three Es" of sustainable communities: *prosperous economy, quality environment, and social equity*. Blueprint planning is a comprehensive undertaking that requires innovation, collaborative planning, thinking on a macro scale and a willingness to follow through to implementation.

The eight Valley COGs are committed to work with their member agencies – the 62 cities and 8 counties in the Valley - to integrate the Valley Blueprint principles into their general plans. The goal is to achieve the outcomes necessary for an improved quality of life for all who live here.

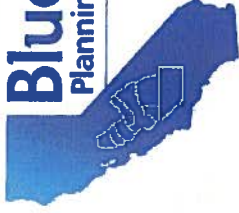
For more information go to:
www.valleyblueprint.org

These future leaders need **your** ideas today.



SAN JOAQUIN VALLEY

Blueprint
Planning Process



SUBMITTED BY:



www.valleyblueprint.org

In early 2006 the eight Councils of Governments in the San Joaquin Valley came together in an unprecedented effort to develop a coordinated valley vision – the San Joaquin Valley Regional Blueprint. This eight county venture is being conducted in each county, and has recently been integrated to form a preferred vision for future development throughout the Valley to the year 2050.

Eight individual Valley COGs planning in unison.

Phase 1: Values and Vision – gathered from community input

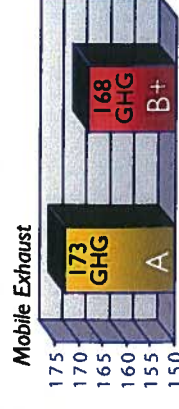
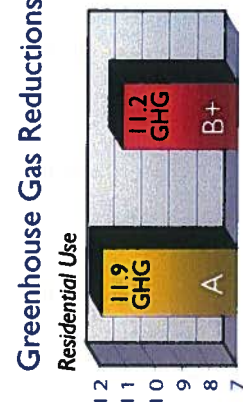
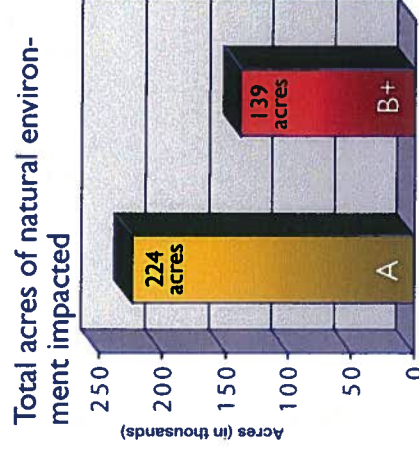
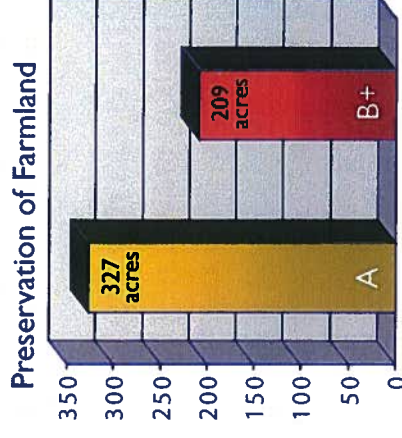
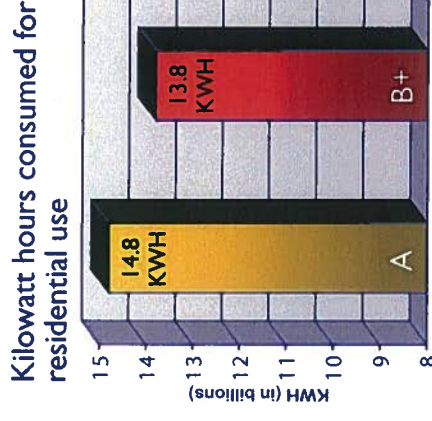
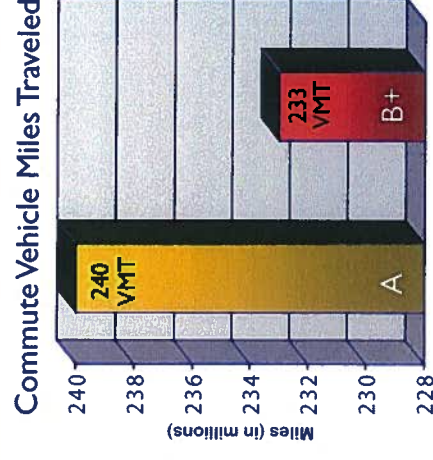
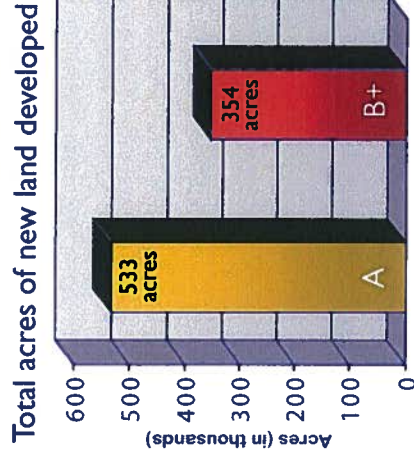
Phase 2: Goals, Objectives and Performance Measures based upon Values and Vision

