

POLICY ADVISORY COMMITTEE

CONSENT ITEMS

AGENDA ITEMS II. A-M.



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Fresno, California 93721

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POLICY ADVISORY COMMITTEE

Executive Minutes

Date: Friday, April 17, 2009
Time: 10:00 a.m.
Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

Members Attending:

Rocky Rogers, City of Reedley
Ron Manfredi, City of Kerman
Lynn Gorman, Fresno County
Dan Spears, City of Sanger
Jeffery Webster, Fresno County Rural
Transit
Dwight Kroll, City of Clovis
Renee Mathis, City of Clovis

Alan Bengyel, City of Orange Cove
Bruce Rudd, City of Fresno
Krystal Chujnacki, City of Mendota
Randy Deaver, City of Fowler
Shun Patlan, City of Parlier
Dennis Manning, Fresno Area
Residents for Rail Consolidation
Sharri Ehlert, Caltrans

Others Attending:

Hilary Baird, League of California Cities
Pete Webber, SJV Partnership
Tony Boren, Fresno COG
Barbara Steck, Fresno COG
Lauren Dawson, Fresno COG
Stephanie Maxwell, Fresno COG

John Downs, Fresno COG/FAX
Melissa Garza, Fresno COG
Tom Webster, Fresno COG
Todd Sobrado, Fresno COG
Renee DeVere-Oki, Fresno COG

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

I. PRESENTATIONS

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

Cruz Ramos (San Joaquin) introduced Hilary Baird (League of California Cities) presentation. Ms. Baird explained League of California wanted to take a position in support of proposition 1A through 1F. Ms. Baird explained that she recently met with the Senate Majority Leader Dean Flores and the reason that the League decided to support the Proposition 1A through 1F was that they feel this is needed to keep the State from coming after City, County, and Transportation funds.

Ron Manfredi (Kerman) informed the committee that the City of Kerman went on record endorsing Proposition 1A through 1F and will be sending out information in their newsletters and newspapers locally.

II. CONSENT ITEMS

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

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

II. CONSENT ITEMS

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- | | |
|---|-------------|
| A. PAC Executive Minutes of March 13, 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 |
| D. Local Government Commission: Implementing SB 375 Workshop Notice [DAWSON] | Information |
| E. Unmet Transit Needs Update [LONG] | Information |
| F. Monthly Legislative Update [DANSBY] | |
| G. League of California Cities Briefing Session on AB32 and SB375 [DAWSON] | Information |
| H. FCRTA ITEM: 2007-08 FCRTA Financial Audit [BESHEARS] | Accept |
| I. Status Report on Sacramento Lobbying Activities—Steve Samuelian, California Consulting LLC [BOREN] | Information |
| J. Regional Clearinghouse [SOBRADO] | Information |

	Project	Applicant
1.	Transit Planning and Research Program Grant	State of California, DOT
2.	MPO Highway Planning	State of California, DOT
3.	State Planning and Research Program Grant	State of California, DOT

Staff requested that Item H. **California Partnership – Membership Dues Schedule** be moved to the top of the agenda.

A motion was made by Ron Manfredi (Kerman) and seconded by Bruce Rudd (City of Fresno) to move Item H. to the top of the agenda. A vote was called for and the motion carried.

H. California Partnership – Membership Dues Schedule

Tony Boren, Executive Director reported that Fresno COG (as have each of the eight San Joaquin Valley COGs), received a request (letter attached) from the California Partnership for the San Joaquin Valley requesting funding for the continued operations of the SJV Partnership in FY 2009/10. Valleywide, the total request for funding comes to \$142,000, Fresno COG's proportional share of that amount is \$33,500. This funding would be used by the Partnership to continue operations in FY 2009/10. Enclosures were provided in the packet materials that address the origins and accomplishments of the SJV Partnership along with a budget breakdown of how the \$142,000 would be allocated.

Mr. Boren explained that there are no COG Federal or State funding sources that can be utilized to support the Partnership effort, as these funds are generally restricted to "transportation specific" uses. With that in mind, any funding to support the Partnership would have to come from COG member agency dues. In order to address this issue, a draft FY 2009/10 COG Member Agency Dues Schedule was included that identified the proportional amount that each COG member agency would be required to pay should there be COG Policy Board Support for funding the Partnership. Pete Webber from SJV Partnership attended the PAC meeting to answer specific questions related to the request.

Mr. Boren explained to the Committee that the Partnership was not funded in this years Governors Budget. The Partnership has made a request to all the Valley COG's to pick up some of the cost of the operating budget for the next year in this amount \$142,500. Fresno County's portion will amount to \$33,500. If the Committee chooses to help fund the Partnership the member agency dues will increase.

Pete Webber gave a brief description of what the Partnership is all about and what it has done and why the operation should continue.

A motion was made by Bruce Rudd (City of Fresno) and seconded by D-B Husser (Selma) to recommend the Partnership Fees to the Board. A vote was called for and the motion carried.

A motion was made by Alan Bengyel (Orange Cove) and seconded by Ron Manfredi (Kerman) to approve the Consent Items in the order presented. A vote was called for and the motion carried.

For a complete summary of these items please see the April 17, 2009 Annotated Agenda.

III. ACTION / DISCUSSION ITEMS

A. First 5 Fresno County Regarding Proposition 1D This item was removed from the agenda.

B. High Priority Projects for Next Federal Transportation Bill

Tony Boren, Executive Director reported on this item. SAFETEA-LU, the current Federal Surface Transportation Act, is due to expire in September of this year. The key federal committee that is working on drafting the new bill, The Committee on Transportation and Infrastructure, is looking to congressional members to solicit "member-designated, High Priority Projects" for inclusion in the next transportation funding act. Enclosed is a sample of the letter sent to congressional members requesting High Priority Projects to be funded through a "small percentage of the overall investment of the authorization bill".

On the recent Fresno COG "One Voice" trip to Washington, D.C., the delegation advocated for funding within the next Federal Transportation Bill for transportation projects significant to our region.

Included in the agenda packet was a table listing the transportation projects.

It is staff's assumption that these projects would be the likely candidates for submittal to our congressional members for their consideration as High Priority Projects. Staff is currently working with our four Congressmen: Rep. Nunes, Rep. Costa, Rep. Cardoza, and Rep. Radanovich to obtain information on the process for submitting projects for their consideration. The due date for submittals to the Committee on Transportation and Infrastructure is May 8th, 2009; however, it is likely that the due date to get projects to our representatives will be at least a week prior for their review and consideration.

On a similar note, the eight San Joaquin Valley COGs are also moving forward in submitting transportation projects of Valley-wide significance with the same goal for federal funding in the next act. The projects were identified through the "Valley Voice" advocacy trip to Washington D.C. in February and include projects located on SR 99 throughout the Valley. The list of Valley projects was included in the agenda packet.

It was agreed that Fresno COG will submit the following projects through our Federal lobbyist:

1. SR 180 East – Academy to Trimmer Springs (Note: Temperance to Academy extension is fully funded with Federal Stimulus money and Measure C so the next project in line will be submitted).
2. Golden State Corridor
3. Manning Avenue Bridge Rehabilitation and Reconstruction

4. Highway 269 Bridge Project
5. State Route 99 Improvements

Also from the list:

1. Veterans Boulevard – City of Fresno will submit project through their Federal lobbyist.
2. Rural Road Safety and Rehabilitation – County of Fresno will submit project through their Federal lobbyist.

A motion was made by Ron Manfredi (Kerman) and seconded by Bruce Rudd (City of Fresno) to seek direction from the Board on a list of projects that will be submitted to our Fresno County congressional representatives for consideration as High Priority Projects in the next Federal Transportation Act. A vote was called for and the motion carried.

C. American Recovery and Reinvestment Act of 2009

Renee Devere-Okie reported on this item. Fresno COG is currently in the process of programming American Recovery and Reinvestment Transportation (ARRA) 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.

Staff will provide a verbal update of ongoing ARRA activities and information.

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

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

Todd Sobrado (COG) reported on this item. Fresno COG is announcing a 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. The funding amounts listed below are statewide allocations.

Section 5310 - Elderly and Disabled Specialized Transit Program Estimated funding is \$12.6million

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 contained 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.

E. Regional Transportation Mitigation Fee (RTMF) Update

Tony Boren, Deputy 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 attorney's 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 our 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 probably 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.

A motion was made by Dan Spears (Sanger) and seconded by Ron Manfredi (Kerman) to recommend the Policy Advisory Committee support the concept of Fresno COG serving as the Joint Powers Agency for purposes of enacting the Measure C RTMF. A vote was called for and the motion carried.

