

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. A.



County of Fresno

BOARD OF SUPERVISORS

SUPERVISOR HENRY PEREA – DISTRICT THREE

May 21, 2009

Tony Boren
Executive Director
Fresno COG
2035 Tulare Street, #201
Fresno, CA 93721

Dear Mr. Boren:

As you know, the North Fork Mono Rancheria is petitioning the U.S. Department of the Interior to allow them to establish a casino along Highway 99, a distant 40 miles from its foothill reservation. If given approval, this casino will be a great detriment to Fresno County's roads, water and air quality. The County's cities located along Highway 99, specifically, will feel the brunt of these negative environmental impacts.

I have enclosed a resolution opposing this proposed casino that I would like to have included in the COG's June agenda. I would like to urge COG members to join me in opposing this project by passing the resolution and sending it to Secretary of the Interior Ken Salazar with copies to Congressman George Radanovich and Senator Diane Feinstein.

Please let me know if you have any questions. You may reach me at (559) 488-3663.

Respectfully,

Henry Perea
Supervisor, District 3
Board of Supervisors
County of Fresno

WHEREAS, The Fresno County Council of Governments affirms its support of Proposition 1A as passed by the voters in 1999 to permit gaming on Tribal lands; and

WHEREAS, the Fresno County of Governments supports Tribal efforts to engage in economic development for the benefit of the welfare of Tribal members; and

WHEREAS, the Fresno County Council of Governments opposes the practice of reservation shopping by Tribes to acquire additional lands away from established Tribal lands; and

WHEREAS, the North Fork Tribe of Mono Indian's proposed casino on Highway 99 in Madera County is forty miles away from the tribe's tribal lands; and

WHEREAS, this proposed casino would likely increase traffic on Highway 99 worsening traffic congestion in and around Fresno County; and

WHEREAS, the San Joaquin Valley Air Basin currently is designated as "extreme" nonattainment for the 1-hour ozone standard. In the next 3 to 6 months, the San Joaquin Valley Air Pollution Control District anticipates the United States Environmental Protection Agency will classify the Valley as "extreme" non-attainment for the 8-hour ozone standard, a standard tougher than the 1-hour ozone standard. The increased traffic directly related to the proposed casino will worsen the Valley's air quality situation, particularly in Fresno County and its cities located along Highway 99; and

WHEREAS, increased air pollution emissions from this proposed casino would adversely impact the economy of Fresno County by putting the region at additional risk of federal sanctions for nonattainment of ozone and particulate matter standards; and

WHEREAS, the proposed casino and the intensive development it represents could place additional demands on the already over-taxed surface water supplies of the San Joaquin River and could make Fresno's water supply situation more tenuous.

THEREFORE BE IT RESOLVED that the Fresno County Council of Governments opposes the North Fork Tribe's off reservation casino project and urges its rejection by the United States Department of Interior.

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. B.

April 9, 2009

Carrie Pourvahidi, Deputy Director
Merced-to-Bakersfield High-Speed Train
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Ms. Pourvahidi,

Subject: Merced-to-Bakersfield Scoping Comments

With regard to Merced-to-Fresno Scoping Comments, the Council of Fresno County Governments (Fresno COG) reiterates the attached official comments previously provided the Authority. In addition, however, given the amount of time that has passed, the Fresno COG would emphasize the following points and seeks their full discussion in the project level environmental document.

The first point is the location of a heavy maintenance facility/operations center in Fresno County. We believe Fresno County can provide the best location for this facility and stand ready to work with the Authority and the consultant team to identify and secure the best site possible.

The second point is the rail consolidation project in Fresno. The Fresno COG and others are already working with the Authority to determine a plan that will work best for both the high-speed train and rail consolidation. Alternatives defined in the project level environmental document must be appropriate for rail consolidation as well as the high-speed train. Because of the relationship between these two projects, there must be an alternative that provides for a bypass loop/corridor west of the metropolitan area that could be used to relocate one or more of the rail freight services and high-speed train express tracks.

Thank you for your attention to these comments and for fully addressing them in the Merced-to-Bakersfield environmental document. Please feel free to contact either myself or Planning Coordinator Clark Thompson with questions or comments.

Sincerely,



Tony Boren, Executive Director
Council of Fresno County Governments

RECEIVED

APR 10 2009

Enclosure

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

Cc: Honorable Barbara Boxer, US Senator
Honorable Diane Feinstein, US Senator
Honorable Jim Costa, Congressman
Honorable Dennis Cardoza, Congressman
Honorable Dave Cogdill, State Senator
Honorable Dean Florez, State Senator
Honorable Mike Villines, Assemblymember
Honorable Juan Arambula, Assemblymember



2100 Tulare Street, Suite 619
Fresno, California 93721-2111

Telephone: (559) 233-4148 ♦ Fax: (559) 233-9645
Website Address: www.fresnocog.org

August 27, 2004

Mehdi Morshed, Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Morshed:

**Subject: Official Comments from the Council of Fresno County Governments
Regarding the Draft Program Environmental Impact
Report/Environmental Impact Statement**

The following statements are the official comments of the Council of Fresno County Governments on the Draft Program Environmental Impact Report/Environmental Impact Statement. We look forward to the responses to these official comments from the Authority and the Federal Railroad Administration in the Final Program EIR/EIS.

Farmland Impacts

The potential impacts of high-speed rail on farmland must be analyzed and minimized. It is preferable that, where possible, existing railroad rights-of-way should be utilized because they would be least disruptive to farmland.