Phase 3: Evaluation of alternative “what if” growth scenarios in each county.

- Selection of preferred county level scenarios for Valley-wide analysis.
- Evaluation of four Valleywide alternative scenarios
- Adoption of Smart Growth Principles and Preferred Growth Scenario for Valley

Next Steps:

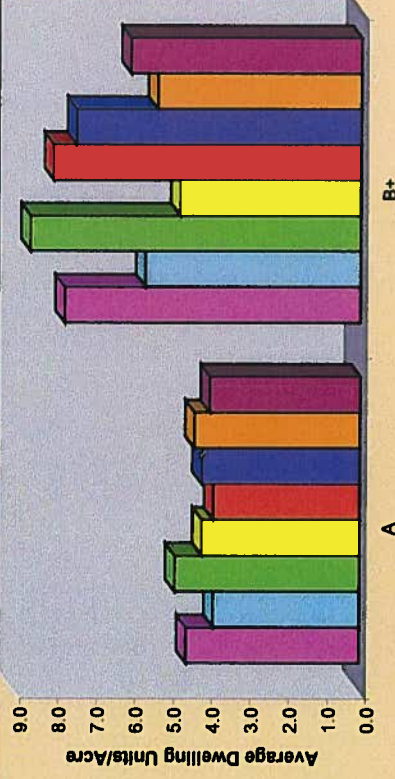
Work with local agencies to integrate Blueprint principles into general plans.



Includes endangered species, habitats and corridors, riparian forest, wetlands and woodlands.

County:

	Current Trends	Preferred Growth Scenario
	A	B+
San Joaquin	4.5	7.7
Stanislaus	3.8	5.6
Merced	4.8	8.6
Madera	4.1	4.7
Fresno	3.8	8.0
Kings	4.1	7.4
Tulare	4.3	5.3
Kern	3.9	6.0
Valley Averages:	4.3	6.8



Comparing Scenario Outcomes:

(See the following pages)

How we choose to grow will result in different outcomes.