F. Blueprint Update – Regional Policy Council Actions

Barbara Steck, Deputy Director reported that 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.

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

Tony Boren (COG) reported on this item. The California Transportation Commission in 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) have an opportunity to present and discuss regional transportation issues and projects of importance to our regions.

Fresno COG discussed the following projects:

1. SR 99 Corridor Improvements. Speaker was Tony Boren, Executive Director, Fresno COG.
2. SR 180 Corridor Improvements. Speaker was Harry Armstrong, Mayor, City of Clovis and Board Member, Fresno County Transportation Authority.
- Veterans Boulevard Improvements. Speaker was Phil Larson, Supervisor, District 1.

Please contact staff member, Jennifer Dansby, at (559) 233-4148 for more details.

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

H. California Partnership – Membership Dues Schedule

This item was moved to the beginning of the meeting

I. Caltrans Monthly Report

Sherri Ehlert (Caltrans) provided an update on Caltrans activities:

Ms. Ehlert informed the Committee that April 1, 2009 was the deadline for submittal of applications for Transportation Planning Grants. Caltrans received 18 grant applications within the County of Fresno within these three categories of the community based Transportation planning grants, Environmental Justice and the Transit Technical Planning. Within Fresno there were three applications submitted for the Community based Transportation Grant, one by the City of Fresno Redevelopment Agency, City of Kingsburg and the County of Fresno. The other category that was submitted by Fresno was Environmental Justice for County of Fresno, City of Parlier, City of San Joaquin and the City of Fresno of Public Works submitted a bicycle and pedestrian safety assessment.

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

IV. OTHER BUSINESS

A. Items from Staff

Tom Webster (COG) informed the Committee that there is a bid proposal from Sebastian Inc. This is the contractor that installed the video conferencing equipment at Fresno COG. Mr. Webster emphasized that timing is very important and that this equipment is the very best on the market right now.

Production and manufacturing have slowed down so much that new equipment will not be coming out anytime soon. There is only a 38% reduction in cost for the equipment on this bid. The deadline for this bid is June 15, 2009.

Tony Boren (COG) reviewed the State Transit Assistance Fund spread sheet that was handed out. This spread sheet shows revised estimates for the member agencies on the State Transit Assistance Fund.

B. Items from Members

Ron Manfredi (Kerman) reminded the Committee about the post PAC Lunch meeting.

Adjournment

There being no further business the meeting was adjourned.

Respectfully submitted,

A handwritten signature in cursive script that reads "Tony Boren".

Tony Boren, Executive Director
Council of Fresno County Governments

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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 70 mph Rural	55-80 mph Urban 70-80 mph Rural	No issues. 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 3 Miles Rural	Same	Numerous locations. Design Exceptions with project work.
	10 Feet Urban	2 Miles Rural	Several locations. Design Exceptions with project work.
Median Width	36 Feet Rural	22 Feet Urban	Numerous locations. Design Exceptions w/o project work.
		22 Feet Rural	Numerous locations. Design Exceptions w/o project work.

**BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-11**

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

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

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

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

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

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

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

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

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

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 21st 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

Date: 4/18/09

Claimant: City of Fresno

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

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

FROM: Applicant: City of Fresno - Dept. of Transportation/FAX
Address: 2223 G Street
City: Fresno Zip Code: 93706
Contact: Kathleen Healy Phone: (559) 621-1441

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

Local Transportation Fund

Apportionment	\$ <u>17,161,571</u>
Surplus (Prior Years)	\$ <u>1,034,539</u>
Unexpended, Held by Claimant.....	\$ <u>0</u>
Other Agency	\$ <u>1,654,764</u>
County of Fresno	
City of Clovis	\$ <u>211,031</u>

State Transit Assistance Fund

Estimate	\$ <u>1,255,008</u>
Prior Year Carryover	\$ <u> </u>
Unexpended, Held by Claimant.....	\$ <u> </u>

Other

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

TOTAL..... \$ 21,316,913

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

Twenty one million, three hundred and sixteen thousand, nine hundred thirteen dollars
(spell out amount)

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

Authorized Signature: _____

Title: Director of Transportation

Date: April 18, 2009

Claimant: City of Fresno

PURPOSE	AMOUNT	SUB-TOTAL
1. Bicycle & Pedestrian Facilities (Art. 3).....	\$ 343,191	
(Art. 8a)	\$ _____	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
	SUB-TOTAL \$	343,191
2. Regional Transportation Planning		SUB-TOTAL \$ 479,267
3. Public Transportation (Art. 4).....	\$ 15,496,228	
(Art. 8c).....	\$ _____	
Other Agency (County).....	\$ 1,654,764	
Other Agency (Clovis).....	\$ 211,031	
State Transit Assistance Funds	\$ 1,255,008	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
Other, specify (Surplus).....	\$ 1,034,539	
	SUB-TOTAL \$	19,651,570
4. Community Transit Service (CTSA, Art. 4.5)		SUB-TOTAL \$ _____
5. Streets & Roads (Art. 8a)	\$ _____	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
	SUB-TOTAL \$	_____
6. To Be Claimed By: (Fresno County Rural Transit Agency).....	\$ _____	
(Consolidated Transp. Serv. Agency)	\$ 842,885	
Other ().....	\$ _____	
Other ().....	\$ _____	
Other ().....	\$ _____	
	SUB-TOTAL \$	842,885
7. Reserved In Fund Pending Further Claiming		SUB-TOTAL \$ _____

GRAND TOTAL	\$ 21,316,913
(Claim Total Must Agree With Total On First Page)	

Minus All Unexpended Funds Held By \$ _____

GRAND TOTAL PAYABLE TO CLAIMANT	<u>\$ 21,316,913</u>
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Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Date: 04/18/2009

Claimant: City of Fresno

BICYCLE AND PEDESTRIAN FACILITIES

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

Project Title and Brief Description	Project Cost
1. (Generic) Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction;	\$ <u>343,191</u>
AND/OR	
1. (Specific)	\$
2. (Specific)	\$
(add sheets if necessary)	
TOTAL PROJECT COSTS.....	\$ <u>343,191</u>

Revenue Source & Amount

LTF (Article 3)	\$ <u>343,191</u>
LTF (Article 8a)	\$
Other:	\$
Other:	\$
Audit Exception - G.F. Payback ...	\$

STREETS AND ROADS CLAIM

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

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

Revenue Source & Amount

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

Date: 04/18/2009Claimant: City of Fresno

PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM CLAIM FOR OPERATING AND CAPITAL EXPENSES

Project Description**Project Cost**

General Transportation Service (Proposed) **TOTAL** \$ 47,308,900

(Prior Year) \$ 42,136,115

Percentage Change 12.3%

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts	<u>Operating</u>	<u>Capital</u>
LTF (Article 4)	\$ <u>18,396,562</u>	\$ _____
LTF (Article 8)	\$ _____	\$ _____
STA	\$ _____	\$ <u>1,255,008</u>
Fares	\$ <u>8,410,000</u>	\$ _____
Other: <u>Current Year FTA/CMAQ Reimbursement</u>	\$ <u>12,021,000</u>	\$ <u>18,285,900</u>
Other:	\$ <u>8,481,338</u>	\$ _____
Unexpended, Held By Claimant	\$ _____	\$ _____
Audit Exception - G. F. Payback	\$ _____	\$ _____

Project Description**Project Cost**

Elderly/Handicapped Service (Proposed)

TOTAL \$ _____

(Prior Year) \$ _____

Percentage Change %

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts	<u>Operating</u>	<u>Capital</u>
LTF (Article 4)	\$ _____	\$ _____
LTF (Article 8)	\$ _____	\$ _____
STA	\$ _____	\$ _____
Fares	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Unexpended, Held By Claimant	\$ _____	\$ _____
Audit Exception - G. F. Payback	\$ _____	\$ _____

Project Description**Project Cost**

Consolidated Trans Service Agency (Prop.)

