



***ADMINISTRATIVE
ACTION/DISCUSSION ITEMS
AGENDA ITEM VI. 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

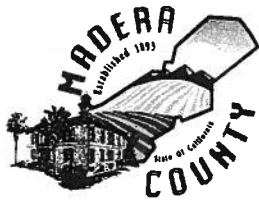
WHEREAS, this proposed casino would likely increase traffic on Highway 99 worsening traffic congestion in and around Fresno County; and

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.



BOARD OF SUPERVISORS COUNTY OF MADERA

MADERA COUNTY GOVERNMENT CENTER
200 W. FOURTH STREET / MADERA, CALIFORNIA 93637
(559) 675-7700 / FAX (559) 673-3302 / TDD (559) 675-8970

MEMBERS OF THE BOARD

FRANK BIGELOW
VERN MOSS
RONN DOMINICI
MAX RODRIGUEZ
TOM WHEELER

TANNA BOYD, Clerk of the Board

June 18, 2009

Council of Fresno County Governments
2035 Tulare St
Fresno, CA 93721-2004

Dear Sirs,

I recently learned that the Council of Fresno County Governments would be considering a resolution regarding the proposed North Fork Rancheria of Mono Indians Casino. While it is unordinary that your organization would be taking a position on a project so far removed from your jurisdiction, I understand that the economic windfall that the proposed facility creates will certainly benefit Fresno County as well.

The Madera County Board of Supervisors, in addition to both the Cities of Madera and Chowchilla have recognized the much needed "shot in the arm" that the North Fork Rancheria Project will bring to our area. At a time when unemployment is rising to or above record levels, families are being forced from their homes, and as you certainly are aware, local government revenues are drastically falling, now is indeed the time to move this great economic development project moving forward.

From an environmental impact standpoint, you should know that the County of Madera has a very extensive Memorandum of Understanding that was crafted in cooperation with both cities to address local government impacts and concerns. Additionally, Cal-Trans is a cooperating Agency in the project and transportation issues have been addressed. To go a step further, nearly every imaginable impact is being addressed in an Environmental Impact Statement that we expect to be released any day now.

In closing, while we recognize that your consideration of this project is both unusual and extraordinary and while we are not expecting your organization to take a position, we encourage you to acknowledge the work that the County, both cities and numerous organizations and individuals have done to bring this very worthwhile project to fruition.

Sincerely,

Max Rodriguez
Chairman



***ADMINISTRATIVE
ACTION/DISCUSSION ITEMS
AGENDA ITEM VI. B.***



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:

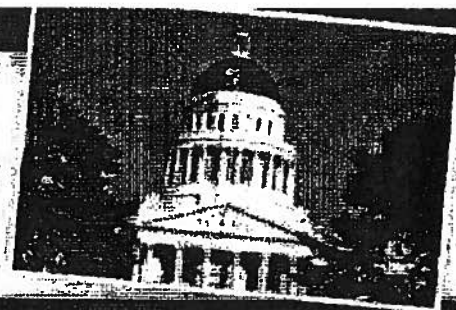
- **SB 375:** Working closely with Clovis Mayor and COG Policy Board Member Harry Armstrong our office is engaged in an effort to request an extension of time for cities to implement SB 375. The COG Policy Board has adopted this issue as a formal action and direction to our office and we are working 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



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](#)

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

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](#)

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***ADMINISTRATIVE
ACTION/DISCUSSION ITEMS
AGENDA ITEM VI. C.***



STRATEGY
RESEARCH
INSTITUTE

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Chairman/CEO

G. Gary Manross, Ph.D.
Political Communications
& Media Effects

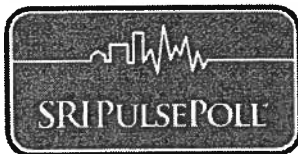
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P.O. Box 6548 Fullerton, CA 92834

MEMORANDUM

To: Mr. Tony Boren
Executive Director
Fresno COG

Date: June 7, 2008

Subject: SRI's past and future activities

Dear Tony,

The intent of the present document is to provide you with a listing of the projects that SRI has been involved with over the past year; more importantly, a listing of projects that we're presently involved with or will be in the near future. Beyond that, in our last meeting you said you wanted to add a few projects to my listing that you have in mind that I'm not, as yet, aware of. The intent is to provide a clear justification for keeping SRI's contract in place for fiscal year 2009-10.

Toward that end, I believe you have placed this item on the consent calendar for the upcoming meeting of the PAC, which takes place on Wednesday, June 10th; as well as on the consent calendar for your Board meeting, which takes place, if I'm not mistaken, on Friday, June 19th.

Below are some of the projects that we were involved with over the past fiscal year; most are presently still underway.

1. **RTMF fee** (Regional Transportation Mitigation Fee)
2. **Transportation Consolidation** (regional transit/transportation)
3. **Facilitated reunion of Measure C Steering Committee**
4. Co-sponsored and participated in "**One Voice**"
5. Building relationships between Fresno COG and **Native American Tribes** in Fresno County.
6. **NARC** (National Association of Regional Councils); you 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.

An Institute for **CONSENSUS BUILDING**

SRI's involvement in the upcoming fiscal year is far more critical. Two projects are of particular note; one of these was noted above, Transportation 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.

NOTE: You will, in all likelihood, have a better way to discuss this project and why it's important to the COG and how I can be instrumental in advancing the COG's objectives.

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.

Tony, there are several other areas that I believe our Institute is especially qualified and positioned to assist with. I've been wanting to chat with you about these, but haven't had an opportunity to do that, as yet. I will make note of two of these below; however, you

may or may not want to incorporate these into your list of services that can be brought to the table. They are:

- ☐ **Public Affairs:** I appreciate that much of the COG's public outreach is done through FCTA (Rose Willems); that said, I think Brenda is perfectly qualified to handle far more of this through your office. And, I'm perfectly qualified and positioned to nurture her in this area. Not only do I have a B.A. in Public Relations and an M.A. in Communications Management, but I've taught Public Relations at both the undergraduate and graduate levels at USC, UCLA, and in the California State University system. I've been a reporter and editor of a metropolitan newspaper; handled PR 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. Of course, much of what I do through SRI involves public outreach and public affairs. I think I could be doing a great deal in this area for Fresno COG, if allowed to.
- ☐ **Support Fresno COG's Lobbying efforts:** I do not claim to know much about lobbying; I leave that to the likes to Steve Samuelian. That said, while Vice President, Director of Communications for the California Association of Realtors®, I worked closely with our lobbyists in Sacramento. While Steve is excellent, I'm sure, at opening doors to State legislators, helping secure grants, and much more....he does little in terms of outreach via media outlets (print and electronic). Yet, 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. I'm confident SRI can make significant contributions in this arena.

Finally, I believe you have additional projects to add to the list...yes? I hope the information contained in the present document is useful. That said, if I can be of assistance in any way, please advise. I'll be in the office all day, today (Monday); I'll be heading for Sacramento on Tuesday, then to Fresno on Wednesday. It might be a good idea for us to chat BEFORE Wednesday's PAC meeting. Of course, you'll be the best judge of that. No matter, I'll stay tuned...

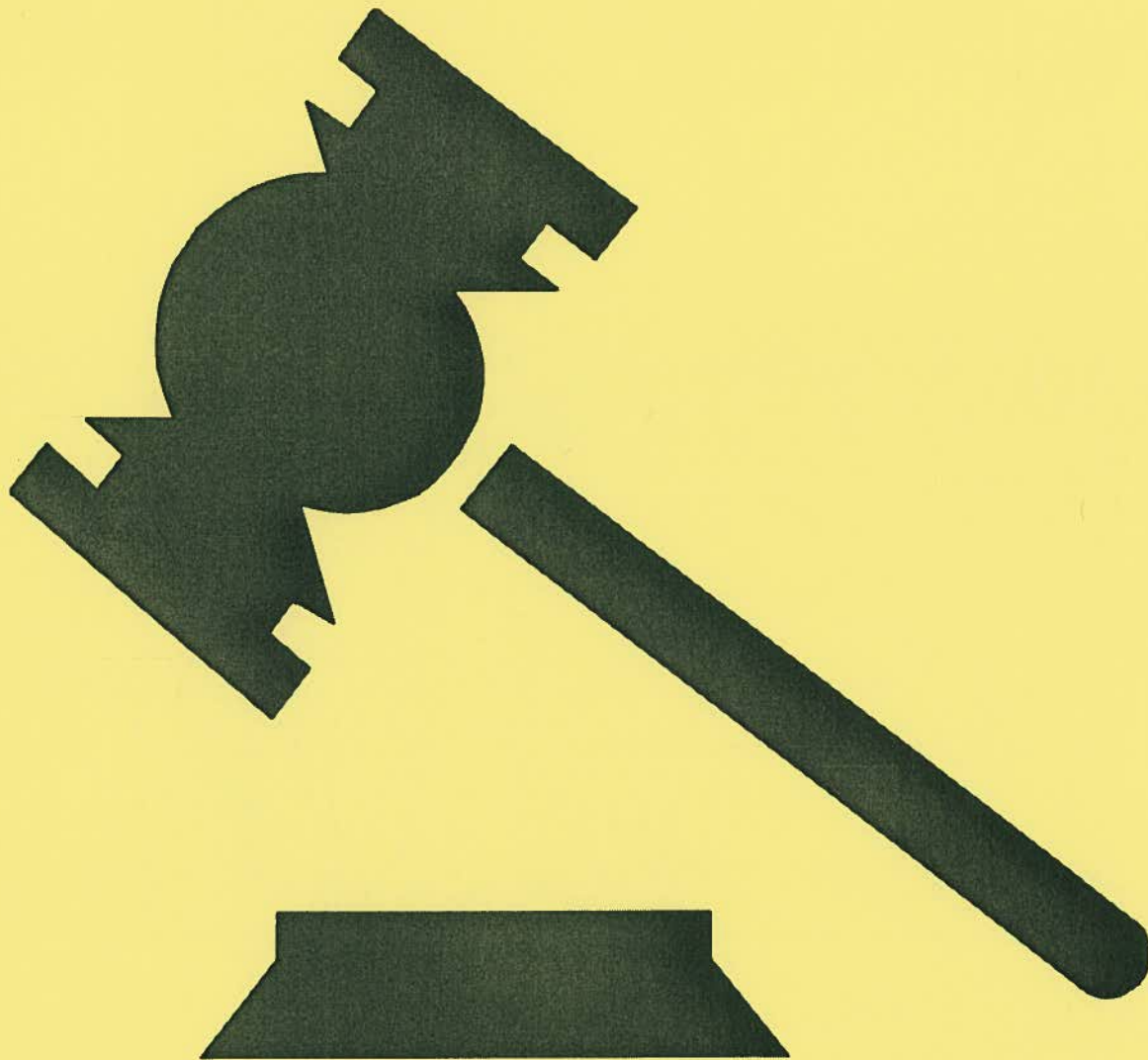
Warmest regards,



714.449.1810 home office
909.239.8757 cell

P.S.

I just got in from Las Vegas. Sean placed 2nd in a **World Open Scholastic Chess Tournament**; besides the traditional trophy, he received a full academic scholarship to Texas Tech University. I don't know that he wants to go to Texas for college (he has another year to decide), but it's a terrific accomplishment and a great back-up...no? Please share Sean's accomplishment with Les; Les is a terrific chess player, as you know, and a chess enthusiast. He and Sean played chess and Sean was really impressed with Les.



***ADMINISTRATIVE
ACTION/DISCUSSION ITEMS
AGENDA ITEM VI. D.***

Coalition Against Fiscally Reckless Diversion of Gas Tax Funds

California Alliance for Jobs
Transportation California
California State Council of Laborers
California Conference of Carpenters
Operating Engineers Local Union No. 3
Associated General Contractors (AGC)
California Transit Association
Self Help Counties Coalition
League of California Cities
California State Association of Counties
California Association of Councils of
Governments
Regional Council of Rural Counties
AAA Northern California
Automobile Club of Southern California
California Teamsters Public Affairs Council
Teamsters Union Local 952
California Business Properties Association
Golden State Builders Exchanges
American Council of Engineering
Companies
Engineering & Utilities Contractors
Association
Professional Engineers in California
Government
Engineering & General Contractors
Association
Construction Industry Air Quality Coalition
Orange County Business Council
Silicon Valley Leadership Group
Los Angeles Area Chamber of Commerce
Bay Area Council
Contra Costa Council
Southern California Contractors
Association
Sacramento Transportation Authority
Ventura County Contractors Association
Sonoma County Transportation Authority
Santa Clara Valley Transportation Authority
El Dorado County Transportation
Commission
Solano Transportation Authority
Transportation Authority of Marin
San Mateo County Transit District
San Mateo County Transportation Authority
Caltrain
City/County Association of Governments of
San Mateo County
Santa Barbara County Association of
Governments
The 50 Mobility Partnership
Humboldt Builders' Exchange
Granite Construction
Teichert Construction
DeSilva Gates Construction
Alcorn Fence Company
Arrowhead Central Credit Union
Tavaglione Construction and Development,
Inc.
Jezowski & Markel Contractors, Inc
Signature Properties
CH2M Hill

June 5, 2009

Assembly Member Noreen Evans
Vice Chair, Joint Budget Conference Committee
State Capitol, Room 6026
Sacramento, CA 95814

Re: Borrowing Gas Taxes to Close the Budget Gap is Fiscally Reckless

Dear Assembly Member Evans:

We urge you to reject any proposal to take and/or borrow gas tax funds to use for general fund purposes. Proposals on the table to take outright more than \$900 million in gas taxes directly from local governments, as well as suspending Prop. 42 funding protections, will not help solve the State's budget crisis. Instead, such borrowing and raids will put thousands of construction workers out of work and onto state social services, will make future budgeting more difficult, and will kill the job creation and revenue generation that result from infrastructure investment.