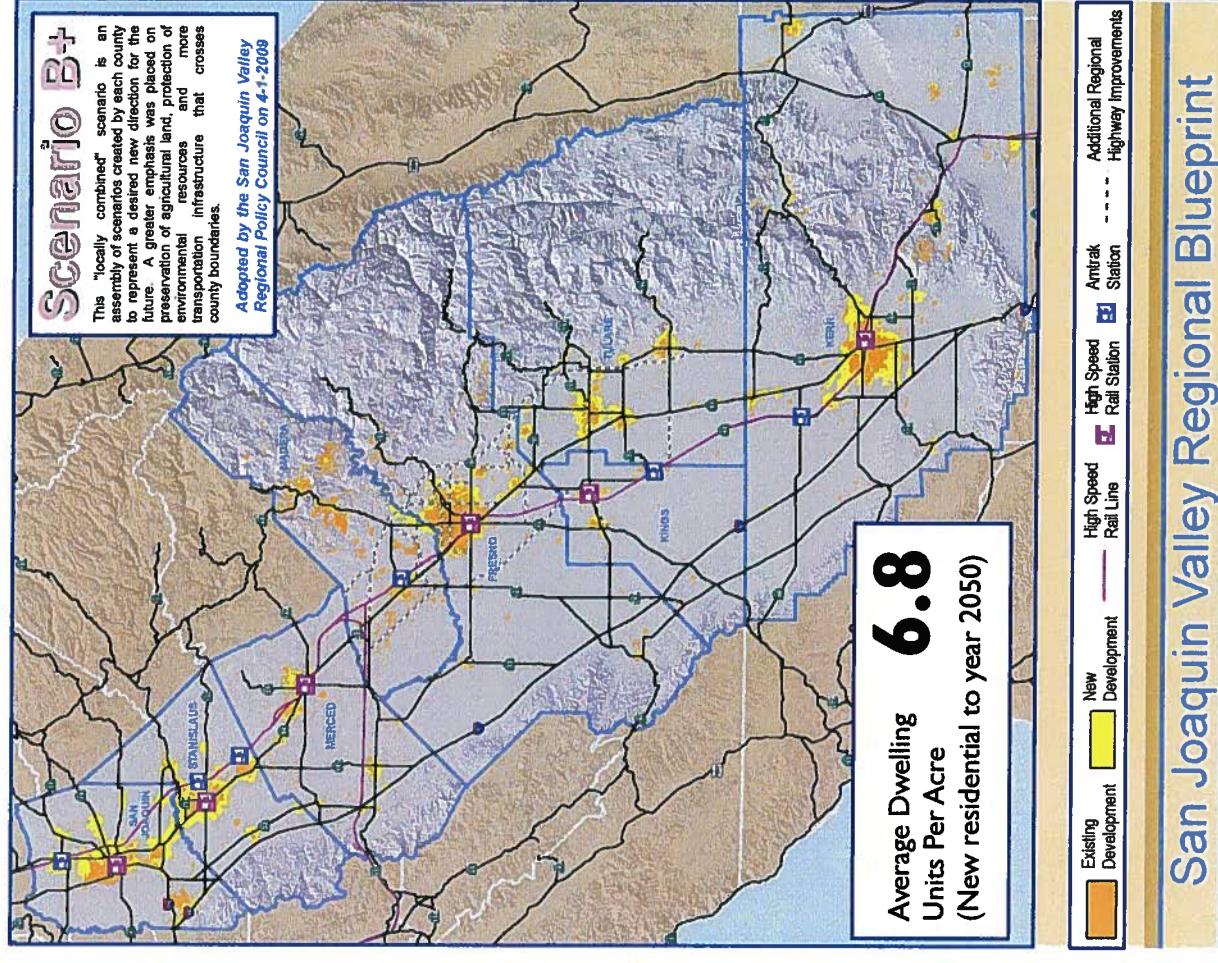
Scenario A represents current trends

Scenario B+ uses "Smart Growth" principles

On April 1, 2009 the San Joaquin Valley (SJV) Regional Policy Council reviewed the Valley COGs' collaborative work on the Blueprint and took the following actions:

- Adopted a list of Smart Growth Principles to be used as the basis of Blueprint planning in the San Joaquin Valley.
- Adopted Scenario B+ as the Preferred Blueprint Growth Scenario for the San Joaquin Valley to the year 2050. This preferred scenario will serve as guidance for the Valley's local jurisdictions with land use authority as they update their general plans.