Level of Service

In addition to non-express trains, at least five (5) of the daily "express trains" in each direction must stop in Fresno to accommodate commuters to the major metropolitan areas.

Freight Capability

In light of State air quality issues, the high-speed rail system should still consider accommodating truck trailers and containers, thereby reducing congestion on highways and improving air quality. Freight service should be feasible at times when it does not interfere with passenger service. The greater the system's freight capability, the greater its financial viability.

Growth and Economic Impacts

Creating a high-speed rail connection to other parts of the State is paramount in moving people and improving air quality, while creating jobs and improving our economy. It will also relieve congestion and provide modal choice. However, construction of lengthy overpasses and/or underpasses through the smaller cities of Fowler, Selma and

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

Kingsburg would jeopardize the viability of their downtown business, given the size of those towns relative to construction.

Station Location

The high-speed rail station in Fresno County should be located in downtown Fresno. This location must allow for the maximum multimodal interface with other means of regional and local passenger transportation.

Alignment

High-speed trains through portions of the cities of Fowler, Selma, and Kingsburg are not supported. If the decision is made to utilize the UPRR corridor, an alternative alignment around these three cities will be developed and any additional cost associated with this option must be included in the high-speed rail financing. All high-speed trains, including express, operating within the Fresno Metropolitan Area, will operate along the UPRR corridor. Furthermore, the \$780 million identified in the Draft EIR/EIS to construct a bypass loop around the City of Fresno will be used to relocate Amtrak and BNSF services within the UPRR corridor. If it is determined that relocating Amtrak and BNSF services into this corridor is not technically feasible, the HSR Authority will meet with the County of Fresno, City of Fresno, Fresno COG, and the affected railroads to determine how these funds would be used to effectively mitigate the impact to rail consolidation/relocation and other regional rail issues created by the placement of high-speed trains within the UP corridor.

Maintenance and Storage Facility

The HSR Authority should consider locating the proposed maintenance and storage facility in the City of Fresno or Fresno area.

Project Phasing

The Central Valley segment of the high-speed rail system should be completed first since its construction is not as complex or costly.

Should you have any questions about any of these official comments, please feel free to contact either myself or Clark Thompson of my staff at (559) 233-4148.

Sincerely,

Clark C. Thompson, for

BARBARA GOODWIN, Executive Director
Council of Fresno County Governments

Cc: Carrie Pourvahidi, Deputy Director
Rachel Vandenburg, PE

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. C.



Central Valley Office
1530 East Shaw Avenue
Suite 114
Fresno, CA 93710

Sacramento Office
520 Capitol Mall
Suite 700
Sacramento, CA 95814

STEVE SAMUELIAN

June 8, 2009

Tony Boren
Executive Director
Fresno COG

Dear Tony:

On behalf of California Consulting, LLC please accept this letter as a partial summary of our activities for Fresno COG during the last 12 months. California Consulting, LLC is pleased to report to you the following:

- **"One Voice"**: Our company organized the annual Fresno COG "One Voice" trip to the State Capitol. This year, the Fresno COG delegation was the largest group Fresno COG has taken to the State Capitol. We organized two days of meetings with several high level and influential state policymakers including both elected and appointed officials. Our office worked with COG staff to develop the list of priority items for the delegation to present on the "One Voice" trip. Feedback based on a post-trip survey from participants revealed very high marks and positive responses regarding the trip, the meetings, the format, and the performance of California Consulting, LLC.
- **State and Local Partnership**: Our assigned task from Fresno COG was to lobby against language that would have unfairly distributed the SLPP money from Prop. 1B. Our goal was to ensure Fresno County received its fair share. A major success in the last year was the budget bill language that was added to the State budget at Fresno COG 's request regarding the State and Local Partnership Program. I have attached a summary of this achievement from our company web page. This assigned task was difficult, challenging, and required hard work, various meetings, utilization of our relationships at the State Capitol, and coordination between various entities, and offices to reach the desired result. The adoption of this language in the State Budget resulted in Fresno County receiving approximately \$8 million in transportation funding. In order to achieve the task we had to lobby to change language advocated by the Senate President Pro-Tem at the time (Perata). See attachment for details.

- **SB 974:** The port container fee bill was a major piece of legislation generating news coverage statewide including from the Los Angeles Times. Our assigned task by Fresno COG was to amend the bill with our preferred language to include the Valley or to ask for a veto of the bill. An informal working group of Valley representatives composed of San Joaquin Valley Air Pollution Control District Director Seyed Sadredin, San Joaquin Valley Partnership Air Quality Working Group Chairman Pete Weber, and myself met with bill author Senator Lowenthal several times personally regarding our proposed amendments. Additionally, we met with Senator Lowenthal's staff and various policymakers and staff members related to the issue at the State Capitol. Although Senator Lowenthal was very accessible and met personally with Seyed, Pete, and I several times he ultimately did not adopt our amendments as part of his bill. Once our proposed amendments were not adopted our office led the opposition to SB 974 and lobbied the Governor's office very aggressively for a veto of the bill because San Joaquin Valley concerns were not taken into account and our amendments were not accepted by the bill author. SB 974 was vetoed by the Governor and the Governor twice mentioned the San Joaquin Valley lack of inclusion in the bill as partial reasons for his veto when he sent out his veto message on the bill. Attached is a further detailed explanation of SB 974 and our role.
- **Child Care Issue:** At the request of Chairman Rodriguez and several COG Policy Board members our office took the lead on advocating for regulatory changes and funding from the California Department of Education and Superintendent O'Connell for rural child care centers in Fresno County. Our office organized a luncheon in Fresno with Fresno County leaders and brought State Superintendent of Public Instruction Jack O'Connell to the event as the special guest. At the luncheon several issues related to rural child care were discussed and a follow up meeting was set up by our office in Sacramento. We then assembled a delegation of Fresno County leaders including Chairman Rodriguez, other COG Policy Board members, and staff had a very productive meeting with Superintendent O'Connell in Sacramento. At this meeting we presented Mr. O'Connell with a list of recommendations to assist rural child care facilities in Fresno County. Fortunately, several of the group's recommendations were adopted by Superintendent O'Connell and his California Department of Education. Several conference calls were organized and held by our office to set strategy and develop goals to achieve the desired results. Another follow up meeting with top leaders from the California Department of Education and COG Policy board members has been set up by our office for the end of June in Sacramento.