- **California would lose out on the creation of tens of thousands of jobs and billions in economic activity at the worst possible time.** Every \$1 billion invested in infrastructure generates \$5 billion in economic activity and 18,000 jobs. Much of this economic activity is put immediately to work -- as contracts are awarded, contractors begin purchasing equipment and materials, hiring workers, paying payroll, and generating sales and income taxes to state and local governments. Borrowing gas tax funds -- even temporarily -- will result in thousands of job losses, billions in lost economic activity, millions in lost revenues for the state, and added pressure on state coffers to pay unemployment and other benefits for those who lost their jobs.
- **Infrastructure investment builds a stronger economy.** Because of the dire economic situation, construction contractors are more competitive than ever. Contractors are currently bidding at 20 to 40 percent under engineers' estimate on public works projects. California is getting the best value it has in many years on infrastructure investment and should be doing more, not less, to stimulate our economy through investing in public works.
- **Borrowing gas tax funds now will plunge the state deeper in debt later -- requiring billions of dollars in repayment in just three years.** Any borrowing of gas tax funds must be repaid in three years when experts predict California will still be facing multi-billion dollar deficits.

- **Permanently diverting the local share of the gas tax has serious long-term consequences.** The local share of the gas tax is the lifeline for counties and cities struggling to maintain the vast local transportation system. Any permanent erosion of existing funding levels will jeopardize public works departments and their mission to respond to the mobility and safety needs of the public and strangle economic activity that requires the efficient movement of goods and people.
- **Raiding transportation funding goes against the will of voters.** Twice voters overwhelmingly supported measures to guarantee the state sales tax on gasoline goes to road improvements. Any proposals to borrow or repeal funding dedicated to transportation ignore the clear mandate set by voters. In 2006, 77% of voters approved Proposition 1A, preventing the state from using sales taxes on gasoline for non-transportation purposes.
- **Raiding gas tax funds disproportionately impacts the construction industry, its employees and contractors.** The construction industry is already facing 20% unemployment due to the global recession. Local governments across the state are already laying off public works staff. Raiding all of the state sales tax on gas would disproportionately impact an industry that is already reeling and could literally put many contractors and public works departments out of business.

Using gas tax funds for infrastructure improvements, as intended by the voters, is the fiscally responsible choice that will provide both short and long-term economic stimulus to expedite our economic recovery. We strongly urge you to continue to use gas tax funds for the purposes they were intended and reject any proposals to borrow, divert or outright raid these funds.

Respectfully,

Jim Earp, Executive Director
California Alliance for Jobs

Jose Mejia, Director
California State Council of Laborers

Tom Holsman, CEO
Associated General Contractors – California

Jim Santangelo, Chairman
California Teamsters Public Affairs Council

Patrick D. Kelly, Secretary-Treasurer
Teamsters Union Local 952

Rex Hime, President & CEO
California Business Properties Association

Keith Woods, President
Golden State Builders Exchanges

Paula LaBrie, Legislative Counsel
AAA Northern California

Tim Chang, Legislative Counsel
Automobile Club of Southern California

Mark Watts, Executive Director
Transportation California

Danny Curtin, Director
California Conference of Carpenters

Russ Burns, Business Manager
Operating Engineers Local Union No. 3

Joshua W. Shaw, Executive Director
California Transit Association

Keith Dunn, Executive Director
Self Help Counties Coalition

Chris McKenzie, Executive Director
League of California Cities

Paul McIntosh, Executive Director
California State Association of Counties

Patricia Megason, Executive Vice President
Regional Council of Rural Counties

Rusty Selix, Executive Director
California Association of Councils of Governments

Paul Meyer, Executive Director
American Council of Engineering Companies,
California

Tara McGovern, Director of Government
Relations
Engineering & Utilities Contractors Association

Mark Sheahan, President
Professional Engineers in California Government

Debbie Day, Executive Director
Engineering & General Contractors
Association

Mike Lewis, Senior Vice President
Construction Industry Air Quality Coalition

Lucy Dunn, President & CEO
Orange County Business Council

Carl Guardino, President & CEO
Silicon Valley Leadership Group

Gary Toeppen, President & CEO
Los Angeles Area Chamber of Commerce

Jim Wunderman, President & CEO
Bay Area Council

Linda Best, President & CEO
Contra Costa Council

Bill Davis, Executive Vice President
Southern California Contractors Association

Jim Ryan, Executive Vice President
Associated General Contractors – San Diego

Richard Napier, Executive Director
City/County Association of Governments of
San Mateo County

Lupe Alvarez, Chairman
Santa Barbara County Association of
Governments

Robert Weich, Executive Director
Ventura County Contractors Association

Brian A. Williams, Executive Director
Sacramento Transportation Authority

Suzanne Smith, Executive Director
Sonoma County Transportation Authority

Anthony Hernandez, Director of Government
Affairs
CH2M Hill

Kathryn Mathews, Executive Director
El Dorado County Transportation Commission

Michael T. Burns, General Manager
Santa Clara Valley Transportation Authority

Tony Harris, Chief Transportation Consultant
The 50 Mobility Partnership

Jim Spering, Chair
Solano Transportation Authority

Dianne Steinhauser, Executive Director
Transportation Authority of Marin

Mike Scanlon, General Manager/CEO
San Mateo County Transit District
San Mateo County Transportation Authority
Caltrain

Harry Armstrong, Chair
Fresno County Transportation Authority

Larry Zarian, Former Chair
Los Angeles Metropolitan Transportation
Authority

Charlene McCombs, Executive Director
Humboldt Builders' Exchange

Ken Kayser, President
Teichert Construction

William G. Dorey, President & CEO
Granite Construction

Richard B. Gates, President and General
Partner
DeSilva Gates Construction

Greg Erickson, President & CEO
Alcorn Fence Company

Larry R. Sharp, President & CEO
Arrowhead Central Credit Union

Joe Tavaglione, President
Tavaglione Construction and Development,
Inc.

Mike Barth, President
Jezowski & Markel Contractors, Inc.

Jim Ghielmetti, CEO
Signature Properties

Kevin Johnson
Mayor, City of Sacramento

Anthony (Tony) Spitaleri
Mayor, City of Sunnyvale

Andrew J. Takata
Town Manager, Town of Yucca Valley

Thurston Smith
Mayor, City of Hesperia

Joseph Hughes
City Manager, City of Highland

Rick Roelle
Mayor, Town of Apple Valley

Ronald O. Loveridge
Mayor, City of Riverside

Carol McKay
City Administrator, City of Dorris

Jan McClintock
City Manager, City of Colusa

Rick Bosetti
Mayor, City of Redding

Steve Williams
City Manager, City of Palmdale

Pete Aguilar
Councilmember, City of Redlands

Melanie Fesmire
Mayor, City of Indio

Connie Gonsalves
Mayor, City of Jackson

Andrew T. Souza
City Manager, City of Fresno

Peter Towne
Mayor, City of Willows

Ken Hunt
City Manager, City of Fontana

Gary Thomasian
Mayor, City of Murrieta

Michael Sweeney
Mayor, City of Hayward

Kathleen J. DeRosa
Mayor, City of Cathedral City

Carol Martin
City Manager, City of Shasta Lake

Pete Carr
Administrator, City of Biggs

Peter Rogers
Mayor, City of Chino Hills

Kelly J. Chastain
Mayor, City of Colton

Melanie Fesmire
Mayor, City of Indio

Dennis Donohue
Mayor, City of Salinas

Ralph Rubio
Mayor, City of Seaside

Curt McBride
Mayor, City of Portola

Steve Nolan
Mayor, City of Corona

Scott Nassif
President, Desert Mountain Division, League
of California Cities

Marlin H. "Skip" Davies
Mayor, City of Woodland

Gina Garbolino
Mayor, City of Roseville

Mike Parness
City Manager, City of Napa

Maggie Houlihan
Mayor, City of Encinitas

Richard A. Stewart
Mayor, City of Moreno Valley

Crystal Crawford
Mayor, City of Del Mar

Cynthia Mathews
Mayor, City of Santa Cruz

Maryann Edwards
Mayor, City of Temecula

Ken Nordhoff
City Manager, City of San Rafael

Linda Vernon
Mayor, City of Tehachapi

Mark Wallace
Mayor, City of Dinuba

David D. Gustavson, PE
Director of Public Works & Transportation,
City of Beverly Hills

David H Ready,
City Manager, Palm Springs

Gregory C. Devereaux
City Manager, City of Ontario

Don Adolph
Mayor, City of La Quinta

Gary Bric
Mayor, City of Burbank

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-26

In the Matter of:	)	RESOLUTION AUTHORIZING FRESNO COG TO
	)	COOPERATE WITH THE LEAGUE OF CALIFORNIA
Opposition to State Government	)	CITIES, OTHER CITIES AND COUNTIES IN
Seizures of City Street	)	LITIGATION CHALLENGING THE CONSTITUTIONALITY
Maintenance Funds	)	OF ANY SEIZURE BY STATE GOVERNMENT OF
		THE CITY'S STREET MAINTENANCE FUNDS

WHEREAS, the current economic crisis has placed Fresno COG's member agencies under incredible financial pressure and caused them to make painful budget cuts, including layoffs and furloughs of city workers, decreasing maintenance and operations of public facilities, and reductions in direct services to keep spending in line with declining revenues; and

WHEREAS, since the early 1990s the state government of California has seized over \$10 billion of city property tax revenues statewide, now amounting to over \$900 million each year, to fund the state budget even after deducting public safety program payments to cities by the state; and

WHEREAS, in his proposed FY 2009-10 budget the Governor has proposed transferring \$1 billion of local gas taxes and weight fees to the state general fund to balance the state budget, and over \$700 million in local gas taxes permanently in future years, immediately jeopardizing the ability of Fresno COG's member agencies to maintain their streets, bridges, traffic signals, streetlights, sidewalks and related traffic safety facilities for the use of the motoring public; and

WHEREAS, the loss of almost all of Fresno COG's Member agencies gas tax funds will seriously compromise the their ability to perform critical traffic safety related street maintenance, including, but not limited to, drastically curtailing patching, resurfacing, street lighting/traffic signal maintenance, payment of electricity costs for street lights and signals, bridge maintenance and repair, sidewalk and curb ramp maintenance and repair, and more; and

WHEREAS, the increased loss of revenue through the seizure of General Fund, Traffic Congestion Relief Program, Special Gas Tax and Proposition 111 funds will have devastating effects on Fresno COG's member agencies services and Public Works Departments; and

WHEREAS, some cities report to the League of California Cities that they will be forced to eliminate part or all of their street maintenance operations while others will be forced to cut back in other areas (including public safety staffing levels) to use city general funds for basic street repair and maintenance. Furthermore, cities expect that liability damage awards will mount as basic maintenance is ignored and traffic accidents, injuries and deaths increase; and

WHEREAS, in both Proposition 5 in 1974 and Proposition 2 in 1998 the voters of our state overwhelmingly imposed restriction on the state's ability to do what the Governor has proposed, and any effort to permanently divert the local share of the gas tax would violate the state constitution and the will of the voters; and

WHEREAS, cities and counties maintain 81% of the state road network while the state directly maintains just 8%; and

WHEREAS, ongoing street maintenance is a significant public safety concern. A city's inability to maintain its street pavement (pothole filling, sealing, overlays, etc.), traffic signals, signs, and street lights has a direct correlation to public safety; and

WHEREAS, a recent statewide needs assessment¹ highlights the need to ensure local street maintenance funding now and into the future.

NOW, THEREFORE, BE IT RESOLVED, that the Fresno COG hereby pledges to cooperate with the League of California Cities, other cities and counties, the Self-Help Coalition in litigation challenging the constitutionality of any seizure by state government of a City's street maintenance funds.

¹California Statewide Local Streets and Roads Needs Assessment, Nichols Consulting Engineers, Chtd. (2008), sponsored by the League of California Cities, California State Association of Counties and County Engineers Association of California.



County of Fresno

CHAIRMAN
BOARD OF SUPERVISORS
SUPERVISOR SUSAN B. ANDERSON – DISTRICT TWO

June 10, 2009

The Honorable Robert Dutton
State Capitol, Rm 5094
Sacramento, CA 95814

VIA FAX (916) 327-2272

Subject: Strong Opposition to Proposals for Permanent Take of Local Gas Tax Funds

Dear Senator Dutton:

The Fresno County Board of Supervisors joins the California State Association of Counties in expressing strong opposition to the Department of Finance (DOF) proposal to permanently redirect \$750 million of the local share of the state gas tax to pay for debt bond service. The loss of these funds (approximately \$14.1 million per year) to Fresno County will have a devastating impact on the County's road system and will mean that Fresno County will not be able to perform the very basic road maintenance services on the 3,531 miles of roadway and 530 bridges in the County's road system.