TOTAL \$ _____

(Prior Year) \$ _____

Percentage Change %

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts	<u>Operating</u>	<u>Capital</u>
LTF (Article 4.5)	\$ _____	\$ _____
LTF (Article 8c)	\$ _____	\$ _____
STA	\$ _____	\$ _____
Fares	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Unexpended, Held By Claimant	\$ _____	\$ _____
Audit Exception - G. F. Payback	\$ _____	\$ _____

Date: 04/18/2009Claimant: City of Fresno

PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM SUMMARY SHEET

REQUIRED OPERATING/FAREBOX CALCULATIONS

General Transportation Services:

1. Total Operating Expenses Minus Exclusions*	\$ 47,308,900
(Amount Excluded \$	)
2. Farebox Revenues	\$ 8,410,000
3. Other Local Support	\$ 8,481,338
4. Total Local Support (add lines 2 & 3)	\$ 16,891,338
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)	% 17.7%
6. Required Minimum Ratio	% 20.0%
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1)	% 35.7%
8. Required Minimum Ratio	% 20.0%

Elderly/Handicapped Service:

1. Total Operating Expenses Minus Exclusions	\$
(Amount Excluded \$	)
2. Farebox Revenues	\$
3. Other Local Support	\$
4. Total Local Support (add lines 2 & 3)	\$
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)	%
6. Required Minimum Ratio	%
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1)	%
8. Required Minimum Ratio	%

Consolidated Transportation Service Agency Service:

1. Total Operating Expenses Minus Exclusions	\$
(Amount Excluded (\$	)
2. Farebox Revenues	\$
3. Social Service Agency Match	\$
4. Total Local Support (add lines 2 & 3)	\$
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)	%
6. Required Minimum Ratio	%
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1)	%
8. Required Minimum Ratio	%

Summary Totals

1. Total of All Operating Expenses Plus Exclusions	\$ 47,308,900
(All excluded costs should be added back to the total)	
2. Total of All Capital Projects	\$
3. Grand Total	\$

Revenue Source and Amount

	LTF Art. 4	LTF Art. 4.5	LTF Art. 8c	STA	Local Support	Fed\State Grants	Other local support	TOTAL
OPERATING	18,396,562				16,830,600	12,021,000	60,738	47,308,900
CAPITAL				1,255,008		18,285,900		19,540,908
TOTAL	18,396,562			1,255,008	16,830,600	30,306,900	60,738	66,849,808

Date: 04/18/2009

Claimant: City of Fresno

CONTINGENCY PROJECT LISTING

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

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

Project Title & Brief Descriptions

Project Cost

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

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

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

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

Project Title & Brief Descriptions

Project Cost

1. \$

2. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

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

Project Title & Brief Descriptions

Project Cost

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

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

Date: 04/18/2009

Claimant: City of Fresno

**SUPPLEMENTAL INFORMATION REQUIRED OF TRANSIT CLAIMANTS
(CCR 6632)**

Attached to the claim are submitted the following documents:

- ☒ Budget (or proposed budget) for the (2009) year
- ☒ Statement for prior year revenues and expenditures (projections acceptable)
- ☒ California Highway Patrol Certification pursuant to PUC 99251 (No claim may be approved unless accompanied by this certification). Date on this certification must be within 13 months of the proposed claim approval date.
- ☒ Transit Efficiency Calculation - PUC 99314.6

**BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-13**

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

**RESOLUTION SETTING FORTH
FINDINGS OF APPORTIONMENT
FOR THE LOCAL TRANSPORTATION
FUND**

WHEREAS, the Council of Fresno County Governments (Fresno COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and

WHEREAS, Fresno COG is required to annually certify and adopt Findings of Apportionment under adopted Rules and Regulations concerning administration of the Local Transportation Fund.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments hereby certifies and adopts the attached schedule as Findings of Apportionment for fiscal year 2009-10, which is hereby made a part of this resolution.

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, 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

2009/10
COUNCIL OF FRESNO COUNTY GOVERNMENTS
LOCAL TRANSPORTATION FUND
APPORTIONMENT TO MEMBER AGENCIES
Final Estimate

05/01/09

2009/10 Estimate per Fresno County Auditor Controller	\$28,000,000
Less Administration	133,000
Gross Amount Available for Allocation	27,867,000

MEMBER	CENSUS POPULATION 01/01/09	PERCENT	GROSS AMOUNT AVAILABLE	ART. 3 BIC. & PED.FAC. (2%)	SHARE TOWARD ART. 4.5 (5%)	RTP (3%)	NET FOR ARTICLES 4 & 8	ADD TO CTSA's ART. 4.5	NET ART. 4, 4.5 & 8
Clovis	95,128	10.10%	2,813,674	56,265	138,262	78,574	2,540,573	148,175	2,688,748
Coalinga	19,109	2.03%	565,384	11,302	27,956	15,784	510,342		510,342
Firebaugh	6,807	0.72%	201,431	4,026	9,989	5,622	181,794		181,794
Fowler	5,671	0.60%	167,865	3,354	8,172	4,684	151,455		151,455
Fresno City	495,913	52.63%	14,660,134	293,319	712,901	409,618	13,244,296		13,244,296
Huron	7,836	0.83%	231,459	4,635	11,077	6,472	209,275		209,275
Kerman	14,064	1.49%	415,894	8,318	20,353	11,617	375,606		375,606
Kingsburg	11,427	1.21%	337,887	6,759	16,509	9,439	305,180		305,180
Mendota	9,870	1.05%	291,940	5,838	14,353	8,152	263,597		263,597
Orange Cove	10,930	1.16%	323,199	6,465	15,800	9,028	291,906		291,906
Parlier	13,555	1.44%	400,767	8,017	19,542	11,196	362,012		362,012
Reedley	25,723	2.73%	760,962	15,214	37,520	21,247	686,981		686,981
Sanger	25,417	2.70%	751,567	15,033	36,731	20,994	678,809		678,809
San Joaquin	4,060	0.43%	120,815	2,401	6,630	3,354	108,430		108,430
Selma	23,301	2.47%	689,472	13,782	34,147	19,246	622,297		622,297
Fresno Co.	173,487	18.40%	5,134,750	102,612	255,541	143,298	4,633,299		4,633,299
FCRTA								424,726	424,726
FCEOC								792,582	792,582
TOTALS	942,298	100%	27,867,000	557,340	1,365,483	778,325	25,165,852	1,365,483	26,531,335

**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

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		

In the Matter of:)
)
Disadvantaged Business)
Enterprise Goals)
_____)

WHEREAS, the Council of Fresno County Governments (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 Act of 1964, as amended, pursuant to the joint regulations-Code of Federal Regulations, Title 26, Part 450; Title 49, Part 613); and

WHEREAS, the COG, as a condition of grant award, is required to adopt a goal for disadvantaged enterprise (DBE) participation in COG awarded contracts where federal financial assistance is provided pursuant to Code of Federal Regulations, Title 49, Part 26, as amended; and

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

ATTEST:

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

CALIFORNIA

DEPARTMENT OF TRANSPORTATION

DISADVANTAGED BUSINESS ENTERPRISE

PROGRAM

IMPLEMENTATION AGREEMENT

FOR

LOCAL AGENCIES

CALIFORNIA DEPARTMENT OF TRANSPORTATION DISADVANTAGED BUSINESS ENTERPRISE IMPLEMENTATION AGREEMENT

For the Council of Fresno County Governments, hereinafter referred to as "RECIPIENT."

I Definition of Terms

The terms used in this agreement have the meanings defined in 49 CFR § 26.5.

II OBJECTIVE/POLICY STATEMENT (§26.1. 26/23)

The RECIPIENT intends to receive federal financial assistance from the U. S. Department of Transportation (DOT) through the California Department of Transportation (Caltrans), and as a condition of receiving this assistance, the RECIPIENT will sign the California Department of Transportation Disadvantaged Business Enterprise Program Implementation Agreement (hereinafter referred to as Agreement). The RECIPIENT agrees to implement the State of California, Department of Transportation Disadvantaged Business Enterprise (DBE) Program Plan (hereinafter referred to as the DBE Program Plan) as it pertains to local agencies. The DBE Program Plan is based on U.S. Department of Transportation (DOT), 49 CFR, Part 26 requirements.

It is the policy of the RECIPIENT to ensure that DBEs, as defined in Part 26, have an equal opportunity to receive and participate in DOT-assisted contracts. It is also their policy:

- To ensure nondiscrimination in the award and administration of DOT-assisted contracts.
- To create a level playing field on which DBE's can compete fairly for DOT-assisted contracts.
- To ensure that their annual overall DBE participation percentage is narrowly tailored, in accordance with applicable law.
- To ensure that only firms that fully meet 49 CFR, Part 26 eligibility standards are permitted to participate as DBEs.
- To help remove barriers to the participation of DBEs in DOT-assisted contracts.
- To assist the development of firms that can compete successfully in the market place outside the DBE Program.