- **Medi-Cal Rate Reimbursement:** At the request of several COG Policy Board members our office took the lead to lobby against the proposed cuts to medi-cal rate reimbursements that would have been devastating to rural health facilities. The City of Reedley lead this endeavor and there was also participation from the cities of Parlier, Fowler, Orange Cove, Kingsburg, Selma, Sanger, and others. Our office organized a day long lobbying trip to Sacramento and a delegation of Mayors, Councilmembers, and City Managers attended. The group met with several key policymakers including elected and appointed officials. Two subsequent follow up trips to the State Capitol were organized and ultimately the proposed medi-cal rate reimbursement cuts were mitigated, lessened, and prolonged over a longer period of time. The City of Reedley played a major role working with our office on this successful effort.
- **Regular Communication with COG:** Our office submits a written report to the COG PAC and Policy board each month reporting on our activities. Additionally, we kept in regular communication with you and your staff on a myriad of different issues on virtually a daily basis. As well, I personally appeared at virtually every COG monthly Policy Board meeting for the last 12 months and presented a verbal report in addition to our written report. This regular communication and attendance at the monthly Policy board meetings provided for interactive dialogue and positive interaction.
- **Regular Communication with Sacramento Leaders:** I personally have remained in close communication with the Fresno County State legislative delegation, the Governor's Office in Sacramento and Fresno, BTH, Cal-TRANS, and other key elected and appointed officials through regular meetings in Sacramento.

In recent weeks our office has been asked to engage in several issues of great importance to Fresno COG. A partial list of current and upcoming projects is as follows:

- **SB 375:** Working closely with Clovis Mayor and COG Policy Board Member Harry Armstrong our office is engaged in an effort to request an extension of time for cities to implement SB 375. The COG Policy Board has adopted this issue as a formal action and direction to our office and we are working with Senate President Pro-Tem Steinberg's Office on a meeting date in Sacramento to discuss this issue. Additionally, we are engaging the Fresno County state legislative delegation and briefing them on this issue as well as requesting their support and action.

- **Lobbying Trip to Sacramento:** San Joaquin Valley Regional Policy Council Chairman (8 valley cog's) Michael Rubio has asked our office to organize a valley delegation to travel to Sacramento to lobby on a host of key issues important to the Valley in the current state budget battle. Topping this list is a proposed cut to Prop. 42, lobbying against SB 716 (Wolk), opposing the gas tax suspension, opposing the Prop. 1A property tax take away and possibly other issues. We are working together to confirm a date in June for a lobbying trip to Sacramento to discuss these and other key issues.

Summary: California Consulting, LLC proposes to extend our contract with the Fresno COG at the same rate and same terms as it currently exists. We are proud of our accomplishments over the last year for the Fresno COG, enjoy working with you and your staff and look forward to many more successes for Fresno COG in the months and years ahead. Please do not hesitate to contact me should you have any questions about the contents of this letter.

Warm Regards,

Steve Samuelian
California Consulting, LLC



A Track Record of Successful Lobbying

When it comes to lobbying the State of California you want the best representing you and your interests. California Consulting, LLC has a proven track record of success. Specializing in securing funding for clients, California Consulting, LLC has a stunning record of success related to obtaining money from the State. We have the relationships to successfully lobby to obtain funds. Our success has been remarkable. A few specific examples are as follows:

\$1 BILLION FOR HIGHWAY 99

Under the leadership and with the strong efforts of our excellent San Joaquin Valley State Legislative Delegation the Valley was able to secure a \$1 billion earmark in the Prop. 1B bond. We are very fortunate to have a Valley State Legislative Delegation with the likes of Senators Roy Ashburn, Dave Cogdill, Jeff Denham, and Dean Florez, as well as Assembly members Greg Aghazarian, Juan Arambula, Cathleen Galgiani, Bill Maze, Nicole Parra, Mike Villines, Alan Nakanashi, and others from the Valley who pushed hard for this funding.

The only project named by name in the \$19.9 billion Proposition 1B transportation bond passed by the Legislature was a \$1 billion "earmark" for Highway 99. California Consulting, LLC led the lobbying effort to obtain this earmark. Through extensive strategy, tactics, negotiations, and utilizing long-standing relationship we were able to position this project perfectly. Working closely with Legislative Leaders from both political parties, the Governor's Office, and key opinion leaders in Sacramento, we helped secure language in the Prop. 1B bond that guaranteed the \$1 billion for Highway 99. Bringing together a diverse and broad coalition of interests, California Consulting, LLC was the catalyst for this successful effort.