Should these vital funds be lost to Fresno County it will not only mean the loss of public sector jobs, County road workers, engineers and technicians, but also the loss of private sector construction jobs due to the lack of contract construction/maintenance projects and the purchase of road construction/maintenance materials for County road projects. Fresno County will also lose the opportunity to apply for federal transportation funding since there will be no matching funds available. This will mean an additional loss of \$5 to \$10 million in transportation funding to Fresno County each year greatly impacting the investment in transportation infrastructure and goals of the state and federal economic stimulus programs.

The following are some of the basic road maintenance activities that will cease in Fresno County with the loss of the local share of the state gas tax with no alternative funding source available:

- All preventative maintenance construction contracts for asphalt concrete overlays, chip seals, and slurry seals.
- Basic routine road and bridge maintenance such as pothole patching, shoulder restoration, trash and tire pickup, and roadside weed control.
- Striping of County roads.
- Maintenance of County traffic and road signs including the replacement of downed stop signs.
- Response to storm events such as flooding, downed trees, and rock slides.
- Snow removal on County mountain roads.
- Response to operational issues on the County road system such as requests for traffic signals, stop signs, speed zones and other safety concerns.

The Honorable Robert Dutton
June 10, 2009
Page Two

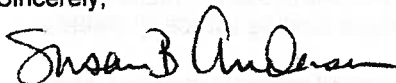
This will mean the loss of over a \$2 billion investment in Fresno County road and bridge infrastructure and greatly impact public safety. The motoring public across Fresno County will incur greater and greater vehicle maintenance costs, degradation of the road system will lead to increased public safety concerns and potential accident and injury/fatality rates, and the businesses which help support our community will incur greater costs to provide their services and transport their goods to market, impacting economic development and jobs in Fresno County, an already economically depressed region.

This will have a devastating effect on the regional agricultural economy, which relies on a reliable road system to move produce and commodities to markets. In addition, the many rural cities and unincorporated communities in Fresno County rely on the County's road system for connectivity since most do not have adjacent state highway routes to provide for mobility between the County's many communities. Fresno County will also face additional liability and claims caused by the inability to maintain the road system.

Fresno County would prefer, considering the current budget situation, that the state consider the borrowing of Proposition 42 funds in order to help resolve the current budget crisis in lieu of the permanent taking of the local share of the state gas tax fund. Fresno County is one of the few counties in the state with a substantial Maintenance of Effort (MOE) requirement (\$5.6 million) to receive Proposition 42 funds. Because of the severe budget crisis Fresno County cannot fund the MOE in Fiscal Year 2009-2010 and in all probability will not be able to fund the MOE in 2010-2011. Since the DOF proposal provides Proposition 42 funding for the last two quarters of Fiscal Year 2009-2010 Fresno County would be obligated to fund the MOE either in the coming fiscal year or following fiscal year or risk losing Proposition 42 funds in addition to the state gas tax funds should the DOF proposal be implemented as a part of the state budget.

The Fresno County Board of Supervisors respectfully requests that you and your colleagues oppose the DOF's proposal to permanently shift local gas tax subventions for state general fund relief purposes.

Sincerely,



Susan B. Anderson, Chair
Fresno County Board of Supervisors

C: Mike Webb, Office of Governor Schwarzenegger
Mike Proso, Office of Governor Schwarzenegger
Mark Hill, Department of Finance
Jessica Bird, Legislative Analyst's Office
Cynthia Bryant, Governor's Office of Planning and Research
Brian Annis, Senate Budget and Fiscal Review Committee
Adam Dondro, Assembly Budget Committee
Brian Kelly, Office of Senate President pro Tempore Steinberg
Erica Martinez, Office of Assembly Speaker Karen Bass
Chris Holtz, Assembly Republican Fiscal Office
Rocel Bettencourt, Senate Republican Fiscal and Policy Office
Paul Yoder, State Legislative Advocate
Board of Supervisors



***ADMINISTRATIVE
ACTION/DISCUSSION ITEMS
AGENDA ITEM VI. E.***



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, appearing to read '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

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
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Fax: (916) 445-9263

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

Senator Christine Kehoe, 39th District
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Sacramento, CA 95814
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Fax: (916) 327-2188

Senator Jenny Oropeza, 28th District
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Fax: (916) 323-6056

Senator Fran Pavley, 23rd District
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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

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.

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



***ADMINISTRATIVE
ACTION/DISCUSSION ITEMS
AGENDA ITEM VI. G.***



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FAX

Agency: COG

To: Marla Day

FAX: 233-9645

Phone: 233-4148

From: Carrol Terrazas
Steve Samuelian

Date: 5-19-09

Re: COG - May Report

Pages (incl. cover sheet): 35

Comments:

- ☐ URGENT
- ☐ For Review
- ☐ Please Comment
- ☐ Please Reply
- ☐ Please Recycle

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California Consulting, LLC
May 2009 Report to Fresno COG

- **State Budget Update:** The Governor has released two versions of his State Budget. See California Consulting e-mail update that summarizes both the "Plan A" and "Plan B" budget proposals. As well, California Consulting, LLC participated in a special budget conference call hosted by the Governor's Office that featured BTH Secretary Dale Bonner, Department of Finance officials and others on May 18, 2009. The conference call was a briefing on the how the state budget proposals impact local government and transportation. See summary of conference call e-mail update sent out on May 19, 2009. Note: The proposal to borrow from local governments via Prop. 1A has generated much discussion from local government advocates across the State.
- **Special Budget Conference Committee:** A special two-house state budget conference committee has been set and will begin meeting on May 21, 2009. The Conference Committee's goal is to piece together a budget that will eliminate the state's budget deficit (\$15.4 billion if the ballot measures pass and \$21.3 billion if the ballot measures fail). The convening of the Conference Committee is both a unique and extraordinary step. Traditionally, Conference Committees are convened after the Senate and Assembly pass their budgets for the purposes of reconciling the differences between the two separate budgets. The budget signed by the Governor on February 20, 2009 covers the fiscal year beginning July 1, so therefore the actions the conference committee will take amend an already existing budget. Normally, Conference Committees are composed of six members, three from the Assembly and three from the Senate. Two majority party members from the Assembly and one minority party Assemblymember along with two majority party Senators and one minority party Senator. However, Speaker Bass has stated that this Conference Committee will be composed of five members from the Senate and five members from the Assembly. Three Democrats and two Republicans from each House are expected to be named by President Pro-Tem Steinberg and Speaker Bass. The first hearing is set to be an overview of the fiscal situation with by the Department of Finance, Legislative Analyst's Office, State Treasurer, and State Controller. On May 26, 27, and 28 the Committee is scheduled to hear public testimony. The Conference Committee could begin voting on elements of a new budget as soon as June 1. Traditionally, the Chair and Vice-Chair of the Budget Committees in each House are on the Conference Committee although appointments have yet to be announced.
- **Water:** Our office recently sent out several summary's that detail the various water proposals that have been introduced in the State Legislature. The water issues continues to be an important issue in Sacramento and we continue to work on this vital issue.
- **Federal Stimulus Package:** We continue to work closely with Cal-TRANS, BTH, Cal COG and others on stimulus related implementation issues. Several funding

opportunities continue to be released under the Stimulus. Last month we submitted several COPS stimulus application due April 14 for clients and Bryne Stimulus applications on April 27. This month we submitted numerous Justice Assistance Grant (JAG) Stimulus applications for clients due on May 18. The Assistance to Firefighters (AFG) Stimulus applications were also due May 20 and our office wrote and submitted a number of applications.

- **State Transportation Discretionary Money:** \$1.5 billion will be available nationwide for states to utilize for "discretionary projects" related to transportation. The maximum each state can obtain is \$300 million. We anticipate California will receive the maximum \$300 million. We have been participating in the working group conference calls related to developing principles and guidelines for the distribution of that \$300 million. Cal-TRANS and CTC will have the ultimate authority over this pot of money. We have engaged in preliminary discussions with Executive Director Boren and FCTA Chairman Harry Armstrong about presenting projects to compete for these dollars in a united manner. More details to come as the guidelines and process become more clear.
- **Drinking Water Stimulus Money:** We met this month in Sacramento with the Department of Public Health and discussed their State Drinking Water stimulus money. Although they just recently released one round of funding, it is expected DPH will have additional dollars for future drinking water clean up grants. See memo sent by California Consulting summarizing the results of the meeting with DPH in Sacramento. Additional funding is expected via a federal bill that allocates additional dollars to California for drinking water clean up.
- **Prop. 42:** Thankfully, Prop. 42 is not proposed to be suspended in either of the Governor's two budget proposals. Prop. 42 is a crucial element of transportation funding and cannot be sacrificed. We will continue to monitor this issue and advocate for full Prop. 42 funding despite the state's fiscal debacle. This issue requires diligence and our full attention as Prop. 42 is too important of an issue to be complacent about.
- **Prop. 84:** We met this month in Sacramento with the Prop. 84 lead staffer from the California Department of Parks and Recreation. We continue to monitor this funding that is expected to be released very soon.
- **Economic Development Element of the Stimulus:** We met this month in Sacramento with two Assistant Secretaries at BTH to discuss the economic development issues surrounding the Stimulus. As well, we have been in regular communication with the Governor's Economic Recovery Task Force in Sacramento regarding various economic development issues.

- **AB 118:** We anticipate this funding for hybrid vehicles, electric cars, CNG, etc. to be released by ARB and CEC very soon. We continue to stay in communication with both agencies regarding this funding opportunity.
- **Sacramento Visits:** Steve continues to meet regularly in Sacramento with the Valley State Legislative Offices regarding various issues related to Fresno COG and transportation.
- **Wastewater:** The State Water Resources Control Board is set to announce their funding awards very soon for the Stimulus grant and loan money through their State Revolving Fund (SRF) program. We held a conference call earlier this month with the State Water Board regarding this issue. See e-mail update sent on this issue earlier this month. A second round of potential funding is expected via a federal bill that could release additional wastewater funding to California for our needs.
- **Partnership:** We met with the California Partnership for the San Joaquin Valley leadership team at their offices this month to discuss further partnering and collaboration on various projects important to Fresno COG.

**Prop. 84 Update**

Thursday, April 30, 2009 11:13 PM

From: "steve samuelian" <ca-consulting@sbcglobal.net>
To: "Carrol Terrezas" <carrol.ca-consult@sbcglobal.net>

Yesterday I met with the California Dept. of Parks and Recreation Staff member assigned to manage the Prop. 84 Parks program statewide. Although it is unclear when the application will be released the Department has stated that they will give applicants 6 months to write the application from whenever the release date is announced. i.e., if the applications are released in June they will be due in December.

As well, as we have learned that the \$400 million will be released in two funding cycles. Approximately \$200 million (minus Dept. Administration fees) in 2009 and the other \$200 million (minus Dept. Administration fees) some time in 2010 or later.

The final guidelines have been released for Prop. 84 and we have a copy. The guidelines are also listed on the State Dept. of Parks and Recreation web page.

Guidelines state that the highest scoring projects will be for adding new parks space by building a new park. The second highest scoring projects will be for rehabilitating an existing park.

Criteria:

The two major criteria in the guidelines are:

1. Three acres of parks space of less per 1,000 residents OR
2. meeting the MHI requirements for poverty. See guidelines for specifics.

Viewing Competitiveness of Your Project:

You can go on the State Parks web page and use their map to pinpoint exactly where you want to do your project and it will show you the MHI and the parks space per 1,000 residents therefore indicating how competitive of a project you will have.

Match:

NO MATCH is required under Prop. 84. Award amounts go from a minimum of \$100K to a maximum of \$5 million per project.

Public Hearings:

All public hearings to select a project and gain community input held after Nov. 2006 will be counted as part of your application.

Communities are encouraged to hold several public hearings, with widespread community participation. The hearings should be well advertised and include a broad invitation list of community organizations and groups.

Let us know if you have any questions. We are anxiously awaiting release of the applications.