III Nondiscrimination (§26.7)

RECIPIENT will never exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract covered by 49 CFR, Part 26 on the basis of race, color, sex, or national origin. In administering the local agency components of the DBE Program Plan, the RECIPIENT will not, directly, or through contractual or other arrangements, use criteria or methods of administration that have the effect of defeating or substantially impairing accomplishment of the objectives of the DBE Program Plan with respect to individuals of a particular race, color, sex, or national origin.

March 4, 2009

IV Annual DBE Submittal Form (§26.21)

The RECIPIENT will provide to the Caltrans District Local Assistance Engineer (DLAE) a completed *Local Agency DBE Annual Submittal Form* (Exhibit 9-B) by June 1 of each year for the following Federal Fiscal Year (FFY). This form includes an Annual Anticipated DBE Participation Level (AADPL), methodology for establishing the AADPL, the name, phone number, and electronic mailing address of the designated DBELO, and the choice of Prompt Pay Provision to be used by the RECIPIENT for the following FFY.

V Race-Neutral Means of Meeting the Overall Statewide Annual DBE Goal (§26.51)

RECIPIENT must meet the maximum feasible portion of its AADPL by using race-neutral means of facilitating DBE participation. Race-neutral DBE participation includes any time a DBE wins a prime contract through customary competitive procurement procedures, is awarded a subcontract on a prime contract that does not carry a DBE goal, or even if there is a DBE goal, wins a subcontract from a prime contractor that did not consider its DBE status in making the award (e.g., a prime contractor that uses a strict low-bid system to award subcontracts).

Race-neutral means include, but are not limited to, the following:

1. Arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitate DBE, and other small businesses, participation (e.g., unbundling large contracts to make them more accessible to small businesses, requiring or encouraging prime contractors to subcontract portions of work that they might otherwise perform with their own forces);
2. Providing assistance in overcoming limitations such as inability to obtain bonding or financing (e.g., by such means as simplifying the bonding process, reducing bonding requirements, eliminating the impact of surety costs from bids, and providing services to help DBEs, and other small businesses, obtain bonding and financing);
3. Providing technical assistance and other services;
4. Carrying out information and communication programs on contracting procedures and specific contract opportunities (e.g., ensuring the inclusion of DBEs, and other small businesses, on recipient mailing lists of bidders; ensuring the dissemination to bidders on prime contracts of lists of potential subcontractors; provision of information in languages other than English, where appropriate);
5. Implementing a supportive services program to develop and improve immediate and long-term business management, record keeping, and financial and accounting capability for DBEs and other small businesses;
6. Providing services to help DBEs, and other small businesses, improve long-term development, increase opportunities to participate in a variety of types of work, handle increasingly significant projects, and achieve eventual self-sufficiency;
7. Establishing a program to assist new, start-up firms, particularly in fields in which DBE participation has historically been low;
8. Ensuring distribution of your DBE directory, through print and electronic means, to the widest feasible universe of potential prime contractors; and
9. Assisting DBEs, and other small businesses, to develop their capability to utilize emerging technology and conduct business through electronic media.

VI Race Conscious Means of Meeting the Overall Statewide Annual DBE Goal (§26.51(d))

RECIPIENT must establish contract goals for Underutilized Disadvantaged Business Enterprises (UDBEs) to meet any portion of your AADPL you do not project being able to meet using race-neutral means. UDBEs are limited to these certified DBEs that are owned and controlled by African Americans, Native Americans, Women, and Asian Pacific Americans.

VII Quotas (§26.43)

RECIPIENT will not use quotas or set-asides in any way in the administration of the local agency component of the DBE Program Plan.

VIII DBE Liaison Officer (DBELO) (§26.25)

RECIPIENT has designated a DBE Liaison Officer. The DBELO is responsible for implementing the DBE Program Plan, as it pertains to the RECIPIENT, and ensures that the RECIPIENT is fully and properly advised concerning DBE Program Plan matters. [Specify resources available to the DBELO; e.g., the DBELO has a staff of two professional employees assigned to the DBE program on a full-time basis and two support personnel who devote a portion of their time to the program.] The name, address, telephone number, electronic mail address, and an organization chart displaying the DBELO's position in the organization are found in Attachment _____ to this Agreement. This information will be updated annually and included on the DBE Annual Submittal Form.

The DBELO is responsible for developing, implementing, and monitoring the RECIPIENT's requirements of the DBE Program Plan in coordination with other appropriate officials. Duties and responsibilities include the following:

1. Gathers and reports statistical data and other information as required.
2. Reviews third party contracts and purchase requisitions for compliance with this program.
3. Works with all departments to determine projected Annual Anticipated DBE Participation Level.
4. Ensures that bid notices and requests for proposals are made available to DBEs in a timely manner.
5. Analyzes DBE participation and identifies ways to encourage participation through race-neutral means.
6. Participates in pre-bid meetings.
7. Advises the CEO/governing body on DBE matters and DBE race-neutral issues.
8. Provides DBEs with information and recommends sources to assist in preparing bids, obtaining bonding and insurance.
9. Plans and participates in DBE training seminars.
10. Provides outreach to DBEs and community organizations to fully advise them of contracting opportunities.

IX Federal Financial Assistance Agreement Assurance (§26.13)

RECIPIENT will sign the following assurance, applicable to and to be included in all DOT-assisted contracts and their administration, as part of the program supplement agreement for each project.

The recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT-assisted contract, or in the administration of its DBE Program, or the requirements of 49 CFR Part 26. The recipient shall take all necessary and reasonable steps under 49 CFR, Part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The recipient's DBE Program, as required by 49 CFR, Part 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.). [Note – this language is to be used verbatim, as it is stated in §26.13(a).]

X DBE Financial Institutions (§26.27)

It is the policy of the RECIPIENT to investigate the full extent of services offered by financial institutions owned and controlled by socially and economically disadvantaged individuals in the community to make reasonable efforts to use these institutions, and to encourage prime contractors on DOT-assisted contracts to make use of these institutions.

Information on the availability of such institutions can be obtained from the DBELO. The Caltrans' Disadvantaged Business Enterprise Program may offer assistance to the DBELO.

XI Directory (§26.31)

RECIPIENT will refer interested persons to the Unified Certification Program DBE directory available from the Caltrans Disadvantaged Business Enterprise Program's website at www.dot.ca.gov/hq/bep.

XII Required Contract Clauses (§§26.13, 26.29)

RECIPIENT ensures that the following clauses or equivalent will be included in each DOT-assisted prime contract:

A. CONTRACT ASSURANCE

The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR, Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as recipient deems appropriate.

[Note – This language is to be used verbatim, as is stated in §26.13(b). See Caltrans Sample Boiler Plate Contract Documents on the Internet at www.dot.ca.gov/hq/LocalPrograms under "Publications."]

B. PROMPT PAYMENT

Prompt Progress Payment to Subcontractors

The local agency shall require contractors and subcontractors to be timely paid as set forth in Section 7108.5 of the California Business and Professions Code concerning prompt payment to subcontractors. The 10-days is applicable unless a longer period is agreed to in writing. Any delay or postponement of payment over 30 days may take place only for good cause and with the agency's prior written approval. Any violation of Section 7108.5 shall subject the violating contractor or subcontractor to the penalties, sanctions, and other remedies of that Section. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor, deficient subcontractor performance, and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.

Prompt Payment of Withheld Funds to Subcontractors

The local agency shall ensure prompt and full payment of retainage from the prime contractor to the subcontractor within thirty (30) days after the subcontractor's work is satisfactorily completed and accepted. This shall be accompanied by including either (1), (2), or (3) of the following provisions [local agency equivalent will need Caltrans approval] in their federal-aid contracts to ensure prompt and full payment of retainage [withheld funds] to subcontractors in compliance with 49 CFR 26.29.

1. No retainage will be held by the agency from progress payments due to the prime contractor. Prime contractors and subcontractors are prohibited from holding retainage from subcontractors. Any delay or postponement of payment may take place only for good cause and with the agency's prior written approval. Any violation of these provisions shall subject the violating contractor or subcontractor to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor, deficient subcontractor performance, and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.
2. No retainage will be held by the agency from progress payments due the prime contractor. Any retainage kept by the prime contractor or by a subcontractor must be paid in full to the earning subcontractor in 30 days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment may take place only for good cause and with the agency's prior written approval. Any violation of these provisions shall subject the violating contractor or subcontractor to the penalties, sanctions, and remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor, deficient subcontractor performance, and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.