1. Create a Range of Housing Opportunities & Choices
2. Create Walkable Neighborhoods
3. Encourage Community & Stakeholder Collaboration
4. Foster Distinctive, Attractive Communities with a Strong Sense of Place
5. Make Development Decisions Predictable, Fair & Cost Effective
6. Mix Land Uses
7. Preserve Open Space, Farmland, Natural Beauty & Critical Environmental Areas
8. Provide a Variety of Transportation Choices
9. Strengthen & Direct Development towards Existing Communities
10. Take Advantage of Compact Building Design
11. Enhance the Economic Vitality of the Region
12. Support Actions that Encourage Environmental Resource Management



***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. D.***

MEMORANDUM OF UNDERSTANDING
BETWEEN
KERN COUNCIL OF GOVERNMENTS,
TULARE COUNTY ASSOCIATION OF GOVERNMENTS, AND
COUNCIL OF FRESNO COUNTY GOVERNMENTS

This Memorandum of Understanding (MOU) is entered into by and between the Kern Council of Governments (Kern COG), Tulare County Association of Governments (TCAG), and Council of Fresno County Governments (Fresno COG), collectively referred to herein as AGENCIES.

RECITALS

- (1) The AGENCIES were established pursuant to California Government Code Section 6500 et. seq. and are designated Metropolitan Planning Organizations for their respective regions.
- (2) The AGENCIES wish to cooperate, seek common goals, and facilitate the study, planning and development of intermodal corridors between the regions.
- (3) These corridors shall include, but not be limited to, state highway, major regionally significant local routes, and rail corridors.
- (4) The San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) has identified that 80% of the San Joaquin Valley air pollution is from mobile sources: cars, buses, trucks and trains.
- (5) The SJVUAPCD notes that 50% of mobile sources of air pollution come from heavy-duty trucks.
- (6) By improving the movement of freight and goods through the southern San Joaquin Valley will reduce congestion on local roads and highways, improve highway safety and improve the air quality.

ROLES AND RESPONSIBILITIES

- (1) Under this MOU, the Agencies agree to advocate and support planning studies and development of intermodal corridors common to and between the regions.
- (2) The AGENCIES agree to work with Caltrans District 6 to develop and fund projects on the identified corridors.
- (3) The AGENCIES agree to meet and confer upon request of any party to the MOU or by Caltrans to discuss corridor studies, plans, or projects.

EFFECTIVITY AND AMENDMENT

This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between the partners not withstanding this MOU.

TERMINATION

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU shall remain in effect until any one of the parties of this agreement provides 180 days notice to the other parties of their withdrawal from the MOU.

KERN COUNCIL OF GOVERNMENTS

Cherylee Wegman
Chair

Patricia Randolph
Deputy County Counsel

Ronald E. Brummett
Executive Director

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Mike Ennis
Chair

Counsel

COUNCIL OF FRESNO COUNTY GOVERNMENTS

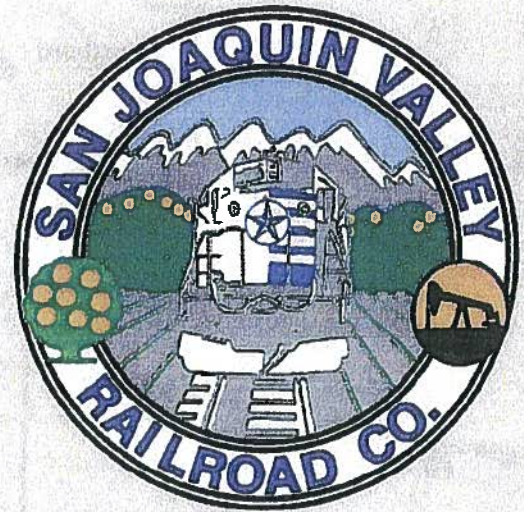
Tony Boren
Executive Director

Janelle E. Kelley
Deputy County Counsel

TO
SAN FRANCISCO
TO
SAN FRANCISCO,
PORTLAND

BNSF

UP



Oxalis

Firebaugh

Mendota

Ingle

Kerman

Pratton

Crayold

Hammer Field

FRESNO

Goldleaf

Helm

Burrell

Westhaven

Vanguard

Huron

Lemoore

Cinarron

Rossi

Armona

Hanford

Shell

Goshen Jct.