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4

COG - April 2009 Report attached - AT&T YAHOO! MAIL



COG - April 2009 Report attached

Friday, May 1, 2009 8:47 PM

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

COG - April 2009 Report.pdf (1471KB)

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<http://us.mc819.mail.yahoo.com/mc/showMessage?fid=Inbox&sort=date&order=down&sta...> 5/1/2009

California Consulting, LLC
April 2009 Report to Fresno COG

- **Federal Stimulus Package:** We continue to work closely with Cal-TRANS, CalCOG and others on Stimulus state implementation issues. As well, several funding opportunities from the Stimulus have come and gone and several more are becoming available on a continuing basis. For example, the COPS grant was due April 14 and JAG/Bryne competitive grant is due April 27 and formula grant due May 18. These are only a few examples of the many funding opportunities available from the Stimulus.
- **Stimulus Workshop:** On March 16, 2009 California Consulting, LLC and the Fresno COG Co-Hosted a Stimulus workshop at the COG Office. The conference included presentations from several speakers about each element of the Stimulus. Welcoming remarks were given by Board of Supervisor Chair Susan Anderson, Council President Sterling, San Joaquin Valley Regional Policy Council Chair Supervisor Michael Rubio, and Fresno COG Chairman Trinidad Rodriguez. Speakers included FCTA Chairman Harry Armstrong, Cal-TRANS District 6 Director Malcolm Dougherty, California Partnership for the San Joaquin Valley Director Mike Dozier, Fresno COG Director Tony Boren, and several others. The conference Agenda and post-conference report were sent earlier via e-mail. Over 130 attendees from throughout the Valley attended the conference. Attendees were present from the northern most part of the Valley all the way down to Kern County. Dozens of Mayors, elected officials, city managers, police chiefs, and others participated in the Conference. At the request of several attendees, we are now discussing the possibility of a follow up Stimulus Conference some time in May. We have spoken to BTH in Sacramento, local BTH rep. Nicole Parra, and the Governor's Office about a series of joint workshops across the Valley.
- **Prop. 84:** Parks and Rec. sent out a memo updating progress on the Prop. 84 grant. Grant guidelines are adopted and the application should be out soon. We anticipate this to be a very competitive application process and are encouraging our clients to plan ahead, identify a project now, and begin to hold meetings with stakeholders and form a Advisory Committee.
- **CalGrip:** We are pleased to announce that OES has informed us that the CalGrip anti-gang grant application for Sanger, Selma, Fowler, Reedley, Kingsburg, Orange Cove, Parlier, and Del Rey has been awarded. Congratulations on this much needed funding.
- **Water:** With the introduction of several water bond proposals in the Legislature our Office has been monitoring the legislation closely. The Legislative Leadership has expressed a desire to resolve the issues surrounding the Delta in the immediate future and then deal with the several water bond proposals. Hearings for the water bond proposals are expected in May. Steve continues to

work closely with Senate Majority Leader Florez and Senator Cogdill and their staffs as each of them has introduced a water bond bill.

- **AB 118:** We have met with and had conference calls this month with Air Resources Board and the California Energy Commission regarding AB 118 finding which is due out in April or May. This grant provides for up to \$120 million per year for the next 7 years for hybrid vehicles, renewable energies, renewable fuels, electric vehicles, CNG, etc. We will continue to work closely with ARB and CEC on this important issue.
- **Wastewater:** We have been in consistent communication with the State Water Resources Control Board regarding the Stimulus money available for wastewater needs. The State will receive \$280 million for wastewater needs and a minimum of \$140 million must be spent for grants. This is an excellent opportunity for cities and counties to remedy many of their wastewater needs. Our office has already filed several applications on behalf of our clients. Now the full and final applications for State Revolving Fund grants and loans is due. Cities should submit their full applications to the State Water Resources Control Board asap. See previous e-mail memo's sent out that detail the level of funding available.
- **Economic Development Element of the Stimulus:** Our office has worked closely with BTH Representative Nicole Parra and met with her numerous times over the last month regarding this issue. Additionally, we have been in consistent communication with Mike Dozier at the Partnership related to this issue. We will continue to work with Nicole and Mike as this issue continues to develop. We recently arranged for Nicole to visit the City of Coalinga and meet with local leaders. We have also confirmed a similar meeting for Nicole in Kernan for May.
- **Sacramento Visits:** Throughout the month, Steve continued his regular trips to Sacramento and his regular meetings with Members and Staff at the Offices of Senate Majority Leader Florez, Senator Cogdill, Assembly Republican Leader Villines, Assemblyman Arambula, and Assemblyman Gilmore among others. Steve has a meeting scheduled with Assemblywoman Galgiani of Merced to discuss several issues related to the North Valley and her leadership on issues such as High Speed Rail and Grade Separation. He also has meetings set with the District staff of Congressman Costa and Assemblyman Arambula's Chief of Staff regarding various Valley issues.

Dept. of Public Health Update - AT&T Yahoo! Mail

**Dept. of Public Health Update**

Monday, May 4, 2009 4:45 PM

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

I met with the Department of Public Health (D.P.H.) Division Chief for Financial Assistance earlier this week in Sacramento.

STIMULUS FUNDS:

DPH received 2,200 applications on Feb. 27 totaling \$6.8 billion in Federal Stimulus requests. DPH has only \$180 million in grant money to distribute. The 2,200 applications have been scored and ranked and an announcement will be made (no timing set yet) on which projects will get funded.

NON-STIMULUS FUNDS:

Not related to the Stimulus, the DPH State Revolving Fund program usually has \$68 million to distribute annually. A bill currently working its way through Congress would double the DPH allotment for SRF from \$68 million to 136 million. Assuming this bill passes and the President signs it, the DPH SRF program would have \$136 million available in fiscal year 2010.

QUESTION:

I asked what happens to projects that are not funded as part of the stimulus Feb. 27 applications. Will they automatically be moved to the SRF list for possible funding or will they have to apply again separately under SRF? The DPH staff is going to get back to me with an answer to that question. In other words, if 2,000 of the 2,200 stimulus applications are not funded, do those 2,000 applicants have to re-apply under SRF and complete the SRF paperwork, etc. etc. Our hope is that DPH will automatically move all stimulus applications that were not funded to the SRF list for consideration.

More to come.....

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ARRA Discretionary Funding Guiding Principles - A1&1 Yahoo! Mail



ARRA Discretionary Funding Guiding Principles

Tuesday, May 5, 2009 9:26 PM

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

Draft ARRA Discretionary Funding Guiding Principles.doc (24KB)

Attached are the draft principles formulated by the Cal-TRANS working group for distribution of the discretionary Recovery Act dollars. We are participating in the meetings and conference calls and should have some detailed information after the conference call later this week.

Steve Samuelian

Manager

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<http://us.mc819.mail.yahoo.com/mc/showMessage?fid=Inbox&sort=date&order=down&sta...> 5/5/2009

DRAFT

ARRA Discretionary Funding Guiding Principles

- Project is supported by regional planning organization
- Project has statewide transportation system benefit
- Project creates new jobs
- Project has a long term economic benefit to California
- Project leverages other funds
- Project attracts funding that normally would not come to California transportation
- ARRA funds would complete an overall finance package
- Project would be fully funded
- Project has a complimentary relationship with another ARRA funded project
- Project includes a new technology component that provides long term benefits to the state or nation
- Project incorporates innovative delivery feature
- Project can be delivered early
- Project promotes reduction of green house gases and is in alignment with the principles of AB 32 and SB 375

Other considerations:

- Improves goods movement through strategic corridors
- Offers multi-modal opportunities

ARRA: Emergency Efficiency and Conservation Block Grant Workshop - 'A1&1 Yahoo! ...



ARRA: Emergency Efficiency and Conservation Block Grant Workshop

Monday, May 11, 2009 9:19 PM

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

California Consulting, LLC Project Manager Jeannie Neathery attended the recent Energy Efficiency Block Grant Workshop. Below is the summary of the provisions and guidelines for our clients. Please contact Jeannie if you have any questions.

ARRA Formula Energy Appropriations

\$3.2 billion Energy Efficiency and Conservation Block Grant Program

CA local government (large cities and counties) will receive a direct award of more than \$302 million administered by DOE

Guidelines are available @ <http://www.energy.ca.gov/recovery/guidelines/>

Applications must be turned in by June 25

Small Cities and Counties - (cities less than 35,000 population; counties less than 200,000 population) will receive about \$29 million administered by the California Energy Commission (CEC).

The CEC is preparing their application due to DOE by May 26.

CEC is considering five different approaches to disbursing the funds:

- 1) Population based formula (approx \$7/capita)
 - 2) Competitive grants; scored and ranked
 - 3) Separate pool of money for smaller jurisdictions – providing technical assistance to develop proposals scored and ranked separately
 - 4) Grant paired with low-interest loans (3.9%)
 - 5) Low interest loan program
- Guidelines will be developed by August 2009, taking into account input from workshops.
 - CEC is looking at a simplified application process.

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Comparison Water Bond Proposal 1013 - AT&T Yahoo! MAIL

**Comparison Water Bond Proposal**

Friday, May 8, 2009 9:58 PM

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

Please see attached info.

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Comparison of Water Bond Proposals March 2, 2009

Project Description	AB 1187 (Bathman)	SB 735 (Stenberg)	SB 456 (Wolk)	SB 371 (Cordill)	SB 301 (Flores)
Regional Water Supply Reliability	\$2 B	\$2 B	\$2 B	\$2.125 B	\$2.5 B
- Integrated regional water management	\$1.5 B	\$1.5 B	\$1.5 B	\$1.450 B	\$1.450 B
- Drought relief projects	\$500 M	\$500 M	\$500 M	\$125 M	0
- SWP rec., fish & wildlife enhancement	0	0	0	\$50 M	\$50 M
- Regional conveyance projects	0	0	0	\$500 M	\$1 B
Sac - San Joaquin Delta Sustainability	\$1.9 B	\$1.9 B	\$1.9 B	\$1.9 B	\$2.0 B
- Levers, water quality, agric., fish & wildlife	\$700 M	\$700 M	\$700 M	\$700 M	\$700 M
- Delta ecosystem - BDCP etc	\$1.2 B	\$1.2 B	\$1.2 B	\$1.2 B	\$1.3 B
	Res. Agency or New Delta entity: For Public benefits	Res. Agency or New Delta entity: For Public benefits	Res. Agency or New Delta entity: For Public benefits	Res. Agency or New Delta entity: For Public benefits	Water Commission:
Statewide Water System Operational Improvement	\$3 B	\$3 B	\$3 B	\$3 B	\$7 B
- CALFED Surface Storage	Res. Agency or New Delta entity: Max 50% public share	Water Commission: Max 50% public share	Water Commission: Max 50% public share	Water Commission: Includes recreational and emerg. response Max 50% state share Cont. approp.	- Water Commission - No limit on public or state share - Cont. approp. - Funding eligible for transfer to locals
- Groundwater storage					
- Regional and local storage					
Conservation & Watershed Protection	\$1.585 B	\$1.335 B	\$1.335 B	\$1.385 B	\$2.5 B
- Watershed Protection, etc.	\$1 B	\$1 B	\$1 B	\$1 B	\$1 B
- Protection Against Invasive Species	\$85 M	\$85 M	\$85 M	\$85 M	\$250 M
- Fire-Damaged Areas And Fuel Reduction	\$100 M	\$100 M	\$100 M	\$100 M	\$100 M
- Fishery Improvements	\$400 M	\$150 M	\$150 M	\$200 M	\$150 M
- Delta water and ecosystem projects	0	0	0	0	\$1 B
Groundwater Prot. & Water Quality	\$1.05 B	\$1.05 B	\$1.05 B	\$1.05 B	\$800 M
- Groundwater Protection	\$360 M	\$360 M	\$360 M	\$360 M	\$300 M
- Disadvantaged Community Diking Water	\$90 M	\$90 M	\$90 M	\$90 M	0
- Small Community Wastewater Projects	\$200 M	\$200 M	\$200 M	\$200 M	\$100 M
- Stormwater Management	\$300 M	\$300 M	\$300 M	\$300 M	\$300 M
- Ocean Protection	\$100 M	\$100 M	\$100 M	\$100 M	\$100
Water Recycling and Advanced Water Management Technology	\$500 M	\$500 M	\$500 M	\$500 M	\$280 M
State of CA Water Use Efficiency	0	0	\$20 M	\$20 M	0
New Water User Fee	Yes	Yes cont. appropriated	No	No	No
* Urgency	\$10.035 B	\$9.785 B	\$9.805 B	\$9.980 B	\$15.0 B

Program	AB 1187 (Huffman) \$10,035 B	SB 301 (Flores) \$15 B	SB 371 (Cagidi) \$9.98 B	SB 456 (Wolk) \$9,805 B	SB 735 (Steinberg) \$9,785 B
General Provisions	Unspecified statewide general election. Not more than 5% of funds allocated for a grant program may be used to pay for administrative costs. All chapters, except Chapter 8 (surface storage) would be exempt from Administrative Procedures Act. No funds may be expended "to pay the costs of the design, construction, operation, or maintenance of Delta conveyance facilities. Those costs shall be the responsibility of the agencies that benefit..." Cross-reference to several existing Area of Origin statutes.	Next statewide election. Not more than 1% of the funds allocated for a grant program may be used to pay for administrative costs. All chapters would be exempt from the Administrative Procedures Act. Funds provided through this water bond shall not be used to support or pay for the costs of environmental mitigation measures or compliance obligations of any party except as part of the environmental mitigation costs of projects financed through this water bond. No funds may be expended "to pay the costs of the design, construction, operation, or maintenance of Delta conveyance facilities. Those costs shall be the responsibility of the agencies that benefit..." The Legislature may only amend or repeal "this chapter" by a statute that is passed by 2/3 vote of each House. The water bond does not authorize the SWRCB or any delta to impose any fees or charges on water users for the mitigation of impacts to water	Next statewide election. Not more than 5% of funds allocated for a grant program may be used to pay for administrative costs. All chapters, except Chapter 8 (surface storage) would be exempt from Administrative Procedures Act. Funds provided through this water bond shall not be used to support or pay for the costs of environmental mitigation measures or compliance obligations of any party except as part of the environmental mitigation costs of projects financed through this water bond. No funds may be expended "to pay the costs of the design, construction, operation, or maintenance of Delta conveyance facilities. Those costs shall be the responsibility of the agencies that benefit..." Cross-reference to several existing Area of Origin statutes.	Unspecified statewide general election. Not more than 5% of funds allocated for a grant program may be used to pay for administrative costs. All chapters, except Chapter 8 (surface storage) would be exempt from Administrative Procedures Act. Funds provided through this water bond shall not be used to support or pay for the costs of environmental mitigation measures or compliance obligations of any party except as part of the environmental mitigation costs of projects financed through this water bond. No funds may be expended "to pay the costs of the design, construction, operation, or maintenance of Delta conveyance facilities. Those costs shall be the responsibility of the agencies that benefit..." Cross-reference to several existing Area of Origin statutes.	November 2, 2010 ballot. Not more than 5% of funds allocated for a grant program may be used to pay for administrative costs. All chapters, except Chapter 8 (surface storage) would be exempt from Administrative Procedures Act. Funds provided through this water bond shall not be used to support or pay for the costs of environmental mitigation measures or compliance obligations of any party except as part of the environmental mitigation costs of projects financed through this water bond. No funds may be expended "to pay the costs of the design, construction, operation, or maintenance of Delta conveyance facilities. Those costs shall be the responsibility of the agencies that benefit..." Cross-reference to several existing Area of Origin statutes.