3. The agency shall hold retainage from the prime contractor and shall make prompt and regular incremental acceptances of portions, as determined by the agency of the contract work and pay retainage to the prime contractor based on these acceptances. The prime contractor or subcontractor shall return all monies withheld in retention from all subcontractors within 30 days after receiving payment for work satisfactorily completed and accepted including incremental acceptances of portions of the contract work by the agency. Any delay or postponement of payment may take place only for good cause and with the agency's prior written approval. Any violation of these provisions shall subject the violating prime contractor to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the contractor or subcontractor in the event of: a dispute involving late payment or nonpayment by the contractor; deficient subcontractor performance; and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.

XIII Local Assistance Procedures Manual

The RECIPIENT will advertise, award and administer DOT-assisted contracts in accordance with the most current published Local Assistance Procedures Manual (LAPM).

XIV Transit Vehicle Manufacturers (§ 26.49)

If FTA-assisted contracts will include transit vehicle procurements, RECIPIENT will require each transit vehicle manufacturer, as a condition of being authorized to bid or propose on transit vehicle procurements, to certify that it has complied with the requirements of 49 CFR Part 26, Section 49.

XV Bidders List (§26.11(c))

The RECIPIENT will create and maintain a bidders list, consisting of information about all DBE and non-DBE firms that bid or quote on its DOT-assisted contracts. The bidders list will include the name, address, DBE/nonDBE status, age, and annual gross receipts of the firm.

XVI Reporting to the DLAE

RECIPIENT will promptly submit a copy of the Local Agency Bidder/Proposer-UDBE Commitment (Consultant Contract), (Exhibit 10-O(1) "Local Agency Bidder/Proposer-DBE Commitment (Consultant Contract)") or Exhibit 15-G(1) "Local Agency Bidder-UDBE Commitment (Construction Contract) to the DLAE at the time of award of the consultant or construction contracts.

RECIPIENT will promptly submit a copy of the Local Agency Bidder-DBE Information (Exhibit 15-G(2) "Local Agency Bidder-DBE (Construction Contracts) – Information" or Exhibit 10-O(2) "Local Agency Proposer/Bidder-DBE (Consultant Contracts)-Information" of the LAPM) to the DLAE at the time of execution of consultant or construction contract.

RECIPIENT will promptly submit a copy of the Final Utilization of DBE participation to the DLAE using Exhibit 17-F "Final Report – Utilization of Disadvantaged Business Enterprises (DBE), First-Tier Subcontractors" of the LAPM immediately upon completion of the contract for each consultant or construction contract.

XVII Certification (§26.83(a))

RECIPIENT ensures that only DBE firms currently certified by the California Unified Certification Program will participate as DBEs on DOT-assisted contracts.

XVIII Confidentiality

RECIPIENT will safeguard from disclosure to third parties, information that may reasonably be regarded as confidential business information consistent with federal, state, and local laws.

By _____
(Signature)

Phone Number: _____ (559) 233-4148 _____

(Tony Boren Executive Director
Council of Fresno County Governments)

This California Department of Transportation's Disadvantaged Business Enterprise Program Implementation Agreement is accepted by:

Date: _____

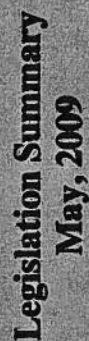
[Signature of DLAE]

[Print Name of DLAE]

Distribution: (1) Original – DLAE
(2) Signed copy by the DLAE – Local Agency

(Updated: March 4, 2009)

March 4, 2009

1

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

	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.		
AB 266 Carter	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.	
AB 304 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.		

AB 522 Blumenfeld	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.		
AB 558 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 Partnership 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		

	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.		
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AB 1375
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		
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<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 capital 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.		
ACA 15 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	
SB 12 Simittian	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 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		

	countywide transportation planning agency to adopt a specified expenditure plan.		
<u>SB 295</u> Dutton	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> Flores	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.		

	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.			
SCA 3 Wyland	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				

Fiscal Year 2009 Assistance to Firefighters Grant - 'A1&1' Yahoo! Mail'

Page 1 of 2

**Fiscal Year 2009 Assistance to Firefighters Grant**

Thursday, April 16, 2009 4:47 PM

From: "steve samueller" <ca-consulting@sbcglobal.net>

Please see below. If you are interested in applying for this grant, contact Sonia Hall at our office either by phone at (559) 244-0801 or e-mail at: sonia_hall2003@yahoo.com

FEMA**Assistance to Firefighters Grant Program Newsletter****Application Period to Open:****Fiscal Year 2009 Assistance to Firefighters Grant**

The Department of Homeland Security has posted the FY2009 Assistance to Firefighters Grants (AFG) Program Guidance on the AFG Website. The application period is scheduled to begin on Wednesday, April 15, 2009, at 8:00 a.m. Eastern Daylight Time (EDT). Applications for these grants must be received by Wednesday, May 20, 2009, at 5:00 p.m. Eastern Daylight Time (EDT).

Nationally, the AFG awards, which will be distributed in phases, will ultimately provide approximately \$510 million to fire departments and nonaffiliated emergency medical service organizations throughout the country. AFG awards aim to enhance response capabilities and to more effectively protect the health and safety of the public with respect to fire and other hazards. The grants enable local fire departments and emergency medical services organizations to purchase or receive training, conduct first responder health and safety programs, and buy equipment and response vehicles.

An applicant tutorial is available through the www.firegrantsupport.com website. The tutorial provides you with valuable grant information and will walk you through the preparation and submittal of competitive applications. In addition, the applicant tutorial will provide an overview of the funding priorities and evaluation criteria. Applicants who have questions regarding the Assistance to Firefighters Grants opportunity should contact the help desk at 1-866-274-0960 or at firegrants@dhs.gov. During the application period, the help desk will operate Monday to Friday, from 8:00 a.m. to 8:00 p.m. (EDT), but is prepared to revise hours of operation based on volume and demand.

The AFG Program is administered by the Department of Homeland Security (DHS) Federal Emergency Management Agency's (FEMA) Grant Programs Directorate in coordination with the U.S. Fire Administration.

For access to the FY09 Assistance to Firefighters Grant Program Guidance or FAQs - visit www.firegrantsupport.com/afg/.

Steve Samueller
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ARRA Opportunities to Apply for Local Grants - 'AT&T Yahoo! Mail'



ARRA Opportunities to Apply for Local Grants

From: "steve samuelian" <ca-consulting@sbcglobal.net>

Tuesday,

Apr. 21

ARRA Local Grants 04.21.09.pdf (43KB)

Please see the list below of Stimulus funding opportunities. This list was provided by Majority Leader Dean Flore Attached and below are ARRA funding opportunities for local government, education, non-profit and private entities

Online Resources can be found at

Recovery.gov (CA) <http://www.recovery.ca.gov/>

Federal Recovery.gov <http://www.recovery.ca.gov/>

LAO: Federal American Recovery and Reinvestment Act: Opportunities for California Higher Education

http://www.lao.ca.gov/handouts/education/2009/Federal_American_Recovery_and_Reinvestment_Act_Opportun

LAO: Federal Economic Stimulus Funding Overview

http://www.lao.ca.gov/handouts/resources/2009/Federal_Economic_Resources_Overview_03_17_09.pdf

NCSL: <http://www.ncsl.org/statefed/2009economicstimulus.htm>

LOC: <http://www.cacities.org/federalstimulus>

Steve Samuelian

Manager

California Consulting, LLC

Central Valley Office

**American Recovery and Reinvestment Act
Opportunities to Apply for Local Grants
Week of April 13, 2009**

Assistance to Rural Law Enforcement to Combat Crime and Drugs

The Assistance to Rural Law Enforcement to Combat Crime and Drugs Competitive Grant Program provides funding in rural states and rural areas for job creation and retention in support of efforts to prevent and combat rural crime and drugs, and provides national support, including training and technical assistance programs, strategically targeted to address rural needs. The Assistance to Rural Law Enforcement to Combat Crime and Drugs Competitive Grant Program will solicit applications in categories that target rural states and rural areas and that include the following: combating rural crime; improving rural law enforcement investigations; enhancing rural detention, corrections, and jail operations; facilitating rural justice information sharing; and training and technical assistance.

Eligibility: Local and tribal law enforcement agencies providing assistance to rural areas. National, regional, state, and local public and private entities providing training and technical assistance to rural areas.

Application Closing Date: April 22, 2009

Website Link: <http://www.ojp.usdoj.gov/BJA/recovery/RecoveryRuralLE.pdf>

NIH Challenge Grants in Health and Science Research

NIH has designated at least \$200 million for a new initiative called the NIH Challenge Grants in Health and Science Research. This new program will support research on topic areas which address specific scientific and health research challenges in biomedical and behavioral research that would benefit from significant 2-year jumpstart funds. NIH Institute and Centers have selected specific Challenge Topics within each of the Challenge Areas. The research in these Challenge Areas should have a high impact in biomedical or behavioral science and/or public health.