Locans

Sanger

Uva

Laciad

Reedley

Dinuba

Monson

Ivanhoe

Farmersville

Exeter

Lindsay

Strathmore

Porterville

Elmco

Ultra

Terra Bella

Jovista

Trocha

Ducor

Vestal

Richgrove

Hollis

Famoso

Oil Jct.

Maltha

Magunden

Harperstown

Lamont

Patch

Di Giorgio

Arvin

Levee

Embargoed Levee to Taft

Pentland

Taft

Gosford

Strader

Wible Orchard

Lyla

Garnette

Stevens

Del Kern

Strand

Rogas

Rio Bravo

Bower Bank

Kilowatt

Buttonwillow

UP

BNSF

CALIFORNIA

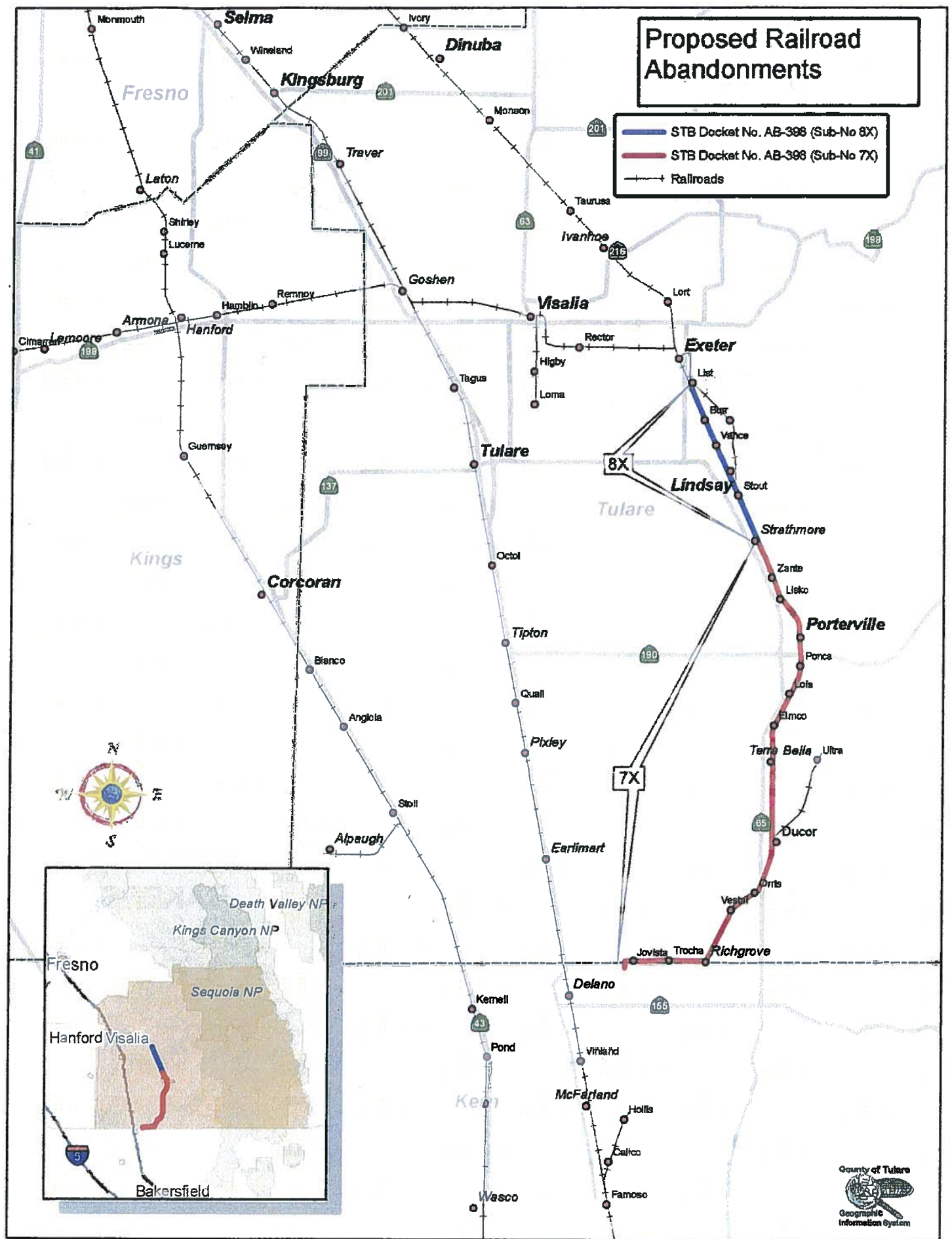
BAKERSFIELD

UP/BNSF

TO
LOS ANGELES