Program	AB 1187 (Huffman) \$10.035 B	SB 301 (Flores) \$15 B	SB 371 (Cogdill) \$9.98 B	SB 456 (Wolk) \$9.805 B	SB 735 (Steinberg) \$9.785 B
		quality, fish and wildlife, or other public trust or beneficial use. Very extensive Area of Origin provisions included in this measure, beginning at Section 29718.			
Water Supply Reliability	\$2 Billion for Chapter 6 (legislatively appropriated) \$1.5B of this funding would be available to DWR to finance IRWMPs (including \$300M for interregional projects) - total of \$91M for SJ River region and \$93M for Tulare/Kern region. - 50% cost share requirement \$500M of this funding would be available to DWR for grants and expenditures for the planning, design, and construction of local and regional drought relief projects, including water conservation/efficiency; water recycling; stormwater capture; groundwater cleanup; local and regional conveyance projects that improve connectivity and water management. Projects must be operational within two years of receiving the grant; 50% cost share requirement; preference to applicants that can demonstrate substantial past and current investments in conservation and local water projects.	\$2.5 Billion for Chapter 6 (legislatively appropriated) \$1.5B of this funding would be available to DWR to finance IRWMPs (including \$300M for interregional projects) - total of \$91M for SJ River region and \$93M for Tulare/Kern region - 50% cost share requirement. \$50 M of the interregional funds shall be expended for costs incurred in connection with the provision of recreation and fish and wildlife enhancement at state water projects (Davis-Dolwig provision). \$1B of this funding would be available to DWR for grants and expenditures for the planning, design, and construction of local and regional conveyance projects that support regional and interregional connectivity and water management. 50% cost share requirement.	\$2.125 Billion for Chapter 6 (legislatively appropriated) \$1.5B of this funding would be available to DWR to finance IRWMPs (including \$300M for interregional projects) - total of \$91M for SJ River region and \$93M for Tulare/Kern region - 25% cost share requirement. \$50 M of the interregional funds shall be expended for costs incurred in connection with the provision of recreation and fish and wildlife enhancement at state water projects (Davis-Dolwig provision). \$500M of this funding would be available to DWR for grants and expenditures for the planning, design, and construction of local and regional drought relief projects, including water conservation/efficiency; water recycling; stormwater capture; groundwater cleanup; local and regional conveyance projects that improve connectivity and water management. Projects must be operational within two years of receiving the grant; 50% cost share requirement; preference to applicants that can demonstrate substantial past and current investments in conservation and local water projects.	\$2 Billion for Chapter 6 (legislatively appropriated) \$1.5B of this funding would be available to DWR to finance IRWMPs (including \$300M for interregional projects) - total of \$91M for SJ River region and \$93M for Tulare/Kern region. - 50% cost share requirement \$500M of this funding would be available to DWR for grants and expenditures for the planning, design, and construction of local and regional drought relief projects, including water conservation/efficiency; water recycling; stormwater capture; groundwater cleanup; local and regional conveyance projects that improve connectivity and water management. Projects must be operational within two years of receiving the grant; 50% cost share requirement; preference to applicants that can demonstrate substantial past and current investments in conservation and local water projects.	\$2 Billion for Chapter 6 (legislatively appropriated) \$1.5B of this funding would be available to DWR to finance IRWMPs (including \$300M for interregional projects) - total of \$91M for SJ River region and \$93M for Tulare/Kern region. - 50% cost share requirement \$500M of this funding would be available to DWR for grants and expenditures for the planning, design, and construction of local and regional drought relief projects, including water conservation/efficiency; water recycling; stormwater capture; groundwater cleanup; local and regional conveyance projects that improve connectivity and water management. Projects must be operational within two years of receiving the grant; 50% cost share requirement; preference to applicants that can demonstrate substantial past and current investments in conservation and local water projects.

Program	AB 1187 (Huffman) \$10.835 B	SB 301 (Flores) \$15 B	SB 371 (Coghill) \$9.98 B	SB 456 (Wolk) \$9.805 B	SB 735 (Steinberg) \$9.785 B
Delta Sustainability	\$1.9 Billion for Chapter 7 (legislatively appropriated) \$700M for projects that provide public benefits and support Delta sustainability options, including projects that: - Ensure that urban/ag water supplies derived from the Delta are not disrupted because of Delta levee failure - Improve the quality of drinking water derived from the Delta - Provide physical improvements or other actions to create waterflow and water quality conditions within the Delta to provide adequate habitat for fish and wildlife. - Facilitate other projects that	\$2 Billion for Chapter 7 (legislatively appropriated) \$700M for projects that provide public benefits and support Delta sustainability options, including projects that: - Ensure that urban/ag water supplies derived from the Delta are not disrupted because of Delta levee failure - Improve the quality of drinking water derived from the Delta - Provide physical improvements or other actions to create waterflow and water quality conditions within the Delta to provide adequate habitat for fish and wildlife. - Protect transportation and	\$1.9 Billion for Chapter 7 (legislatively appropriated) \$700M for projects that provide public benefits and support Delta sustainability options, including projects that: - Ensure that urban/ag water supplies derived from the Delta are not disrupted because of Delta levee failure - Improve the quality of drinking water derived from the Delta - Provide physical improvements or other actions to create waterflow and water quality conditions within the Delta to provide adequate habitat for fish and wildlife. - Protect transportation and other vital infrastructure in and around the Delta.	\$1.9 Billion for Chapter 7 (legislatively appropriated) \$1.2B shall be available for projects in Delta counties that provide public benefits and support Delta sustainability projects in the following priority: - Projects that improve drinking and agricultural water quality for Delta counties that use water from the Delta - Projects that screen or otherwise protect non-SWP and non-CVP water diversions in the Delta from take of listed species relocated or enhanced by Delta restoration projects - Levee and flood control improvements that protect Delta lands, local and export water	\$1.9 Billion for Chapter 7 (legislatively appropriated) \$700M for projects, including grants to Delta counties and cities within Delta counties, that provide public benefits and support Delta sustainability options, including projects that: - Ensure that urban/ag water supplies derived from the Delta are not disrupted because of Delta levee failure - Assist in preserving economically viable and sustainable agriculture and other economic activities in the Delta - Improve the quality of drinking water derived from the Delta

Program	AB 1187 (Huffman) \$10,035 B	SB 301 (Flores) \$15 B	SB 371 (Cogdill) \$9.98 B	SB 456 (Wolk) \$9,895 B	SB 735 (Steinberg) \$9,785 B
	provide public benefits and support Delta sustainability options approved by the Legislature. <u>SL 2B</u> for projects to protect and enhance the sustainability of the Delta ecosystem, including any of the following: - Projects for the development and implementation of the BDCP - Other projects to protect and restore native fish and wildlife dependent on the Delta ecosystem - Projects to reduce greenhouse gas emissions from exposed Delta soils - Projects that reduce impacts of mercury contamination In implementing this chapter, the Natural Resources Agency or another governance entity that may be established through statute, "shall develop" in cooperation with DFG and the SWRCB, "a comprehensive Delta sustainability plan that balances the coequal goals of ecosystem revitalization and environmentally sustainable water supply, consistent with criteria to be adopted by statute."	other vital infrastructure in and around the Delta. - Facilitate other projects that provide public benefits and support Delta sustainability options approved by the Legislature. <u>SL 3B</u> for projects to protect and enhance the sustainability of the Delta ecosystem, including any of the following: - Projects for the development and implementation of the BDCP - Other projects to protect and restore native fish and wildlife dependent on the Delta ecosystem - Projects to reduce greenhouse gas emissions from exposed Delta soils - Projects that reduce impacts of mercury contamination In implementing this chapter, the California Water Commission "shall develop" in cooperation with DFG and the SWRCB, a comprehensive Delta sustainability program that includes both ecosystem and water conveyance improvements and that meets all of the following criteria: - Reduces impacts to native fish caused by the operation of the export pumps and improves the operational flexibility and ability of the SWP and CVP to provide flexibility and ability of the SWP and CVP to provide	- Facilitate other projects that provide public benefits and support Delta sustainability options approved by the Legislature. <u>SL 2B</u> for projects to protect and enhance the sustainability of the Delta ecosystem, including any of the following: - Projects for the development and implementation of the BDCP - Other projects to protect and restore native fish and wildlife dependent on the Delta ecosystem - Projects to reduce greenhouse gas emissions from exposed Delta soils In implementing this chapter, the Resources Agency or another agency as may be designated by statute (Delta governance entity) "shall develop and implement" in cooperation with DFG and the SWRCB, a comprehensive Delta sustainability program that includes both ecosystem and water conveyance improvements and that meets all of the following criteria: - Reduces impacts to native fish caused by the operation of the export pumps and improves the operational flexibility and ability of the SWP and CVP to provide ecosystem and water supply benefits.	supplies and Delta infrastructure consistent with the Central Valley Flood Protection Plan - Projects that protect Delta infrastructure, including roads, utility lines, railroads, bridges, water supply, and flood protection - Programs that mitigate increased local government costs due to changes in the Delta related to the BDCP, Delta Vision recommendations or other Delta programs that benefit water supply and ecosystems <u>SL 2B</u> for projects to protect and enhance the sustainability of the Delta ecosystem, including any of the following: - Projects for the development and implementation of the BDCP - Other projects to protect and restore native fish and wildlife dependent on the Delta ecosystem - Projects to reduce greenhouse gas emissions from exposed Delta soils - Projects that reduce impacts of mercury contamination In implementing this chapter, the Natural Resources Agency or another governance entity that may be established through statute, "shall develop" in cooperation with DFG and the SWRCB,	- Improve levee and flood control facilities and other vital infrastructure necessary to protect Delta communities - Provide physical improvements or other actions to create waterflow and water quality conditions within the Delta to provide adequate habitat for fish and wildlife. - Facilitate other projects that provide public benefits and support Delta sustainability options approved by the Legislature. <u>SL 2B</u> for projects to protect and enhance the sustainability of the Delta ecosystem, including any of the following: - Projects for the development and implementation of the BDCP - Other projects to protect and restore native fish and wildlife dependent on the Delta ecosystem - Projects to reduce greenhouse gas emissions from exposed Delta soils - Projects that reduce impacts of mercury contamination In implementing this chapter, the Natural Resources Agency or another governance entity that may be established through statute, "shall develop" in cooperation with DFG and the SWRCB,

Program	AB 1187 (Huffman) \$10,035 B	SB 301 (Flores) \$15 B	SB 371 (Cogdill) \$9,96 B	SB 456 (Wolk) \$9,805 B	SB 735 (Steinberg) \$9,785 B
	ecosystem and water supply benefits. <u>Provides conditions that will allow for habitat improvements for fish and wildlife in the Delta, the recovery of listed species, and sustainable ecosystem functions.</u> -Provides improved water supply reliability and conveyance for the SWP and CVP and for water transfers. -Reduces the quantity of bromide, total organic carbon, and total dissolved solids in the water pumped at state and federal pumping facilities. -Reduces vulnerability to seismic events in or near the Delta and provides flexibility to manage uncertainties associated with climate change and future fishery needs. -Promotes ecosystem restoration of the Delta. -Facilitates wet year water storage for use in dry years. Provides that the Legislature may only amend or repeal this section of the water Board by 2/3 vote in each House.	<u>Provides conditions that will allow for habitat improvements for fish and wildlife in the Delta, the recovery of listed species, and sustainable ecosystem functions.</u> -Provides improved water supply reliability and conveyance for the SWP and CVP and for water transfers. -Reduces the quantity of bromide, total organic carbon, and total dissolved solids in the water pumped at state and federal pumping facilities. -Reduces vulnerability to seismic events in or near the Delta and provides flexibility to manage uncertainties associated with climate change and future fishery needs. -Promotes ecosystem restoration of the Delta. -Facilitates wet year water storage for use in dry years. Provides that the Legislature may only amend or repeal this section of the water Board by 2/3 vote in each House.	<u>Provides conditions that will allow for habitat improvements for fish and wildlife in the Delta, the recovery of listed species, and sustainable ecosystem functions.</u> -Provides improved water supply reliability and conveyance for the SWP and CVP and for water transfers. -Reduces the quantity of bromide, total organic carbon, and total dissolved solids in the water pumped at state and federal pumping facilities. -Reduces vulnerability to seismic events in or near the Delta and provides flexibility to manage uncertainties associated with climate change and future fishery needs. -Promotes ecosystem restoration of the Delta. -Facilitates wet year water storage for use in dry years. Provides that the Legislature may only amend or repeal this section of the water Board by 2/3 vote in each House.	<u>Provides conditions that will allow for habitat improvements for fish and wildlife in the Delta, the recovery of listed species, and sustainable ecosystem functions.</u> -Provides improved water supply reliability and conveyance for the SWP and CVP and for water transfers. -Reduces the quantity of bromide, total organic carbon, and total dissolved solids in the water pumped at state and federal pumping facilities. -Reduces vulnerability to seismic events in or near the Delta and provides flexibility to manage uncertainties associated with climate change and future fishery needs. -Promotes ecosystem restoration of the Delta. -Facilitates wet year water storage for use in dry years. Provides that the Legislature may only amend or repeal this section of the water Board by 2/3 vote in each House.	comprehensive Delta sustainability plan that balances the coequal goals of ecosystem revitalization and environmentally sustainable water supply, and that meets all of the following criteria: -Reduces impacts to native fish caused by the operation of the export pumps and improves the operational flexibility and ability of the SWP and CVP to provide ecosystem and water supply benefits. -Provides for habitat improvements for fish and wildlife in the Delta, the recovery of listed species, and sustainable ecosystem functions. -Provides improved water supply reliability and conveyance for the SWP and CVP and for water transfers. -Improves the quality of the water pumped at state and federal water pumping facilities to protect public health and improves the ability to manage salinity. -Reduces vulnerability to seismic events in or near the Delta and provides flexibility to manage uncertainties associated with climate change and future fishery needs. -Promotes ecosystem restoration of the Delta. -Facilitates wet year water storage for use in dry years.