Eligibility: State and local governments, school districts, nonprofits, small businesses.

Application Closing Date: April 27, 2009

Website Link: <http://grants.nih.gov/grants/guide/rfa-files/RFA-OD-09-003.html>

Edward Byrne Memorial Competitive Grant Program

The Recovery Act - Edward Byrne Memorial Competitive Grant Program provides resources to improve the capacity of state and local criminal justice systems. The Recovery Act funding will focus on job creation and retention in support of evidence-based and data-driven programs in the following areas: 1) preventing and reducing violent crime; 2) providing funding for neighborhood-based probation and parole officers, as a compliment to the COPS program; 3) reducing mortgage fraud and crime related to vacant properties; 4) hiring of civilian support personnel in law enforcement (training staff, analysts, dispatchers, etc.); 5) enhancing forensic and crime scene investigations; 6) improving resources and services for victims of crime; 7) supporting problem-solving courts; and 8) national training and technical assistance partnerships.

Eligibility: National, state, regional, or local public and private entities, including for-profit (commercial) and nonprofit organizations, faith-based and community organizations, institutions of higher education, and tribal jurisdictions.

Application Closing Date: April 27, 2009

Website Link: <http://www.ojp.usdoj.gov/BJA/recovery/RecoveryByrne.pdf>

SmartWay Clean Diesel Finance Program

Under the Recovery Act and EPA's 2005, EPA's SmartWay Clean Diesel Finance Program is soliciting applications for projects that can be commenced expeditiously and that reduce diesel emissions and maximize job creation and preservation through the creation of national, state or local innovative financing program(s).

Eligibility: U.S. regional, state, local or tribal agencies or port authorities with jurisdiction over transportation or air quality. Nonprofit organizations or institutions that represent or provide pollution reduction or educational services to persons or organizations that own or operate diesel fleets, or have, as their principal purpose, the promotion of transportation or air quality.

Application Closing Date: April 28, 2009

Website Link: <http://epa.gov/otaq/eparecovery/progfinance.htm#eligibility>

National Clean Diesel Funding Assistance Program

Under the Recovery Act and EPA 2005, EPA's National Clean Diesel Funding Assistance Program is soliciting applications for projects that can be commenced expeditiously and that reduce diesel emissions and maximize job creation and preservation through a variety of diesel emission reduction strategies. Eligible projects must include one or more of the following diesel emissions reduction solutions: verified emission control technologies including retrofit devices, cleaner fuels, and engine upgrades, idle reduction technologies; certified engine repowers; and/or certified vehicle or equipment replacement. Eligible vehicles, engines and equipment may include but are not limited to: buses; medium-duty or heavy-duty trucks; marine engines; locomotives; and non-road engines or vehicles used in: i) construction; ii) handling or cargo (including at a port or airport); iii) agriculture; iv) mining; or v) energy production.

Eligibility: U.S. regional, state, local or tribal agencies or port authorities with jurisdiction over transportation or air quality. Nonprofit organizations or institutions that represent or provide pollution reduction or educational services to persons or organizations that own or operate diesel fleets, or have, as their principal purpose, the promotion of transportation or air quality.

Application

Closing Date: April 28, 2009

Website Link: <http://epa.gov/otaq/eparecovery/prognational.htm>

Clean Diesel Emerging Technologies Program

Under the Recovery Act and EPA 2005, EPA's Clean Diesel Emerging Technologies Program is soliciting applications for projects that can be commenced expeditiously and that reduce diesel emissions and maximize job creation and preservation through the use, development and commercialization of emerging technologies. An emerging technology is a device or system that reduces emissions from diesel engines or diesel engine powered vehicles or equipment that has not certified or verified by EPA or the California Air Resources Board (CARB) but for which an approvable application and test plan have been submitted for verification.

Eligibility: U.S. regional, state, local or tribal agencies or port authorities with jurisdiction over transportation or air quality. Nonprofit organizations or institutions that represent or provide pollution reduction or educational services to persons or organizations that own or operate diesel fleets, or have, as their principal purpose, the promotion of transportation or air quality.

Application

Closing Date: May 5, 2009

Website Link: <http://epa.gov/otaq/eparecovery/progmerge.htm#eligibility>

5

National Institutes of Health High-End Instrumentation Grant Program

The NCRR High-End Instrumentation Grant (HEI) program encourages applications from groups of NIH-supported investigators to purchase a single major item of equipment to be used for biomedical research that costs at least \$600,000. The maximum award is \$8,000,000. Additionally, it is expected that the funds will be expended expeditiously, within 18-24 months from the date of award. Instruments in this category include, but are not limited to, structural and functional imaging systems, macromolecular NMR spectrometers, high-resolution mass spectrometers, cryoelectron microscopes and supercomputers.

Eligibility: Public higher education institutions and nonprofit organizations.

Application Closing Date: May 6, 2009

Website Link: <http://grants.nih.gov/grants/guide/pa-files/PA-09-118.html#SectionIII>

Internet Crimes Against Children Task Force Training and Technical Assistance Grants

This program furthers the Department's mission to provide training and support to Internet Crimes Against Children task forces as they develop effective responses to online enticement of children by sexual predators, child exploitation, and child obscenity and pornography cases. This program furthers the purpose of the Recovery Act by providing funding for hiring and retaining trained experts to provide training and technical assistance to law enforcement officers, prosecutors, forensic analysts, and other related professionals to increase their skills sets and make them more employable in child exploitation units. OJJDP is particularly interested in proposals for training programs focused on: (1) Computer Forensics, (2) Prosecution of Child Sexual Exploitation and Technology Facilitated Child Sexual Exploitation Offenses, (3) Specialized Techniques for Investigating Child Sexual Exploitation Offenses (for example, cell phone technologies or file encryption), and (4) Wellness for Law Enforcement and Other Professionals Exposed to Child Exploitation Images at Work.

Eligibility: State and local governments and nonprofit organizations.

Application Closing Date: May 14, 2009

Website Link: <http://ojjdp.ncjrs.gov/grants/solicitations/FY2009/ARRAICACTTA.pdf>

Internet Crimes Against Children Research Grants

Through this program, OJJDP seeks to encourage innovative and independent research and data collection to further our understanding of the scope and prevalence of technology and internet-facilitated crimes against children and to enhance the administration of justice through improved investigation of crime. This program furthers the purpose of the Recovery Act by helping state and local law enforcement agencies budget investigation and prosecution dollars efficiently and conserve funds by investing strategically in initiatives and programs that have a demonstrated effect on management of child exploitation units, preventing crime, and holding offenders accountable.

Eligibility: State and local governments and nonprofit organizations.

**Application
Closing Date:** May 14, 2009

Website Link: <http://ojjdp.ncjrs.gov/grants/solicitations/FY2009/ARRAICACResearch.pdf>

Petroleum Reduction Technologies Projects for the Transportation Sector

Under this Area of Interest funds are being offered for cost-shared projects that expand the use of alternative fueled vehicles and advanced technology vehicles. The installation or acquisition of infrastructure necessary to directly support an alternative fueled vehicle or advanced technology vehicle is also eligible. Operation and maintenance of vehicles, infrastructure and other associated equipment acquired through the program are also allowable within specified limits.

Eligibility: State or local governments or a metropolitan transportation authority, or combinations of these, and a designated Clean Cities Coalition in order to apply to the program funding. Any of these four entities may be the lead applicant.

**Application
Closing Date:** May 29, 2009

Website Link:

<https://e-center.doe.gov/iips/faopor.nsf/UNID/9FEFD7404BACF12F8525757400701AFE?OpenDocument>

Neighborhood Stabilization Program

Competitive grants awarded for activities eligible under division B, title III of the Housing and Economic Recovery Act of 2008 (Public Law 110-289, NSP round 1), to address home foreclosure and abandonment and for the provision of capacity building and support for NSP grantees. For programmatic funding, rating factors will include grantee capacity to execute projects, leveraging potential, and concentration of investment to achieve neighborhood stabilization.

Eligibility: States, units of general local government, nonprofit entities, and consortia of nonprofit entities, which may submit proposals in partnership with for profit entities.