SALINAS VALLEY ENTERPRISE ZONE

California Consulting, LLC successfully wrote an application and lobbied for approval of the Salinas Valley Enterprise Zone. The first of its kind in the region, this complex and challenging endeavor took several months of intricate planning and strategy. The project was a joint effort of Monterey County, and the Cities of Salinas, Soledad, Gonzales, King City, and Greenfield. Working on behalf of the County as well as the 5 cities, our team skillfully crafted the application and worked for approval in Sacramento. Utilizing our relationships and contacts in Sacramento we set up meetings, held discussions and urged approval of this important application which was eventually approved. The final application was ranked by the State Housing and Community Development very high in the final analysis.

\$5 MILLION FOR THE CALIFORNIA PARTNERSHIP FOR THE SAN JOAQUIN VALLEY

The Governor created the California Partnership for the San Joaquin Valley through an Executive Order. This Partnership has served as an excellent source of



Quarterly Luncheons

In order to keep our clients regularly informed of updates from the Capitol, we routinely invite special guests from Sacramento to visit the San Joaquin Valley. Each quarter we host a luncheon roundtable with a key elected or appointed official from the Capitol. Recent events have been held in Sanger, Selma, Reedley, Fowler, and Fresno in conjunction with our office. Guests have included State Superintendent of Public Instruction Jack O'Connell, the Governor's Cabinet Secretary, and other key policymakers. This allows our clients to interact with major policymakers in a unique small group setting here in the San Joaquin Valley. [View past event invitations](#)

coordination for the Valley and has resulted in many specific achievements. In 2006-2007 the funding for the Partnership was in serious jeopardy and the Joint Assembly and Senate Budget Conference Committee had "zeroed" out their funding. Our clients, the Fresno COG asked our company to intervene and help restore the funding for the partnership. Utilizing our Capitol connections, relationships, and good old fashioned hard work to put together a strategy on numerous fronts to restore this funding. One tactic was a quickly organized trip to Sacramento with several leading elected officials and community members from Stockton in the North to Kern County in the South all attending. We organized 14 meetings in one day at the Capitol and met with many Senators, Assembly members, and others to persuade them to re-instate this important funding. Within days of California Consulting, LLC getting involved, the legislature restored the full \$5 million funding for the Partnership and the funding was again part of the budget ultimately signed by the Governor.

PROP. 1B AIR QUALITY MITIGATION DOLLARS FOR VALLEY

Working in concert with the California Partnership for the San Joaquin Valley Air Quality Working Group (Chairman Peter Weber) our company helped lead the charge in Sacramento to secure a fair share of the air quality mitigation money from Prop. 1B. We gathered letters of support from Valley legislators stretching from Stockton to Bakersfield and rallied legislators and legislative staff to make calls, and push the Legislative leadership and Air Resources Board to recognize the San Joaquin Valley's unique needs relative to air quality. California Consulting organized countless meetings, conference calls and strategy session at the State Capitol and in the Valley regarding this issue.

HIGHWAY 99 FEDERAL DESIGNATION SUPPORT

The Fresno Council of Governments (COG) is composed of the 15 cities in Fresno County plus the County of Fresno. The COG goal was to obtain a letter of support from the Governor of California for the possibility of turning Highway 99 into a federal interstate. Others had tried to obtain this letter for years, without success. Fresno COG retained California Consulting, LLC on a short-term 60 day only contract with the specific goal of obtaining the letter of support. Our team outlined a strategy for success, making numerous visits to Sacramento, met with key Legislative Leaders, the Governors Senior Staff, key leaders at Business, Transportation, and Housing Agency, and others. Within 4 short weeks, the letter of support was sent from the Governor to federal officials in Washington D.C. Fresno COG recognized California Consulting, LLC on the achievement of obtaining this letter

COMMUNITY CORRECTIONAL FACILITIES SUCCESS

Our clients, the cities of Coalinga and Delano suffered for more than 16 years with state contracts to run local prisons called "Community Correctional Facilities" in their cities. These CCF's were never given a cost of living increase for any purposes and eventually functioned as state institutions subsidized by local governments. The cities were digging into their general funds to subsidize these state institutions in their communities. Despite lobbying efforts by others for many years, the state did not assist the CCF's and the cities. California Consulting, LLC was retained by the cities and within two short years drafted, lobbied, and orchestrated a budget bill through the legislature to tie CCF increases to Department of Corrections increases. Therefore, the CCF's received increases equivalent to whatever increases the Department of Corrections received. This budget bill resulted in hundreds of thousands of dollars to both the cities of Delano and Coalinga. The budget bill was brought through the legislative process from start to finish by California Consulting. Whether it was drafting the language, meeting with the appropriate staff, convincing key Legislators and eventually obtaining the support of the Governor and the Department of Corrections, it was California Consulting, LLC that delivered for our clients.

Without the hard work, determination and leadership of Senator Dean Florez and

Assemblywoman Nicole Parra this increase would not have happened. Florez and Parra went above and beyond the call of duty for their districts and the Valley Community Correctional Facilities.

STATE AND LOCAL PARTNERSHIP PROP. 1B MONEY

The voters passed Prop. 1B in November 2006 approving \$1 billion in bond money for counties for transportation needs. Since passage, California Consulting has been closely tracking the Prop. 1B State and Local Partnership program.

The money was set to be distributed by the Legislature based on a formula and guidelines. This issue became hotly debated in the State Legislature with many entities battling over the guidelines and formula that would determine how much money each county would receive. The money was intended to be an "incentive" for counties that adopted their own voter approved transportation sales taxes like Fresno County's Measure C. These counties are referred to as "self-help." The state bond money would be a dollar for dollar match to the local sales tax money.

Last year the Legislature was unable to come to agreement on this issue although at least two major bills (one in the Assembly and one in the Senate) were offered.