Program	AB 1187 (Huffman) \$10,035 B	SB 301 (Flores) \$15 B	SB 371 (Cogdill) \$9.98 B	SB 456 (Wolk) \$9,805 B	SB 735 (Steinberg) \$9,785 B
Statewide Water System Operational Improvement	\$3 Billion for Chapter 8 (legislatively appropriated to the Natural Resources Agency or another agency as may be established by statute to provide oversight and management for Delta watershed projects) Funding is available for public benefits associated with water storage projects that improve the operation of the state water system, are cost effective, and provide a net improvement in ecosystem and water quality conditions. Projects shall be selected by the Natural Resources Agency or new Delta governance entity, through a competitive process that ranks potential projects base on the expected return for public investment as measured by the magnitude of the public benefits provided Up to 10% of the funding provided in this Chapter shall be made available to DFG and the SWRCB to implement this chapter. Eligible projects include: -Surface storage projects identified in the CALFED ROD, excluding the expansion of Shasta Reservoir -Groundwater storage projects	\$7 Billion for Chapter 8 (continuously appropriated to the California Water Commission) Funding is available for water storage projects for the sole purpose of providing public benefits that improve the operation of the state water system, are cost effective, and provide a net improvement in ecosystem and water quality conditions. Projects shall be selected by the Commission through a competitive process that ranks potential projects based on the expected return for public investment as measured by the magnitude of the public benefits provided. Eligible projects include: -Surface storage projects identified in the CALFED ROD which cumulatively have an estimated annual yield of at least one million acre-feet of water. -Groundwater storage projects and groundwater contamination prevention or remediation projects that provide water storage benefits. -Conjunctive use and reservoir reoperation projects that provide water storage benefits. -Conjunctive use and reservoir reoperation projects that improve the operation of water systems in the state and provide public benefits. -Regional and local surface storage projects that improve the operation of water systems	\$3 Billion for Chapter 8 (continuously appropriated to the California Water Commission) Funding is available for public benefits associated with water storage projects that improve the operation of the state water system, are cost effective, and provide a net improvement in ecosystem and water quality conditions. Projects shall be selected by the Commission through a competitive process that ranks potential projects based on the expected return for public investment as measured by the magnitude of the public benefits provide. Eligible projects include: -Surface storage projects identified in the CALFED ROD -Groundwater storage projects and groundwater contamination prevention or remediation projects that provide water storage benefits. -Conjunctive use and reservoir reoperation projects. -Regional and local surface storage projects that improve the operation of water systems in the state and provide public benefits. -Public benefits include: -Ecosystem improvements.	\$3 Billion for Chapter 8 (continuously appropriated to the California Water Commission) Funding is available for public benefits associated with water storage projects that improve the operation of the state water system, are cost effective, and provide a net improvement in ecosystem and water quality conditions. Projects shall be selected by the Commission through a competitive process that ranks potential projects based on the expected return for public investment as measured by the magnitude of the public benefits provide. Up to 10% of the \$3B shall be made available, upon appropriation by the Legislature, to DFG and the SWRCB, to implement this chapter. Eligible projects include: -Surface storage projects identified in the CALFED ROD, excluding the expansion of Shasta Reservoir -Groundwater storage projects and groundwater contamination prevention or remediation projects that provide water storage benefits -Conjunctive use and reservoir	\$3 Billion for Chapter 8 (legislatively appropriated to the California Water Commission and to DFG and SWRCB) Funding would be legislatively appropriated to the Commission for public benefits associated with water storage projects that improve the operation of the state water system, are cost effective, and provide a net improvement in ecosystem and water quality conditions. Funding would be legislatively appropriated to DFG and the SWRCB to carry out their respective duties under this chapter. Projects shall be selected by the Commission through a competitive process that ranks potential projects based on the expected return for public investment as measured by the magnitude of the public benefits provide. Eligible projects include: -Surface storage projects identified in the CALFED ROD, excluding the expansion of Shasta Reservoir -Groundwater storage projects and groundwater contamination prevention or

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	and ground water contamination prevention or remediation projects that provide water storage benefits -Conjunctive use and reservoir reoperation projects -Regional and local surface storage projects that improve the operation of water systems in the state and provide public benefits Public benefits include: -Ecosystem improvements, including changing the timing of water diversions, improvements in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife -Water quality improvements in the Delta, or in other river systems, that provide significant public trust resources, or that clean up and restore groundwater resources -Flood control benefits, including increases in flood reservoir space in existing reservoirs by exchange for storage capacity in response to the effects of changing hydrology and decreasing snow pack on California's water and flood management system The state agencies (DWR, DFG, SWRCB, Commission) are required to develop and adopt methods for quantification and management of public benefits by December 15, 2010 No funds allocated pursuant to this chapter may be allocated to include the costs of -Public benefits does NOT	in the state and provide public benefits. Public benefits include: -Ecosystem improvements, including changing the timing of water diversions, improvements in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife -Water quality improvements in the Delta, or in other river systems, that provide significant public trust resources, or that clean up and restore groundwater resources -Flood control benefits, including increases in flood reservoir space in existing reservoirs by exchange for storage capacity in response to the effects of changing hydrology and decreasing snow pack on California's water and flood management system The state agencies (DWR, DFG, SWRCB, Commission) are required to develop and adopt methods for quantification and management of public benefits by December 15, 2010 No funds allocated pursuant to this chapter may be allocated to include the costs of -Public benefits does NOT	including changing the timing of water diversions, improvement in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife -Water quality improvements in the Delta, or in other river systems, that provide significant public trust resources, or that clean up and restore groundwater resources -Flood control benefits, including increases in flood reservoir space in existing reservoirs by exchange for storage capacity in response to the effects of changing hydrology and decreasing snow pack on California's water and flood management system -Emergency response, including securing emergency water supplies and flows for dilution and salinity repulsion following a natural disaster or act of terrorism -Recreational purposes, including those recreational pursuits generally associated with the out-of-doors -For this chapter, public benefits does NOT include the costs of environmental mitigation measures or compliance obligations established prior to the enactment of this water bill, under state or federal law. The state agencies (DWR, DFG,	reoperation projects -Regional and local surface storage projects that improve the operation of water systems in the state and provide public benefits Public benefits include: -Ecosystem improvements, including changing the timing of water diversions, improvement in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife -Water quality improvements in the Delta, or in other river systems, that provide significant public trust resources, or that clean up and restore groundwater resources -Flood control benefits, including increases in flood reservoir space in existing reservoirs by exchange for storage capacity in response to the effects of changing hydrology and decreasing snow pack on California's water and flood management system The state agencies (DWR, DFG, SWRCB, Commission) are required to develop and adopt methods for quantification and management of public benefits by December 15, 2010 No funds allocated pursuant to this chapter may be allocated to include the costs of -Public benefits does NOT	remediation projects that provide water storage benefits -Conjunctive use and reservoir reoperation projects -Regional and local surface storage projects that improve the operation of water systems in the state and provide public benefits Public benefits include: -Ecosystem improvements, including changing the timing of water diversions, improvements in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife -Water quality improvements in the Delta, or in other river systems, that provide significant public trust resources, or that clean up and restore groundwater resources -Flood control benefits, including increases in flood reservoir space in existing reservoirs by exchange for storage capacity in response to the effects of changing hydrology and decreasing snow pack on California's water and flood management system The state agencies (DWR, DFG, SWRCB, Commission) are required to develop and adopt methods for quantification and management of public benefits by December 15, 2010 No funds allocated pursuant to this chapter may be allocated to include the costs of -Public benefits does NOT

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environmental mitigation measures or compliance obligations.	for a project unless the Commission approves the project based on its determination that the following have occurred: - Regulations for quantification and management of public benefits have been adopted, and specific quantifications and costs of the public benefits associated with the project have been made public. - DWR has entered into a contract with each party who will derive benefits that ensures the party will pay its share of the total costs of the project. - DWR has entered into a contract with each appropriate state agency that will administer the public benefits, to ensure that the party will pay its share of the total costs of the project. - A public hearing has been held for the purposes of providing an opportunity for the public to review and comment on the information required to be prepared relative to a specific project. - DWR has entered into a contract with each appropriate state agency that will administer the public benefits, to ensure that the party will pay its share of the total costs of the project.	for a project unless the Commission approves the project based on its determination that the following have occurred: - Regulations for quantification and management of public benefits have been adopted, and specific quantifications and costs of the public benefits associated with the project have been made public. - DWR has entered into a contract with each party who will derive benefits that ensures the party will pay its share of the total costs of the project. - DWR has entered into a contract with each appropriate state agency that will administer the public benefits, to ensure that the party will pay its share of the total costs of the project. - A public hearing has been held for the purposes of providing an opportunity for the public to review and comment on the information required to be prepared relative to a specific project. - DWR has entered into a contract with each appropriate state agency that will administer the public benefits, to ensure that the party will pay its share of the total costs of the project.	for a project unless the Commission approves the project based on its determination that the following have occurred: - Regulations for quantification and management of public benefits have been adopted, and specific quantifications and costs of the public benefits associated with the project have been made public. - DWR has entered into a contract with each party who will derive benefits that ensures the party will pay its share of the total costs of the project. - DWR has entered into a contract with each appropriate state agency that will administer the public benefits, to ensure that the party will pay its share of the total costs of the project. - A public hearing has been held for the purposes of providing an opportunity for the public to review and comment on the information required to be prepared relative to a specific project. - DWR has entered into a contract with each appropriate state agency that will administer the public benefits, to ensure that the party will pay its share of the total costs of the project.	for a project unless the Commission approves the project based on its determination that the following have occurred: - Regulations for quantification and management of public benefits have been adopted, and specific quantifications and costs of the public benefits associated with the project have been made public. - DWR has entered into a contract with each party who will derive benefits that ensures the party will pay its share of the total costs of the project. - DWR has entered into a contract with each appropriate state agency that will administer the public benefits, to ensure that the party will pay its share of the total costs of the project. - A public hearing has been held for the purposes of providing an opportunity for the public to review and comment on the information required to be prepared relative to a specific project. - DWR has entered into a contract with each appropriate state agency that will administer the public benefits, to ensure that the party will pay its share of the total costs of the project.	for a project unless the Commission approves the project based on its determination that the following have occurred: - Regulations for quantification and management of public benefits have been adopted, and specific quantifications and costs of the public benefits associated with the project have been made public. - DWR has entered into a contract with each party who will derive benefits that ensures the party will pay its share of the total costs of the project. - DWR has entered into a contract with each appropriate state agency that will administer the public benefits, to ensure that the party will pay its share of the total costs of the project. - A public hearing has been held for the purposes of providing an opportunity for the public to review and comment on the information required to be prepared relative to a specific project. - DWR has entered into a contract with each appropriate state agency that will administer the public benefits, to ensure that the party will pay its share of the total costs of the project.