Application

Closing Date: September 1, 2009

Website Link: <http://www.hud.gov/recovery/nspg.cfm>

Public Housing Capital Fund

To provide funds for the capital and management activities of Public Housing Agencies as authorized under section 9 of the United States Housing Act of 1937 (42 U.S.C. 1437g) (the "Act"), with the exception that funds cannot be used for operations or rental assistance. The funds shall be awarded by competition for priority investments, including investments that leverage private sector funding or financing for renovations and energy conservation.

Eligibility: Public Housing Agencies that own or operate Low Income Public Housing and are eligible to receive capital funding under section 9 of the United States Housing Act of 1937 (42 U.S.C. 1437g) (the "Act").

Application

Closing Date: September 30, 2009

Website Link: <http://www.hud.gov/recovery/phcapfundh.cfm>

Economic Development Administration Recovery Act Funding

Under the EDA American Recovery Program, EDA will help restore, replace and expand economic activity in regions that have experienced sudden and severe economic dislocation and job loss due to corporate restructuring, and prioritize projects that will diversify the economic base and lead to a stronger, more globally competitive and resilient regional economy.

Eligibility: State and local governments and nonprofit organizations.

Application Closing Date: June 30, 2010

Website Link: <http://www.eda.gov/PDF/FY09ARRAFFOFINAL031309.pdf>

Rural Business Enterprise Grant Programs

The Rural Business-Cooperative Service (RBS), an Agency within the USDA Rural Development mission area will solicit applications under the provisions of the American Recovery and Reinvestment Act (ARRA) of 2009 for the Rural Business Enterprise Grant (RBEG) program. The primary objective of the program is to improve the economic conditions of rural areas. The USDA Rural Development will administer grant awards made under the RBEG program and 7 U.S.C. 1932(c)(2) for fiscal years (FY) 2009 and 2010.

Eligibility: State and local governments and nonprofit organizations that will serve rural areas.

Application Closing Date: Applications submitted for ARRA funding may be submitted to the USDA Rural Development State Office until funds are depleted or until a date to be published in Fiscal Year 2010, whichever occurs earlier.

Website Link: <http://www.rurdev.usda.gov/rbs/>

From: steve samuelian <ca-consulting@sbcglobal.net>
Subject: ARRA Workshops and News
Date: Tuesday, April 21, 2009, 4:28 PM

Grant writers from California Consulting, LLC will be attending these workshops and sending reports out to our clients summarizing what was discussed. Thank You.

AB 811 WORKSHOPS

Assembly Bill 811, signed by Governor Schwarzenegger last year, allows all California cities and counties to offer low-interest loans for energy efficiency projects and solar panels to homeowners and small businesses. Home- and business owners would pay back the loans through assessments on property tax bills. If the property is sold, any outstanding loan balance is taken over by the new owner. Many local governments are considering using AB 811 or AB 811-like programs to offer energy-efficiency and solar loans to their residents. There is much interest from local cities and counties how they can tap into ARRA funding for these programs.

Local Government Leaders Financing Seminar
April 24, 2009 - 9:30 am to 4 pm
Berkeley, California

The University of California, Berkeley will host a seminar for local government leaders to introduce an emerging financing tool - Clean Energy Municipal Financing. This tool allows local governments to fund upfront costs of energy improvements for property owners. Cost is \$35. Participants must register by 8 pm, April 22.

For more information
<http://rael.berkeley.edu/financing/seminar>

AB 811 and ARRA Funding Workshop
April 29, 2009 - 10 am to 2 pm
Sacramento

Energy Commission staff will conduct a workshop to discuss the ARRA provisions regarding distributing funds for specific energy related projects. The workshop will concentrate on Assembly Bill 811 and other funding mechanisms that finance the installation of energy efficiency improvements, distributed generation and renewable energy sources through contractual assessments. Discussion will focus on if and how ARRA

More information regarding the April 27 Staff Workshop including how to attend by WebEx or by phone-in is available at
<http://www.energy.ca.gov/recovery/meetings/index.html>

SEP Funding Workshops

May 4, 6 and 7, 2009 - 4 pm to 8 pm.

Various locations

The California Energy Commission staff has scheduled workshops to discuss ARRA provisions regarding disbursing funds for specific energy related projects. These workshops focus on the State Energy Program (SEP) including program description and objectives, funding levels, DOE guidance, Energy Commission preliminary funding program areas, and timelines for providing input into developing guidelines and design of energy programs.

The workshops will examine the broad energy program funding areas under consideration and the timetable for how the public and stakeholders can assist the Energy Commission with developing guidelines. At the workshop, energy programs and activities to support energy efficiency retrofits for residential and non-residential applications including clean energy systems and green force work development will be discussed. All three workshops will follow the same agenda and address the same issues.

The workshops will be held:

May 4 - Diamond Bar

May 6 - Fresno

May 7 - Sacramento

Workshops will be Webcast where possible. Agenda is the same for all three workshops and available soon on line.

For more information

<http://www.energy.ca.gov/recovery/meetings/index.html>

Block Grant Funding for Local Government Workshops

May 4, 6 and 7, 2009 - 1 pm to 3 pm

Various locations - Targeted for local government officials and staff

12

The California Energy Commission staff will conduct workshops targeted for local governments to discuss ARRA provisions regarding the funds for specific energy related projects. The workshops concentrate on the Energy Efficiency and Conservation Block Grant Program (Block Grant) including program description and objectives, funding sources, DOE guidance, application process and timelines for providing input into developing guidelines.

These workshops will provide information to the various local governments, specifically small cities and counties, about the Block Grant program elements and objectives, application processes, and timelines for developing guidelines and opportunities for public input. All three workshops will follow the same agenda and address the same issues.

The workshops will be held:

May 4 - Diamond Bar

May 6 - Fresno

May 7 - Sacramento

Workshops will be Webcast where possible. Agenda is the same for all three workshops and available on line soon.

For more information

<http://www.energy.ca.gov/recovery/meetings/index.html>

DOE ARRA FUNDING NEWS

Transportation Electrification Funding - Amendment to the Funding Opportunity Announcement (DE-FOA-0000028)

DOE released Amendment 1 to the Funding Opportunity Announcement for Transportation Electrification (responses due May 13th).

The DOE National Energy Technology Laboratory is seeking grant applications for projects that accelerate the market introduction and production of advanced

electric drive vehicles. One of the electric drive technologies emphasized in this project are Plug-in Hybrid Electric Vehicles (PHEV), which directly supports the President's goal to "Get One Million Plug-In Hybrid Cars on the Road by 2015."

More information on this funding opportunity is available at:

<https://www.fedconnect.net>

(Click on "Search Public Opportunities" and search by reference #

DE-FOA-0000028)

Smart Grid Initiatives - Notice of Intent and Draft Funding Opportunity Announcement Released (DE-FOA-0000036)

The DOE released a Notice of Intent for the DOE Smart Grid Investment Grant Program for a smart grid regional demonstration initiative. The grants will allocate more than \$3.375 billion for the DOE Smart Grid Investment Grant Program. The Smart Grid Investment Grant Program will provide grants ranging from \$500,000 to \$20 million for smart grid technology deployments and grants of \$100,000 to \$5 million for grid monitoring devices.

The DOE also released the DRAFT Smart Grid Funding Opportunity Announcement for Smart Grid Demonstrations on April 16. Comments to the draft announcement are due by May 6. This DRAFT Funding Opportunity announcement will award \$615 million for smart grid storage, monitoring and technology viability in three areas: Smart Grid Regional Demonstrations, Utility-Scale Energy Storage Demonstrations and Grid Monitoring Demonstrations. The DOE will issue a FINAL Funding Opportunity Announcement later.

For information

<https://www.fedconnect.net>

(Click on "Search Public Opportunities" and search by reference #

DE-FOA-0000036)

Check out Smart Grid FAQs at

http://www.oe.energy.gov/information_center/american_recovery_reinvestment_act.htm

ARRA Fuel Cell Funding Awarded

Fuel cell technology received a boost with \$41.9 million in ARRA funds to 13 projects. The industry participants add over \$72 million in cost-share funds bring the total funds invested to almost \$114 million. Two companies in California received a total of \$4.3 million in ARRA funds for fuel cell demonstrations.

Jadoo Power (Folsom, CA) \$1.8 million

Jadoo, together with Acumentrics Corporation, NASCAR Media Group, Lynch Diversified Vehicles, California's Police and Fire Departments of the City of Folsom, and Airgas, Inc., will establish the environmental and cost benefits of using a 1-kW fuel cell power system to generate electricity, as opposed to traditional gas/diesel generators and lead acid battery power sources. This demonstration will provide operating data from each field unit at customer sites, as well as degradation analysis and projected system lifetime.