A budget trailer bill (AB 268) was drafted this year to set the guidelines for the distribution of the State and Local Partnership monies. Once drafted our office was alerted (by our clients the Fresno COG) to the fact that the language treated some valley counties, including Fresno County unfairly.

In a united, team effort, we worked with several entities including Fresno COG, other Valley COG's, Peter Weber, our legislative delegation and others to attempt to amend the budget trailer bill. We wanted to amend the language to allow for Fresno County to have a more fair allocation of the dollars. 95% of the State and Local Partnership monies are going to be distributed based on the formula in this budget trailer bill on a non-competitive basis. The remainder of the funds will be distributed to entities that levy uniform developer fees on a competitive basis.

Ultimately, thanks to our outstanding Fresno area state delegation (Cogdill, Florez, Villines, and Arambula) the budget trailer was amended with our language. Several meetings, e-mails, calls, conference calls, strategy meetings, and other discussions led up to this success. Utilizing our relationships and contacts in Sacramento, California Consulting, LLC played a major role in positioning this budget trailer bill amendment for inclusion.

AB 268 allows for the northern counties allocation to be based on population for counties that have transportation sales tax measures like Measure C. The return to source method would be used for the northern counties that have bridge tolls, property, or parcel taxes. So Fresno County will be in the population allocation like we wanted.

Through the work of these 4 legislators Fresno County stands to gain another \$7-\$8 million in transportation dollars from the SLPP program. Our original estimate of funds to Fresno County was about \$15 million and is now around \$23 million. Keep in mind these are estimates based on the formula allocation.

The above is a real and tangible example of California Consulting's work in the 2007-08 budget.

SB 974 VETO SUCCESS

Our clients the Fresno Council of Governments (all 15 cities in Fresno County plus the County of Fresno) gave our company their #1 priority in 2008 to either amend or stop the Port Container Fee bill SB 974. The bill called for fees at the ports but did not provide for any funding for the San Joaquin Valley which is where the containers eventually would come through on our highways, polluting our cities and counties. We asked for funding to mitigate this air pollution issue and pointed out that the San

Joaquin Valley has been designated with some of the worst air in the nation. The amendments we proposed were not adopted and our clients asked us to strongly advocate for a veto of SB 974.

Working in conjunction with our fantastic Valley state legislative delegation, we lobbied the Governor's Office, the Air Resources Board, Cal-EPA, and other key groups making them aware of the San Joaquin Valley's concerns about SB 974. We worked on the SB 974 issue for close to one year, held dozens of meetings, conference calls, and strategy sessions with our clients as well as with legislators and staff at the Capitol.

Ultimately, SB 974 was vetoed by the Governor and he specifically mentions the San Joaquin Valley two times as part of the reason for his veto in his veto message. **[Read the article in San Joaquin Valleyformia](#)**

[Home](#) | [Policies](#) | [Contact](#) | [Top of Page](#)

California Consulting, LLC © 2008 - 2009 | All Rights Reserved

Web Hosting & Development by Wattleweb Global Solutions

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. D.

**Strategy Research Institute's Accomplishments for
FY 08-09 and Work Program for FY 09-10**

FY 08-09

1. Consensus building and staff support as it relates to development and enactment of the Measure "C" **Regional Transportation Mitigation Fee**.
2. Follow-up staff work on facilitation and consensus building as it relates to **Transit Consolidation** efforts required by the Measure "C" Expenditure
3. **Facilitated reunion** of Measure C Steering Committee to address perceived shortcoming of the Measure "C" implementation process.
4. Co-sponsored and participated in Washington D.C. **"One Voice"** trip.
5. Participated in building relationships between Fresno COG and **Native American Tribes** in Fresno County as required by environmental justice regulations.
6. **NARC** (National Association of Regional Councils); Tony Boren and I teamed on a presentation before NARC. This presentation involved showing why Fresno COG was successful in securing 78% voter support for Measure C. This promoted Fresno COG as a leader among COGS throughout the United States

FY 09-10

SRI's involvement in the upcoming fiscal year is far more critical. Two projects are of particular note; one of these was noted above, Transit Consolidation, and the other is a new project that truly needs SRI's abilities in CONSENSUS BUILDING. They are:

1. **Transit Consolidation:** Consistent with the ***Blue Print***, there is a desire to create seamless transportation throughout the Central Valley among various public transit agencies. In Fresno County, this might include: Fresno FAX, the City of Clovis, and the FCRTA (Fresno County Rural Transit Authority); possibly others. Fresno COG commissioned a comprehensive study several years ago; yet, to date, this concept has NOT grown legs. While most stakeholders agree that this is highly desirable, there are competing agendas that make it extremely difficult. I was assigned to look into this matter and make a recommendation to either put this project on the shelf or find a way to move it forward. In conducting this investigation, it turns out that this objective may, indeed, be feasible. We need to continue moving forward on this project.
2. **Farmland Conservation:** This is an extremely important project. There are multiple special interests and stakeholders involved in this effort; unfortunately, they have competing interests and, as a result, there is little CONSENSUS among them (at least at the present time). I've been asked to look into this matter, facilitate key meetings, and use my proven skills in building CONSENSUS among the various stakeholders and special interest groups/organizations. This is the same form of CONSENSUS that I was able to create with respect to Measure C; and, we all know the outcome of that effort.