Program	AB 1387 (Huffman) \$10,035 B	SB 361 (Flores) \$15 B	SB 371 (Cogdill) \$9.98 B	SB 456 (Wolk) \$9,805 B	SB 735 (Steinberg) \$9,785 B
	-A public hearing has been held for the purposes of providing an opportunity for the public to review and comment on the information required to be prepared relative to a specific project. -Feasibility studies have been completed. -The Director of DWR has found and determined that the project is feasible and consistent with all applicable laws and regulations. -All environmental documentation has been completed, and all other federal, state, and local approvals, certifications, and agreements have been obtained. -The Commission shall submit to the Legislature its findings for each of these criteria. The public benefit cost share of a project funded pursuant to this chapter (except for conjunctive use and reservoir reoperation projects) shall be based on the direct benefit received by the public for the project. No project may be funded unless it provides ecosystem improvements (including changing the timing of water diversions, improvement in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife) that are at least 50% of the total costs of the project. No project may be funded unless it provides ecosystem improvements (including changing the timing of water diversions, improvement in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife) that are at least 50% of the total costs of the project.	objectives of restoring ecological health and improving water management for beneficial uses of the Bay-Delta system. -All environmental documentation has been completed, and all other federal, state, and local approvals, certifications, and agreements have been obtained. -The Commission shall submit to the Legislature its findings for each of these criteria. The public benefit cost share of a project funded pursuant to this chapter (except for conjunctive use and reservoir reoperation projects) shall be based on the direct benefit received by the public for the project. No project may be funded unless it provides ecosystem improvements (including changing the timing of water diversions, improvement in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife) that are at least 50% of the total costs of the project. No project may be funded unless it provides ecosystem improvements (including changing the timing of water diversions, improvement in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife) that are at least 50% of the total costs of the project.	and determined that the project is feasible and consistent with all applicable laws and regulations and will advance the long-term objectives of restoring ecological health and improving water management for beneficial uses of the Bay-Delta system. -All environmental documentation has been completed, and all other federal, state, and local approvals, certifications, and agreements have been obtained. -The Commission shall submit to the Legislature its findings for each of these criteria. The state's cost share of a project funded under this chapter shall not exceed 50% of the total costs of any project. No project may be funded unless it provides ecosystem improvements (including changing the timing of water diversions, improvement in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife) that are at least 50% of the total public benefits of the project. No project shall be eligible for funding unless, by January 1, 2014, all of the following conditions are met for the project:	-All environmental documentation has been completed, and all other federal, state, and local approvals, certifications, and agreements have been obtained. -The Commission shall submit to the Legislature its findings for each of these criteria. The public benefit cost share of a project funded pursuant to this chapter (except for conjunctive use and reservoir reoperation projects) may not exceed 50% of the total costs of the project. No project may be funded unless it provides ecosystem improvements (including changing the timing of water diversions, improvement in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife) that are at least 50% of the total public benefits of the project. No project shall be eligible for funding unless, by January 1, 2014, all of the following conditions are met for the project: -All feasibility studies are complete and that environmental documentation is available for public review. The Director of DWR makes a finding that the project is	the public to review and comment on the information required to be prepared relative to a specific project. -Feasibility studies have been completed. -The Director of DWR has found and determined that the project is feasible and consistent with all applicable laws and regulations. -All environmental documentation has been completed, and all other federal, state, and local approvals, certifications, and agreements have been obtained. -The Commission shall submit to the Legislature its findings for each of these criteria. The public benefit cost share of a project funded pursuant to this chapter (except for conjunctive use and reservoir reoperation projects) may not exceed 50% of the total costs of the project. No project may be funded unless it provides ecosystem improvements (including changing the timing of water diversions, improvement in flow conditions, temperature, or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife) that are at least 50% of the total public benefits of the project.

Program	AB 1187 (Huffman) \$10.035 B	SB 301 (Flores) \$15 B	SB 371 (Cogdill) \$9.98 B	SB 456 (Wolk) \$9.805 B	SB 735 (Steinberg) \$9.785 B
or other benefits that contribute to restoration of aquatic ecosystems and native fish and wildlife) that are at least 50% of total public benefits of the project.	-All feasibility studies are complete and draft environmental documentation is available for public review -The Commission makes a finding that the project is feasible and will advance the long-term objectives of restoring ecological health and improving water management for beneficial uses of the Bay-Delta system. If compliance with these conditions is delayed by litigation or failure to promulgate regulations, the January 1, 2014 date shall be extended by the Commission for a time period that is equal to the time period of the delay, and funding under this chapter that has been dedicated to the project shall be encumbered until the time at which the litigation is completed or the regulations have been promulgated. Upon a finding by the Commission and the Director of DWR that doing so is feasible and capable of being consistent with all applicable laws and regulations, the funds allocated for the design, acquisition, and construction of surface storage projects identified in the CALFED ROD, shall be provided for those purposes to local joint powers authorities formed by	-All feasibility studies are complete and draft environmental documentation is available for public review -The Director of DWR makes a finding that the project is feasible and will advance the long-term objectives of restoring ecological health and improving water management for beneficial uses of the Bay-Delta system. -The Director of DWR receives commitments for not less than 75% of the nonstate cost share of the project If compliance with these conditions is delayed by litigation or failure to promulgate regulations, the January 1, 2014 date shall be extended by the Director for a time period that is equal to the time period of the delay.	-The Director of DWR receives commitments for not less than 75% of the nonstate cost share of the project If compliance with these conditions is delayed by litigation or failure to promulgate regulations, the January 1, 2014 date shall be extended by the Director for a time period that is equal to the time period of the delay.	-The Director of DWR receives commitments for not less than 75% of the nonstate cost share of the project If compliance with these conditions is delayed by litigation or failure to promulgate regulations, the January 1, 2014 date shall be extended by the Director for a time period that is equal to the time period of the delay.	-The Director of DWR receives commitments for not less than 75% of the nonstate cost share of the project If compliance with these conditions is delayed by litigation or failure to promulgate regulations, the January 1, 2014 date shall be extended by the Director for a time period that is equal to the time period of the delay.
No project shall be eligible for funding unless, by January 1, 2014, all of the following conditions are met for the project:	-All feasibility studies are complete and draft environmental documentation is available for public review -The Director of DWR makes a finding that the project is feasible -The Director of DWR receives commitments for not less than 75% of the nonstate cost share of the project If compliance with these conditions is delayed by litigation or failure to promulgate regulations, the January 1, 2014 date shall be extended by the Director for a time period that is equal to the time period of the delay.	-All feasibility studies are complete and draft environmental documentation is available for public review -The Director of DWR makes a finding that the project is feasible -The Director of DWR receives commitments for not less than 75% of the nonstate cost share of the project If compliance with these conditions is delayed by litigation or failure to promulgate regulations, the January 1, 2014 date shall be extended by the Director for a time period that is equal to the time period of the delay.	-All feasibility studies are complete and draft environmental documentation is available for public review -The Director of DWR makes a finding that the project is feasible -The Director of DWR receives commitments for not less than 75% of the nonstate cost share of the project If compliance with these conditions is delayed by litigation or failure to promulgate regulations, the January 1, 2014 date shall be extended by the Director for a time period that is equal to the time period of the delay.	-All feasibility studies are complete and draft environmental documentation is available for public review -The Director of DWR makes a finding that the project is feasible -The Director of DWR receives commitments for not less than 75% of the nonstate cost share of the project If compliance with these conditions is delayed by litigation or failure to promulgate regulations, the January 1, 2014 date shall be extended by the Director for a time period that is equal to the time period of the delay.	-All feasibility studies are complete and draft environmental documentation is available for public review -The Director of DWR makes a finding that the project is feasible -The Director of DWR receives commitments for not less than 75% of the nonstate cost share of the project If compliance with these conditions is delayed by litigation or failure to promulgate regulations, the January 1, 2014 date shall be extended by the Director for a time period that is equal to the time period of the delay.
No project shall be eligible for funding unless, by January 1, 2014, all of the following conditions are met for the project:	-All feasibility studies are complete and draft environmental documentation is available for public review -The Director of DWR makes a finding that the project is feasible -The Director of DWR receives commitments for not less than 75% of the nonstate cost share of the project If compliance with these conditions is delayed by litigation or failure to promulgate regulations, the January 1, 2014 date shall be extended by the Director for a time period that is equal to the time period of the delay.	-All feasibility studies are complete and draft environmental documentation is available for public review -The Director of DWR makes a finding that the project is feasible -The Director of DWR receives commitments for not less than 75% of the nonstate cost share of the project If compliance with these conditions is delayed by litigation or failure to promulgate regulations, the January 1, 2014 date shall be extended by the Director for a time period that is equal to the time period of the delay.	-All feasibility studies are complete and draft environmental documentation is available for public review -The Director of DWR makes a finding that the project is feasible -The Director of DWR receives commitments for not less than 75% of the nonstate cost share of the project If compliance with these conditions is delayed by litigation or failure to promulgate regulations, the January 1, 2014 date shall be extended by the Director for a time period that is equal to the time period of the delay.	-All feasibility studies are complete and draft environmental documentation is available for public review -The Director of DWR makes a finding that the project is feasible -The Director of DWR receives commitments for not less than 75% of the nonstate cost share of the project If compliance with these conditions is delayed by litigation or failure to promulgate regulations, the January 1, 2014 date shall be extended by the Director for a time period that is equal to the time period of the delay.	-All feasibility studies are complete and draft environmental documentation is available for public review -The Director of DWR makes a finding that the project is feasible -The Director of DWR receives commitments for not less than 75% of the nonstate cost share of the project If compliance with these conditions is delayed by litigation or failure to promulgate regulations, the January 1, 2014 date shall be extended by the Director for a time period that is equal to the time period of the delay.

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Conservation and Watershed Protection (title in Huffman, Cogdill, Wolk, and Steinberg bonds)		irrigation districts, and other local water districts and local governments within the applicable hydrologic region to design, acquire, and construct those projects. A JPA subject to this section shall own, govern, manage, and operate a surface water storage project, subject to the requirement that the ownership, governance, management, and operation of the surface water storage project shall advance the purposes set forth in this chapter.			
Ecosystem Recovery and Restoration (title in Florez bond)	\$1.585 Billion for Chapter 9 (legislatively appropriated) \$1B of this funding would be used for expenditures and grants for ecosystem and watershed protection projects, including for the San Joaquin River watershed. Of this amount, -\$200M would go to the State Coastal Conservancy for projects within coastal counties and watersheds -\$100M would go to the Wildlife Conservation Board for the acquisition of water rights from willing sellers and rights from willing sellers and the conveyance of water for the benefit of migratory birds on wildlife refuges and wildlife habitat areas -\$200M would go to the	\$2.5 Billion for Chapter 9 (legislatively appropriated) \$1B of this funding would be used for expenditures and grants to irrigation districts, flood control districts, local joint powers authorities, local governments, and counties within the Delta, for the purpose of addressing water supply reliability, water quality, and restoration activities, as may be necessary within the Delta as a result of the implementation of Chapter 6 and Chapter 7. Funding may be used for: -Relocation of existing diversion points to locations where fish impacts are lower and water quality is higher -Funding and implementing	\$1.385 Billion for Chapter 9 (legislatively appropriated) \$1B of this funding would be used for expenditures and grants for ecosystem and watershed protection projects, including for the San Joaquin River watershed. Of this amount, -\$200M would go to the State Coastal Conservancy for projects within coastal counties and coastal watersheds -\$100M would go to the Wildlife Conservation Board for the acquisition of water rights from willing sellers and the conveyance of water for the benefit of migratory birds on wildlife refuges and wildlife habitat areas -\$200M would go to the Wildlife Conservation Board for protection or restoration of	\$1.335 Billion for Chapter 9 (legislatively appropriated) \$1B of this funding would be used for expenditures and grants for ecosystem and watershed protection projects, including for the San Joaquin River watershed. Of this amount, -\$200M would go to the State Coastal Conservancy for projects within coastal counties and coastal watersheds -\$100M would go to the Wildlife Conservation Board for the acquisition of water rights from willing sellers and the conveyance of water for the benefit of migratory birds on wildlife refuges and wildlife habitat areas -\$200M would go to the	\$1.335 Billion for Chapter 9 (legislatively appropriated) \$1B of this funding would be used for expenditures and grants for ecosystem and watershed protection projects, including for the San Joaquin River watershed. Of this amount, -\$200M would go to the State Coastal Conservancy for projects within coastal counties and coastal watersheds -\$100M would go to the Wildlife Conservation Board for the acquisition of water rights from willing sellers and the conveyance of water for the benefit of migratory birds on wildlife refuges and wildlife habitat areas -\$200M would go to the

Program	AB 1187 (Huffman) \$10.035 B	SB 301 (Florez) \$15 B	SB 371 (Cogdill) \$9.98 B	SB 456 (Wolk) \$9.805 B	SB 735 (Steinberg) \$9.785 B
	Wildlife Conservation Board for protection or restoration of watershed lands that provide sources of drinking water or rivers and streams that support species listed as threatened or endangered. \$85M of this funding would be for the DFG to protect the Delta ecosystem and the state's water supply from invasive species. \$100M of this funding would go to the Wildlife Conservation Board for watershed restoration in fire damaged areas and for fuel load reduction projects \$400M of this funding would go to the DFG and the State Coastal Conservancy for projects that improve native fish populations on rivers and streams, including barrier removal, sediment management, watershed land use planning and related watershed restoration.	Levee improvement projects -The development of a Delta economic plan to support increased investment in agriculture, recreation, tourism, and other resilient land uses -The establishment of a Delta investment fund to provide a credit base for a broad-based and resilient Delta economy. \$1B of this funding would be used for expenditures and grants for ecosystem and watershed protection projects, including for the San Joaquin River watershed. Of this amount, -\$200M would go to the State Coastal Conservancy for projects within coastal counties and coastal watersheds -\$100M would go to the Wildlife Conservation Board for the acquisition of water rights from willing sellers and the conveyance of water for the benefit of migratory birds on wildlife refuges and wildlife habitat areas -\$200M would go to the Wildlife Conservation Board for protection or restoration of watershed lands that provide sources of drinking water or rivers and streams that support species listed as threatened or endangered. \$250M of this funding would	watershed lands that provide sources of drinking water or rivers and streams that support species listed as threatened or endangered. \$85M of this funding would be for the DFG to protect the Delta ecosystem and the state's water supply from invasive species. \$100M of this funding would go to the Wildlife Conservation Board for watershed restoration in fire damaged areas and for fuel load reduction projects \$150M of this funding would go to the DFG and the State Coastal Conservancy for projects that improve native fish populations on rivers and streams, including barrier removal, sediment management, watershed land use planning and related watershed restoration. \$50M of this funding would go to the Resources Agency for projects that improve salmonid fish passage in the Sacramento River watershed.	watershed lands that provide sources of drinking water or rivers and streams that support species listed as threatened or endangered. \$85M of this funding would be for the DFG to protect the Delta ecosystem and the state's water supply from invasive species. \$100M of this funding would go to the Wildlife Conservation Board for watershed restoration in fire damaged areas and for fuel load reduction projects \$150M of this funding would go to the DFG and the State Coastal Conservancy for projects that improve native fish populations on rivers and streams, including barrier removal, sediment management, watershed land use planning and related watershed restoration.	Wildlife Conservation Board for protection or restoration of watershed lands that provide sources of drinking water or rivers and streams that support species listed as threatened or endangered. \$85M of this funding would be for the DFG to protect the Delta ecosystem and the state's water supply from invasive species. \$100M of this funding would go to the Wildlife Conservation Board for watershed restoration in fire damaged areas and for fuel load reduction projects \$150M of this funding would go to the DFG and the State Coastal Conservancy for projects that improve native fish populations on rivers and streams, including barrier removal, sediment management, watershed land use planning and related watershed restoration.