PolyFuel, Inc. (Mountain View, CA) \$2.5 million

This project will further integrate and miniaturize the components of PolyFuel's portable power system for use in mobile computing, and analyze failure modes to increase durability. Polyfuel will also conduct a design for manufacturability and assembly review to ensure that the systems meet the cost targets for commercialization.

Recovery Task Force Daily Actions: April 23, 2009 - 'AT&T' Yahoo! Mail'



Recovery Task Force Daily Actions: April 23, 2009

Thursday, April 23, 2009 6:30 PM

From: "steve samuelian" <ca-consulting@sbcglobal.net>

RECOVERY.CA.GOV

DAILY ACTIONS: April 22, 2009

Today, the Governor's Recovery Act Task Force is taking the following actions in relation to federal American Recovery and Reinvestment Act stimulus funds:

Needy Families Assistance. The California Department of Social Services (DSS) will request Temporary Assistance for Needy Families (TANF) Emergency Contingency Funds for the 2008-2009 state years from the federal Administration for Children and Families (ACF), Office of Family Assistance. At over \$200 million, this is one of the largest sources of Recovery Act dollars resulting in General Fund savings.

Homeless Prevention. The Department of Housing & Community Development is posting the draft Consolidated Plan Amendment for the Homeless Prevention and Rapid Re-housing Program online at: <http://www.hcd.ca.gov/econrecov/>. Stakeholder meetings are scheduled for April 28 in Sacramento, May 5 in Colton and Merced. California is expected to receive \$189 million in homeless prevention funds from the Recovery Act, of which HCD will administer about \$45 million.

Other announcements:

5,000 Infrastructure Projects. State Treasurer announced the completion of a \$5.23 billion sale of the Build America Bonds. The Governor announced that this sale, combined with an additional \$1.9 billion of additional bonds, means California will restart all stalled infrastructure projects. The list of projects can be found here: http://www.dof.ca.gov/capital_outlay/funding_released/

GAO. The U.S. Government Accountability Office issued its first report regarding the Recovery Act. The report highlights California's efforts at oversight of the Recovery Act funding and the funding already being put to use in the state. <http://www.gao.gov/>

State Fiscal Stabilization Funds Applications. Through Wednesday – the third business day following the Governor's announcement that education funding through the Recovery Act's State Fiscal Stabilization Fund was available – 681 applications were received from school districts, higher education institutions, and charter schools throughout the state. That is a 48 percent return rate out of a possible 1,300.

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The Central Valley Transportation Center: Video - AT&T Yahoo! Mail



The Central Valley Transportation Center: Video

Friday, April 24, 2009 5:13 PM

From: "steve samuelian" <ca-consulting@sbcglobal.net>

As California continues to lead the way in the development and implementation of alternative energy and fuels, we wanted to present...

The Central Valley Transportation Center: Good Jobs, Clean Energy, Green Education

This project began with the City of Reedley and Kings Canyon Joint Unified School District collaborating on how to meet challenging transportation needs in rural communities located in the heart of the Central Valley. As a result, a seed of change has been planted. Please join us. Together our seed of change will grow.

Click on link to watch a short 2-minute video:

<http://media.istreet.com>

You can join us by replying to this email and expressing your support.

Respectfully,

Mary Fast, Mayor, City of Reedley

Juan Garza, Superintendent, Kings Canyon Unified School District

We have received letters of support from the following:

Minority Leader Mike Villines

Majority Leader Dean Florez

Assembly Member Juan Arambula

Mark Wallace, Mayor, City of Dinuba

Victor Lopez, Mayor, City of Orange Cove

Jerry L. Sessions, Superintendent, Dinuba Unified School District

Deborah Marvin, Director, Valley Regional Occupational Program

Dr. Barbara Hioco, President, Reedley College

Jeffrey D. Webster, General Manager, Fresno County Rural Transit Agency

Tony Boren, Executive Director, Council of Fresno County Governments

Alan Weaver, Director, Department of Public Works and Planning, County of Fresno

Grant Application Available (AB118) - AT&T MAIL

**Grant Application Available (AB118)**

Friday, April 24, 2009 10:09 PM

From: "steve samuelian" <ca-consulting@sbcglobal.net>

See announcement below:

Now available on CEC website: Grant Solicitation and Application PON-08-010 for AB 118 Funding – Alternative and Renewable Fuel and Vehicle Technology Program**American Recovery and Reinvestment Act Cost Share:****Alternative and Renewable Fuel and Vehicle Technology Program**

A workshop for applicants is scheduled for April 27, 2009 at 9 a.m:

Due dates vary, see Table 2 of the Application Manual

For more information:

<http://www.energy.ca.gov/contracts/transportation.html#PON-08-010>

(If link above doesn't work, please copy entire link into your web browser's URL)

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Expanded Use SRF Applicant Notification - AT&T Yahoo! Mail

**Expanded Use SRF Applicant Notification**

Monday, April 27, 2009 4:39 PM

From: "steve samuelian" <ca-consulting@sbcglobal.net>

Please see below an important announcement from the State Water Resources Control Board sent out on April 23.

Dear Expanded Use SRF Applicants,

The State Water Board Division of Financial Assistance (Division) has received an overwhelming number of applications for Expanded Use SRF funds. Due to the limited amount of funds available from the American Recovery and Reinvestment Act of 2009 (ARRA) and the short timeframe for processing applications, Division staff will group and process the applications received as of Thursday April 30th at 4:00 PM. After April 30th, the FFAST system will remain open to Expanded Use SRF applications, but staff will not be actively processing the applications and will hold them for regular SRF processing once ARRA funds have been depleted.

In order to be considered for the limited ARRA funds available for new Expanded Use projects, a complete application must be submitted by 4:00 PM on April 30. Please contact the FFAST Help Desk by email at FFAST_ADMIN@waterboards.ca.gov if you have any problem using FFAST. For questions related to the Expanded Use SRF Program please contact either Mark Magtoto at 916-341-5481 or by email at m.magtoto@waterboards.ca.gov or Ahmad Kashkoli at 916-341-5855 or by email at akashkoli@waterboards.ca.gov.

Thank You,

NPS Expanded Use Program Staff

Steve Samuelian

Manager

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California Consulting Announces New Grant Writer - 'A1&1 Yahoo! Mail'



California Consulting Announces New Grant Writer

Monday, April 27, 2009 8:22 PM

From: "steve samuelian" <ca-consulting@sbcglobal.net>

California Consulting, LLC today announced the appointment of Sara Mirhadi as a Grant Writer/Project Manager in their Fresno Office. Sara will serve as a full-time staff member assigned to grant writing and project management for the Company.

Ms. Sara Mirhadi is a graduate of California State University, Fresno with a degree in political science. Ms. Mirhadi also has a Juris Doctorate from San Joaquin College of Law.

Ms. Mirhadi has a broad spectrum of work experience. She has worked as a law clerk in the U.S. Attorney's Office in Fresno and as an Acting Legal Officer in Yosemite National Park. She has also worked as a law clerk for a private attorney.

Sara has also previously served as a field representative for former State Senator Jim Costa where her duties included, representing Mr. Costa at events, helping the district's constituents and researching legislative issues. Ms. Mirhadi learned a great deal about issues concerning the Central Valley while working with State Senator Costa.

Ms. Mirhadi also worked for the City of Fresno's Housing and Community Development Department. At the City of Fresno she worked on the Mayor's 10 x 10 Blue Ribbon Committee, which developed a plan to build 10,000 affordable, accessible homes by 2010; created and drafted the Universal Design Ordinance, which required home development projects funded by the City of Fresno to incorporate accessible features; and administered the Rental Rehabilitation Program, which provided no interest loans to landlords to fix their rental units.

Ms. Mirhadi also enjoys volunteering in her community. Her volunteer activities include: Board Member of the Girl Scouts, Board Member for the Central Unified School District Foundation Board, and part of the Family Selection committee for Habitat for Humanity, Fresno County. Ms. Mirhadi political activities include: former member of the Fresno County Democratic Central Committee, former member of the 29th Democratic Assembly District Committee, and former member of the Young Democrats of Fresno State.

"We are pleased to welcome Sara to our team. Her experience and background in the legal arena will serve our clients well," said company owner Steve Samuelian while announcing the appointment.

California Consulting, LLC is a grant writing and governmental affairs company based in Fresno with an affiliate office in Sacramento. The company represents 45 clients statewide including 20 cities, two county governments, 11 school districts, two special districts, Fresno COG and several other clients.

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20