3. **HR (Human Resource):** SRI provides certain HR services that can be extremely useful to the COG. For example, SRI conducted a study a couple of years ago that compared Fresno COG's employee compensation and employee benefit package with industry standards. This proved to be both helpful and instructive. You have other HR projects in mind that you will be asking SRI to assist with; one of these involves looking into a MERIT-BASED approach to employee compensation. Given the fact that SRI personnel are intimately familiar with the COG's compensation package, we are perfectly positioned to be extremely helpful with the upcoming HR project.
4. **Public Affairs:** Provide staff support to Fresno COG and FCTA. Dr. Manross is certainly qualified and positioned to assist both agencies in this area. Dr. Manross holds a B.A. in Public Relations and an M.A. in Communications Management, and has also taught Public Relations at both the undergraduate and graduate levels at USC, UCLA, and in the California State University system. He has also been a reporter and editor of a metropolitan newspaper; handled Public Relations for a Fortune 152 company, Diamond Shamrock Corporation; for the largest State trade association in the United States, the California Association of Realtors®; and have been an executive with the largest PR agency in the world, Hill & Knowlton, Inc..
5. **Support Fresno COG's Lobbying efforts:** In previous positions, Dr. Manross served as Vice President, Director of Communications for the California Association of Realtors®, He also has worked closely with our lobbyist in Sacramento (Steve Samuelian). Fresno COG believes there is much more that can be done in terms of outreach via media outlets (print and electronic), as this is a vital element of what effective lobbying is all about. Lobbyists routinely partner with PR experts in order to maximize the impact of the services they bring to the organizations they represent. We believe and are confident that SRI can make significant contributions in this arena.

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. E.

SB 716 California Transportation Development Act of 1971 Update (Revised as of 05/27/09)

- SB 716 - the current California Transportation Development Act (TDA) of 1971 was passed out of the Senate Transportation and Housing Committee on May 12, 2009 by a vote of 6 to 3, and has been amended as of May 19 to change the rural designation for counties with a population of 500,000 or more to urban designation, as of the 2000 federal decennial census and each decennial census thereafter.
- The 2000 census has a reported population for Fresno County of 799,407, well over the threshold set by the amendment to SB 716.
- The California Transportation Development Act has been one of the funding sources for road maintenance. In the current fiscal year, 2008-2009, after transit needs have been reasonably met, the remaining balance was \$5.8 million. The proposed change of our county's rural to urban status will have an unfavorable negative impact on the funding stream that Fresno County has relied on for rural road maintenance during the past thirty-seven years.

Under the proposed change Fresno County could no longer allocate TDA funds to street and road improvements. The current California Transportation Development Act of 1971 has allowed us the flexibility to allocate Local Transportation Funds (LTF) to each City and the County by a statutory formula.

TDA Funding 2008-2009 After Transit Needs Met	
Jurisdiction	Net Available Amount (\$)
Clovis	37,494
Coalinga	544,617
Firebaugh	104,552
Fowler	81,019
Fresno City	(All TDA Funds to Transit)
Huron	111,245
Kerman	235,859
Kingsburg	198,034
Mendota	94,297
Orange Cove	140,436
Parlier	281,130
Reedley	303,976
Sanger	444,474
San Joaquin	69,899
Selma	224,768
Fresno Co.	3,002,941
TOTAL	5,874,741

In Fresno County, over 50% of the funding goes to City of Fresno's Fresno Area Express (FAX) transit service, and will not be affected by the proposed change. The City of Fresno's population makes up 52.63% of the County's current population of 942,298.

The current arrangements have allowed us to provide balanced services to the 446,385 small incorporated city and rural unincorporated community residents, dispersed throughout our County, which covers an area of 6,017 square miles.

Fresno County has the most maintained county rural road miles of any other County in the State, making up 56% of the county's maintained road miles of 7,134. The 4,009 miles (*including in the 13 rural cities*) of our rural roadways need a stable funding source.

At today's roadway reconstruction costs, we are only able to resurface about ten miles per year. We continue to fall behind in our efforts to maintain a road system to serve the public and effectively operate the transit service vehicles.

Current Status of Bill: 6-3, 5/12/09 AYES: Lowenthal, DeSaulnier, Kehoe, Oropeza, Simitian, Wolk, NOES: Ashburn, Harman, Hollingsworth, NO VOTE RECORDED: Huff, Pavley; 5/19/2009 Read second time. Amended. To third reading. An act to amend Sections 99232, 99400, and 99401.6 of the Public Utilities Code, relating to transportation.

See reverse for Members of the Senate Transportation & Housing Committee discussing SB 716.

Members of the Senate Transportation & Housing Committee discussing SB 716:

Senator Lois Wolk, 5th District - Bill Author
State Capitol, Room 4032
Sacramento, CA 95814
Phone: (916) 651-4005
Fax: (916) 323-2304

Senator Alan Lowenthal, 27th District – Chair
State Capitol, Room 2032
Sacramento, CA 95814
Phone: (916) 651-4027
Fax: (916) 327-9113

Senator Robert Huff, 29th District - Vice Chair
State Capitol, Room 3048
Sacramento, CA 95814
Phone: (916) 651-4029
Fax: (916) 324-0922

Senator Roy Ashburn, 18th District
State Capitol, Room 3060
Sacramento, CA 95814
Phone: (916) 651-4018
Fax: (916) 322-3304

Senator Mark De Saulnier, 7th District
State Capitol, Room 2054
Sacramento, CA 95814
(916) 651-4007

Senator Tom Harman, 35th District
State Capitol, Room 3070
Sacramento, CA 95814
Phone: (916) 651-4035
Fax: (916) 445-9263

Senator Dennis Hollingsworth, 36th District
State Capitol, Room 305
Sacramento, CA 95814
Phone: (916) 651-4036
Fax: (916) 447-9008