and EASTERN
POINTS

SAN JOAQUIN VALLEY RAILROAD
BNSF RAILWAY
UNION PACIFIC RAILROAD



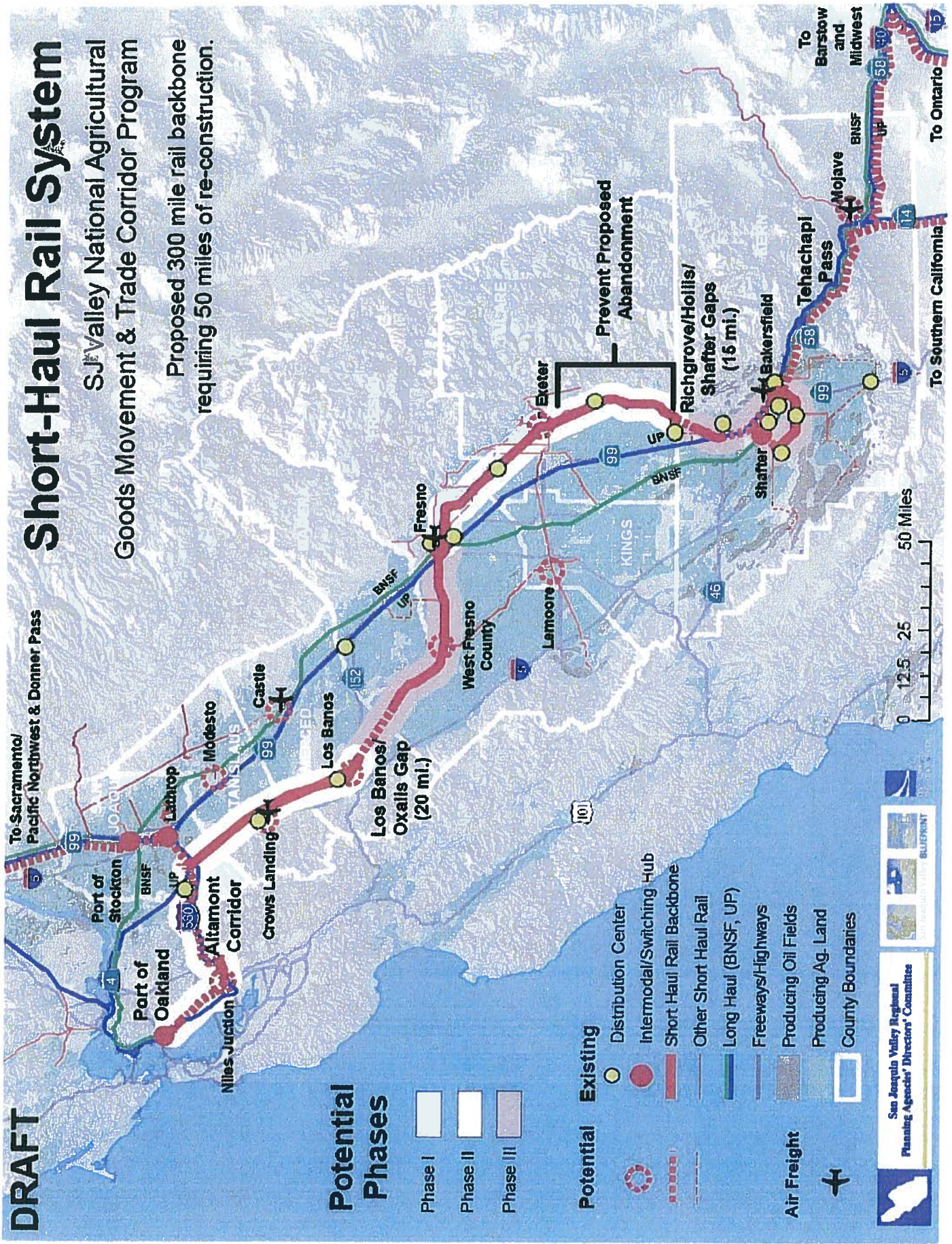


DRAFT

Short-Haul Rail System

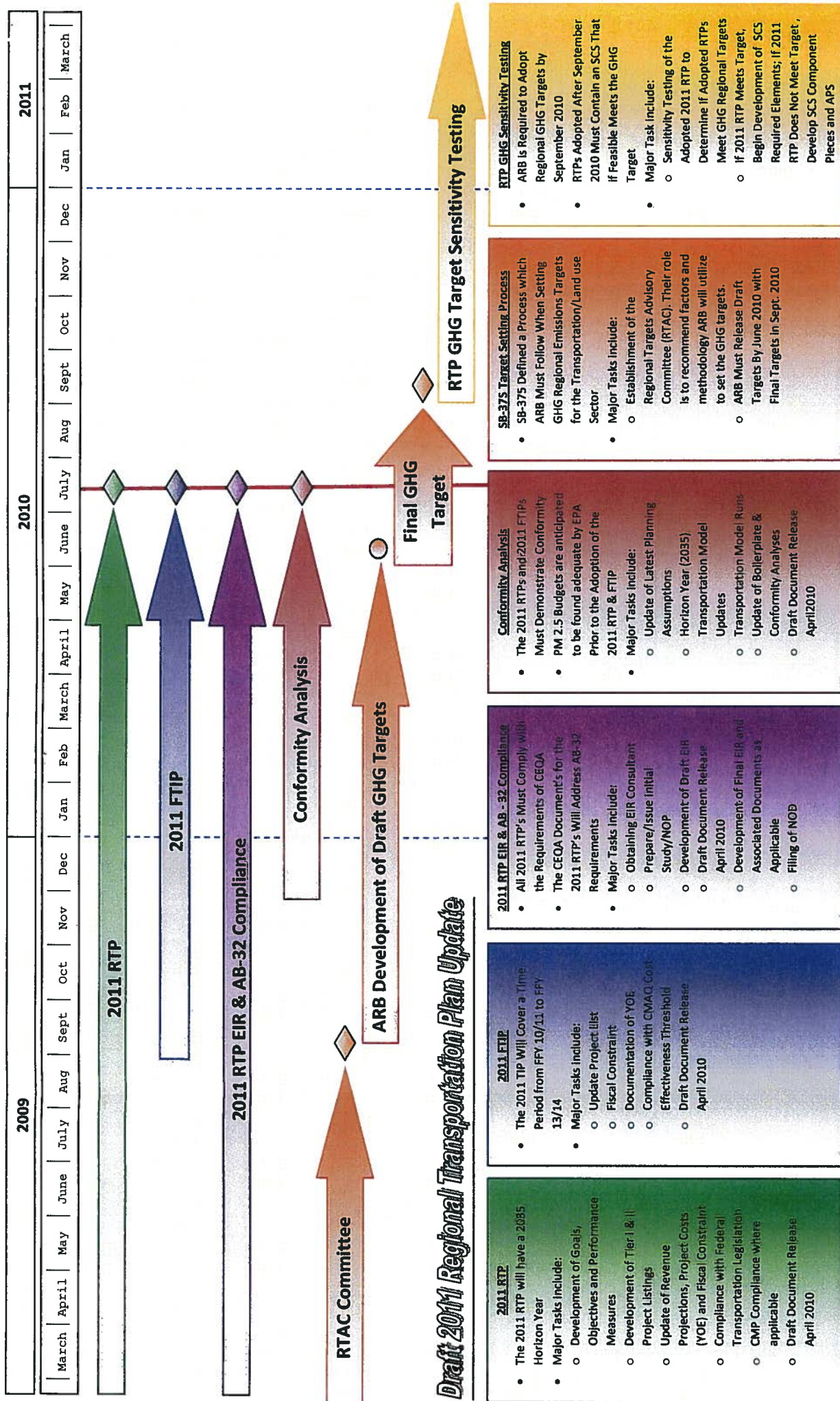
SJ Valley National Agricultural
Goods Movement & Trade Corridor Program