Senator Christine Kehoe, 39th District
State Capitol, Room 5050
Sacramento, CA 95814
Phone: (916) 651-4039
Fax: (916) 327-2188

Senator Jenny Oropeza, 28th District
State Capitol, Room 5114
Sacramento, CA 95814
Phone: (916) 651-4028
Fax: (916) 323-6056

Senator Fran Pavley, 23rd District
State Capitol, Room 4035
Sacramento, CA 95814
Phone: (916) 651-4023
Fax: (916) 324-4823

Senator Joe Simitian, 11th District
State Capitol, Room 2080
Sacramento, CA 95814
Phone: (916) 651-4011
Fax: (916) 323-4529

Other Contacts of Importance:

Assemblymember Juan Arambula 31st District
Fresno Office - Hugh Burns State Building
2550 Mariposa Mall
Suite 5031
Fresno, CA 93721
(559) 445-5532
(559) 445-6006 fax

Senator Dean Florez, 16th District
Fresno Office
Phone: (559) 264-3070
Fax: (559) 445-6506
2550 Mariposa Mall,
Suite 2016
Fresno, CA 93721

Senator Dave Cogdill, 14th District
State Capitol, Room 5097
Sacramento, CA 95814
Phone: (916) 651-4014
Fax: (916) 327-3523

Assemblymember Danny Gilmore, 30th District
Hanford Office
1489 W. Lacey Blvd., Suite 103
Hanford, CA 93230
559-585-7170
559-585-7175 fax 916-319-2130 fax

Assemblymember Mike Villines, 29th District
6245 N. Fresno Street, #106
Fresno, CA 93710
(559) 446-2029
(559) 446-2028 fax

Steve Samuelian, California Consulting, LLC
1530 East Shaw Avenue, Suite 114
Fresno, CA 93710
Phone: (559) 244-0801
Fax: (559) 244-0804



April 24, 2009

1100 K Street
Suite 101
Sacramento
California
95814

Telephone
916.327-7500

Facsimile
916.441.5507

The Honorable Lois Wolk
California State Senate
State Capitol, Room 4032
Sacramento, CA 95814

**Re: SB 716 (Wolk): Local Transportation Funds
As Introduced on 2/27/09 – OPPOSE**

Dear Senator Wolk:

The California State Association of Counties (CSAC) regrets to inform you of our opposition to your Senate Bill 716, which would authorize the use of Transportation Development Act (TDA) funds to acquire vans for farm worker vanpools and to subsidize the operations of such vanpools.

As you know, the main purpose of TDA funding is to support transit services across the state. The law also provides that a county with a population of 500,000 or less can use TDA funds for local street and road purposes should all the transit needs in the county be met.

The TDA program, created in 1971, is the only permanent, statewide source of revenue for transit in California. Given recent state budget actions which all but eliminate state transit assistance through 2013, SB 716 would allow for competition of scarce transit funding at a time when it is most needed. Some counties have reported that their transit systems currently rely 100% on TDA funding. Furthermore, combined with the economic downturn and recent legislative mandates to reduce greenhouse gases, government should be providing more funding to transit not diluting it.

Counties also benefit from TDA funds in instances where all transit needs have been met. Local streets and roads provide the transit right-of-way, therefore the maintenance and preservation of the local system is integral to a functioning and efficient transit system. As the Senate Transportation and Housing Committee analysis notes, in 2007, \$1.4 billion was generated for TDA purposes, 11% of which was used for local streets and roads. Diversion of funds away from the secondary purpose of TDA funding will have deleterious effects on transit systems as well.

For these reasons, we must respectfully oppose SB 716. Should you have any questions or need any additional information on our position please feel free to contact me at (916) 327-7500 ext. 509 or dbaker@counties.org.

Sincerely,

A handwritten signature in black ink that reads "DeAnn Baker".

DeAnn Baker
Senior Legislative Representative

cc: Members and Consultants, Senate Transportation and Housing Committee
Edward Morley, Senate Republican Caucus
Nick Ynda, Governor's Office of Planning and Research

The Honorable Alan Lowenthal

June 3, 2009

Chair, Senate Transportation & Housing Committee
State Capitol, Room 2209
Sacramento, CA 95814

RE: SB 716 (Wolk) Transportation Development Act Expenditures - OPPOSE

Dear Chairman Lowenthal,

On behalf of the Council of Fresno County Governments, I am writing to inform you of our **OPPOSITION** to **SB 716 (Wolk)**. Our objection is due to the amendment language, which creates a static definition for urban and rural counties. This status will have a devastating impact on the funding stream that Fresno County has relied on during the past thirty-seven years. The current arrangements have allowed us to provide balanced services to the 446,385 small incorporated city and rural unincorporated community residents, dispersed throughout our County, which covers an area of 6,017 square miles.

The current California Transportation Development Act (TDA) of 1971 has allowed us the flexibility to allocate Local Transportation Funds (LTF) to each City and the County by a statutory formula. In Fresno County, over 50% of the funding goes to City of Fresno's Fresno Area Express (FAX) transit service. Their entire apportionment of LTF is for transit, and will not be affected by the proposed change. The City of Fresno's population makes up 52.63% of the County's current population of 942,298. The other half of the County's population (446,385) reside in thirteen small cities, their relative percentage of LTF revenues and corresponding percentage of population range in size from 0.43% to 2.73%, combined small cities makeup 18.86% of both the population and total funds available to Fresno County. One medium sized City (Clovis) represents 10.10% of the total, and the remaining 18.41% of the population is dispersed throughout the unincorporated areas.

The apparent purpose of this latest amendment to SB 716 is to require rural jurisdictions to spend more on transit. The Fresno COG's mandated Social Service Transportation Advisory Council (SSTAC) goes through an elaborate public process to determine, address, and document transit needs in Fresno County. It oversees the development of transit plans, transit budgets, and annually does a productivity evaluation of each transit operator to ensure that the public interests are met for each City and the County.

The current practice allocates funding first to meet transit needs. Once those needs have been met, any remaining difference may be *legally* used for street and roads for repairs and maintenance.

As the Agricultural Capital of the World, we must have access from the farm to consumers, **Fresno County has the most maintained county rural road miles of any other County in the State, making up 56% of the total maintained road miles of 7,134.** The 4,009 miles of rural roadways need a stable funding source, TDA has been one of the funding sources for road maintenance. In the current fiscal year, 2008-2009, after transit needs have been reasonably met, the difference was \$5.8 million. At today's roadway reconstruction costs, we are only able to resurface about ten (10) miles per year. We continue to fall behind in our efforts to maintain a road system to serve the public and effectively operate the transit service vehicles.

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

Our Board has consistently opposed any effort to reclassify our County as an Urban County. This amendment would negate the existing balance of traditional urban and rural communities. If this proposal were to move forward, it will damage an already struggling economy, by interfering with our local option to balance transit services versus allowable provisions for street and road maintenance for our residents.

For these reasons, we urge you and our local valley representatives to **OPPOSE SB 716 (Wolk).**

Thank you for your consideration.

Respectfully,

Tony Boren, EXECUTIVE DIRECTOR
Council of Fresno County Governments

Cc: The Honorable Lois Wolk
Members of the Senate Transportation & Housing Committee
Art Bauer, Staff Director, Senate Transportation & Housing Committee
Ted Morley, Transportation Consultant, Senate Republican Caucus
Assemblymember Juan Arambula 31st District;
Senator Dean Florez, 16th District;
Senator Dave Cogdill, 14th District;
Assemblymember Danny Gilmore, 30th District;
Assemblymember Mike Villines, 29th District;
Steve Samuelian, California Consulting, LLC.

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

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. G.

2008/09

COUNCIL OF FRESNO COUNTY GOVERNMENTS
Transportation Development Act

Article 4 & 8 Apportionment

Revised Estimate

05/26/09

MEMBER	Total Art. 4 & 8 Available	Clovis Public Transit	FAX Transit	FCRTA Transit	Net Available Article 8	Original Claims Article 8	Reduction Article 8	FAX Reduction Article 4	Over Allocated Article 8
Clovis	2,842,310	2,593,785	211,031		37,494	1,126,086	(1,088,592)		(245,375)
Coalinga	625,817			81,200	544,617	607,683	(63,066)		
Firebaugh	205,388			100,836	104,552	182,509	(77,957)		
Fowler	167,852			86,833	81,019	144,979	(63,960)		(8,924)
Fresno City	14,926,690		14,926,690		0		0	(2,859,085)	
Huron	227,871			116,626	111,245	197,594	(86,349)		
Kerman	418,461			182,602	235,859	394,762	(158,903)		
Kingsburg	339,627			141,593	198,034	326,710	(128,676)		(20,566)
Mendota	294,950			200,653	94,297	206,517	(112,220)		
Orange Cove	324,883			184,447	140,436	263,789	(123,353)		
Parlier	401,772			120,642	281,130	424,769	(143,639)		
Reedley	771,247			467,271	303,976	597,090	(293,114)		
Sanger	755,611			311,137	444,474	730,849	(286,375)		
San Joaquin	135,682			65,783	69,899	122,298	(52,399)		
Selma	702,461			477,693	224,768	490,964	(266,196)		
Fresno Co.	5,256,922	30,027	1,654,764	569,190	3,002,941	4,993,894	(1,990,953)		(442,681)
FCRTA	13,185			13,185	0				
TOTALS	28,410,729	2,623,812	16,792,485	3,119,691	5,874,741	10,810,493	(4,935,752)	(2,859,085)	(717,546)

POLICY ADVISORY COMMITTEE

ACTION/DISCUSSION ITEMS

AGENDA ITEM III. I.

Council of Fresno County Governments

2009/10 Member Dues Schedule*

MEMBER	CENSUS POPULATION 01/01/08	PERCENT	1 Voice DUES SCHEDULE	California Partnership SCHEDULE	Total Dues
Clovis	94,278	10.13%	8,202	3,392	11,594
Coalinga	19,063	2.05%	1,658	686	2,344
Firebaugh	6,811	0.73%	593	245	838
Fowler	5,572	0.60%	485	200	685
Fresno City	486,116	52.21%	42,289	17,490	59,779
Huron	7,553	0.81%	657	272	929
Kerman	13,878	1.49%	1,207	499	1,706
Kingsburg	11,257	1.21%	979	405	1,384
Mendota	9,787	1.05%	851	352	1,203
Orange Cove	10,774	1.16%	937	388	1,325
Parlier	13,325	1.43%	1,159	479	1,638
Reedley	25,584	2.75%	2,226	920	3,146
Sanger	25,046	2.69%	2,179	901	3,080
San Joaquin	4,521	0.49%	393	163	556
Selma	23,284	2.50%	2,026	838	2,864
Fresno Co.	174,249	18.71%	15,159	6,269	21,428
TOTALS	931,098	100%	81,000	33,500	114,500
			81,000	33,500	

* Estimate Only - Actual Dues level subject to Board approval of May/June contract negotiation.
01/01/08 Population Estimates revised in May.