Proposed 300 mile rail backbone
requiring 50 miles of re-construction.



***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. E.***



***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. F.***

Fresno COG Implementation of ARRA
Updated 4/28/09

SAFETEA-LU Programming Steering Committee-Meeting held 2/17/09
Proposed- provide a base amount of \$160,000 to each member agencies with all additional funds divided up on a prorated basis based on population.
On 2/26/09-Proposal endorsed by Fresno COG Policy Board

Amendment 4: Adding ARRA revenue into the FTIP

Public Review-2/10/09-2/23/09

MPO Approval-2/25/09

Caltrans Approval-3/12/09

FHWA Approval-3/17/09

Amendment 5: Adding ARRA Transit Projects

FAX eligible to receive 5307-Self selection of projects

FCRTA eligible to receive 5311-Self selection of projects

List endorsed by COG Board on 3/26/09, routed through PAC

Public Review-3/9/09-3/23/09

MPO Approval-3/24/09

Caltrans Approval- 4/10/09

FHWA Approval- 4/10/09

Administrative Modification 6: Adding 1 ARRA Highway Maintenance and 1 ARRA Transit Project

Caltrans selection of HM project

FAX eligible to receive 5307-Self selection of projects

MPO Approval-3/19/09

Caltrans Approval-3/25/09

Amendment 7: Adding ARRA RSTP and STP Projects

List endorsed by COG Board on 3/26/09, routed through PAC

Public Review-3/20/09-4/3/09

MPO Approval-4/3/09

Caltrans Approval-pending

FHWA Approval-pending

Administrative Modification 8: Adding 1 ARRA SHOPP Project

Caltrans selection of SHOPP project

MPO Approval-4/22/09

Caltrans Approval-4/24/09

***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. G.***

**BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-12**

In the Matter of:

FRESNO/MADERA URBAN
STATE ROUTE 99 CSMP

RESOLUTION OF APPROVAL
OF THE FRESNO/MADERA URBAN
STATE ROUTE 99 CORRIDOR SYSTEM
MANAGEMENT PLAN (CSMP)

WHEREAS, the Council of Fresno County Governments (Fresno COG) is a Regional Transportation Planning Agency (RTPA) and a Metropolitan Planning Organization (MPO), pursuant to State and Federal designation, and;

WHEREAS, the preparation of a Corridor System Management Plan (CSMP) is a California Transportation Commission (CTC) requirement for the use of "Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006" funds; and

WHEREAS, the purpose of the CSMP is to assess current performance, identify causal factors for congestion, and based on testing of alternative corridor management improvement scenarios (typically through traffic analysis) propose the best mix of improvements, strategies and actions to restore throughput, improve travel times, reliability, safety, and preserve the corridor; and;

WHEREAS, Caltrans has developed the CSMP for SR-99 between Fresno and Madera and is requesting Fresno COG Policy Board approval.

NOW, THEREFORE BE IT RESOLVED that the Council of Fresno County Governments Policy Board hereby approves the Fresno/Madera Urban Route 99 Corridor System Management Plan.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 21st day of May, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chair

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 21st day of May, 2009.

Signed: _____
Tony Boren, Executive Director