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Groundwater Protection and Water Quality		go to the DFG to fund the Aquatic Invasives Management Plan to protect the Delta and the state's water supply from invasive species. \$100M of this funding would go to the Wildlife Conservation Board for watershed restoration in fire damaged areas and for fuel load reduction projects. \$150M would go to the DFG and the State Coastal Conservancy for projects that improve native fish populations on rivers and streams, including barrier removal, sediment management, watershed land use planning and related watershed restoration.			
	\$1.05 Billion for Chapter 10 (legislatively appropriated) \$360M of this funding would be available, through the State Department of Public Health, for projects to prevent or reduce the contamination of groundwater that serves as a source of drinking water. Not less than \$100M of this amount shall be allocated to projects that benefit disadvantaged communities. \$90M of this funding would go to the State Department of Public Health to finance emergency and urgent actions	\$800 Million for Chapter 10 (legislative appropriated) \$300M of this funding would be available to the SWRCB for projects to prevent or reduce contamination of groundwater that serves as a source of drinking water. Up to \$100M of this amount shall be available for projects which also meet both the following criteria: -The project is part of a basinwide management and remediation plan for which federal funds have been allocated. -The project addresses	\$1.05 Billion for Chapter 10 (legislatively appropriated) \$360M of this funding would be available, through the State Department of Public Health, for projects to prevent or reduce the contamination of groundwater that serves as a source of drinking water. Not less than \$100M of this amount shall be allocated to projects that benefit disadvantaged communities. \$90M of this funding would go to the State Department of Public Health to finance emergency and urgent actions on behalf of disadvantaged	\$1.05 Billion for Chapter 10 (legislatively appropriated) \$360M of this funding would be available, through the State Department of Public Health, for projects to prevent or reduce the contamination of groundwater that serves as a source of drinking water. Not less than \$100M of this amount shall be allocated to projects that benefit disadvantaged communities. \$90M of this funding would go to the State Department of Public Health to finance emergency and urgent actions	

Program	AB 1187 (Huffman) \$10.035 B	SB 301 (Flores) \$15 B	SB 371 (Cogdill) \$9.98 B	SB 456 (Wolk) \$9.805 B	SB 735 (Steinberg) \$9.785 B
on behalf of disadvantaged communities to ensure that safe drinking water supplies are available to all Californians. \$200M of this funding would go to the SWRCB for grants for small community wastewater treatment projects to protect water quality. \$300M of this funding would go to the SWRCB for stormwater management and water quality projects. \$100M of this funding would go to the California Ocean Protection Trust Fund.	contamination at a priority site as identified through state or federal law. Also of this \$300M amount, \$40M shall be available to the State Department of Public Health to finance emergency and urgent actions on behalf of disadvantaged communities and economically distressed communities. \$100M of this funding would go to the SWRCB for grants for small community wastewater treatment projects to protect water quality. \$300M of this funding would go to the SWRCB for stormwater management and water quality projects. \$100M of this funding would go to the State Coastal Conservancy for projects that meet the requirements of the California Ocean Protection Act.	communities to ensure that safe drinking water supplies are available to all Californians. \$200M of this funding would go to the SWRCB for grants for small community wastewater treatment projects to protect water quality. \$300M of this funding would go to the SWRCB for stormwater management and water quality projects. \$100M of this funding would go to the California Ocean Protection Fund.	communities to ensure that safe drinking water supplies are available to all Californians. \$200M of this funding would go to the SWRCB for grants for small community wastewater treatment projects to protect water quality. \$300M of this funding would go to the SWRCB for stormwater management and water quality projects. \$100M of this funding would go to the California Ocean Protection Trust Fund.	communities to ensure that safe drinking water supplies are available to all Californians. \$200M of this funding would go to the SWRCB for grants for small community wastewater treatment projects to protect water quality. \$300M of this funding would go to the SWRCB for stormwater management and water quality projects. \$100M of this funding would go to the California Ocean Protection Trust Fund.	on behalf of disadvantaged communities to ensure that safe drinking water supplies are available to all Californians. \$200M of this funding would go to the SWRCB for grants for small community wastewater treatment projects to protect water quality. \$300M of this funding would go to the SWRCB for stormwater management and water quality projects. \$100M of this funding would go to the California Ocean Protection Trust Fund.
Water Recycling and Advanced Water Management Technologies title in Huffman (and)	\$500 Million for Chapter 11 (legislatively appropriated) \$500M would be available for grants and loans for water and advanced treatment technology projects that include water recycling; contaminant and salt removal; dedicated distribution infrastructure; pilot projects	\$200 Million for Chapter 11 (legislative appropriated) \$200M would be available to the SWRCB for grants and loans for water recycling projects.	\$500 Million for Chapter 11 (legislatively appropriated) \$500M would be available for grants and loans for water and advanced treatment technology projects that include water recycling; contaminant and salt removal; dedicated distribution infrastructure; pilot projects for new salt and contaminant	\$500 Million for Chapter 11 (legislatively appropriated) \$500M would be available for grants and loans for water and advanced treatment technology projects that include water recycling; contaminant and salt removal; dedicated distribution infrastructure; pilot projects	\$500 Million for Chapter 11 (legislatively appropriated) \$500M would be available for grants and loans for water and advanced treatment technology projects that include water recycling; contaminant and salt removal; dedicated distribution infrastructure; pilot projects

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Program	AB 1187 (Huffman) \$10,035 B	SB 301 (Flores) \$15 B	SB 371 (Cogdill) \$9.98 B	SB 456 (Wolk) \$9,805 B	SB 735 (Steinberg) \$9,785 B
Water Recycling Program (title in Flores bond)	for new salt and contaminant removal technology; groundwater recharge infrastructure related to recycled water; technical assistance and grant writing assistance to disadvantaged communities; or advanced urban and ag water use measurement technologies.		removal technology; groundwater recharge infrastructure related to recycled water; technical assistance and grant writing assistance to disadvantaged communities; or advanced urban and ag water use measurement technologies.	removal technology; groundwater recharge infrastructure related to recycled water; technical assistance and grant writing assistance to disadvantaged communities; or advanced urban and ag water use measurement technologies.	for new salt and contaminant removal technology; groundwater recharge infrastructure related to recycled water; technical assistance and grant writing assistance to disadvantaged communities; or advanced urban and ag water use measurement technologies.
Water Recycling and Advanced Treatment Technologies (title in Cogdill, Wolk, and Steinberg bonds)	Chapter 12 requires the establishment and imposition of a fee on users of water in the state to be used for the purposes of this water bond, including paying the principal and interest on the bonds. The measure provides that the following requirements shall be met with respect to the statewide water fee: -The amount of the fee shall not exceed the reasonable cost of the programs that the fee supports. -The fee shall not be imposed upon a feepayer if that feepayer's water use does not create adverse impacts mitigated by this water bond or the feepayer does not benefit from programs provided by this water bond.				DWR shall establish and impose a schedule of fees on residential, commercial, industrial, and agricultural water users. The fee amounts shall be determined annually and shall be equitably apportioned among feepayer groups. The fees shall be collected by the State Board of Equalization and deposited in a newly-created California Water Resources Fund. The moneys in the California Water Resources Fund would be continuously appropriated to DWR as follows: -To pay refunds of the water fee, interest, and penalties including refunds due on account of judgments that

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	-The fee shall be equitably apportioned among feepayer groups.				require the return of fees unlawfully collected -To reimburse the State Board of Equalization for its administrative costs of registering, collecting, making refunds, and auditing in connection with the fee imposed under this chapter -To pay the costs of DWR in carrying out its duties pursuant to this chapter -To reimburse the General Fund for payments to finance the debt service on the bonds issued pursuant to this water bond measure.
State of California Water Use Efficiency Program			\$20 Million for Chapter 12 (legislatively appropriated) \$20 M of this funding would be available to state agencies and departments for direct expenditures to fund water savings projects that conserve and use water more efficiently at state buildings, facilities, and grounds.	\$20 Million for Chapter 12 (legislatively appropriated) \$20 M of this funding would be available to state agencies and departments for direct expenditures to fund water savings projects that conserve and use water more efficiently at state buildings, facilities, and grounds.	

Governor's State Budget Proposal Plan A - AT&T Yahoo! Mail

**Governor's State Budget Proposal "Plan A"**

Friday, May 15, 2009 10:25 PM

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

The following are some highlights from the Governor's State Budget "Plan A" if the ballot measures are approved on Tuesday May 19.

Assuming the ballot measures pass on Tuesday the Administration is predicting a \$15.4 billion state budget deficit. Program consolidation, budget cuts, and borrowing are the three primary methods the Governor proposes to solve the deficit.

Budget Proposal Highlights--

\$156 million in savings from changes to CalWorks program.

\$245 million in reductions to social service and health programs for immigrants.

\$3 billion reduction to K-14 schools during fiscal year 08-09 and 09-10.

\$1 billion cut to CSU and UC funding in fiscal year 08-09.

\$6 billion in borrowing from state-issued revenue anticipation warrants.

\$1 billion from the partial of the State Compensation Insurance Fund.

\$750 million in changes to Medi-cal which require federal waivers.

\$192 million in reductions and anti-fraud efforts to in home supportive service programs.

\$610 million in revenue accelerations from income tax estimated payments.

\$132 million in savings from a shifting to lower cost health care programs.

\$248 million in savings by reducing state grant funding for aged and disabled people.

"Plan A" does not propose any borrowing or reductions to Prop. 42 the sales tax on gasoline. Also, there are no proposed reductions or borrowing from redevelopment funds.

Also, "Plan A" does not propose to borrow from local governments under Prop. 1A of 2004 property tax revenues.

We will be sending out an analysis of "Plan B" very soon.

Let us know if you have any questions. Thanks.

Steve Samuelian
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phone 559-244-0801
fax 559-244-0804

Governor's State Budget Proposal "Plan B" - AT&T Yahoo! Mail



Governor's State Budget Proposal "Plan B"

Friday, May 15, 2009 11:06 PM

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

As a reminder the May 19 special election has the following items on the ballot:

- Prop. 1A that strengthens state reserve funds and limits state spending.
- Prop. 1B which repays schools \$9.3 billion.
- Prop. 1C which modernizes the lottery system and allows the state to securitize \$5 billion for the budget.
- Prop. 1D which moves over \$1 billion in tobacco tax money for the state budget.
- Prop. 1E which moves \$460 million from the mental health tax to be used for the budget.
- Prop. 1F which prohibits salary increases for elected state officials during budget deficits.

The Governor has proposed a "Plan B" budget if the ballot measures fail on Tuesday May 19.

The Governor predicts the budget deficit will grow to \$21.3 billion if the ballot measures are rejected on Tuesday May 19. The Administration proposes:

Borrowing almost \$2 billion in property taxes from local governments under the provisions of Prop. 1A passed by voters in 2004. A joint powers authority is proposed to allow local governments to borrow as a group against the state's repayment.

\$301 million in additional In Home Health Service cuts.

\$150 million in additional cuts to CSU and UC systems

\$2.3 billion in additional cuts to K-14 schools.

Saving \$182 million by deporting undocumented immigrants housed in California prisons.

Saving \$108 million by eliminating the Prop. 26 substance abuse treatment funding.

\$1.7 billion in revenue acceleration by increasing income tax withholding in fiscal year 09-10 by 10%.

\$99 million in savings by changing sentencing options allowing for lower level offenders to serve time in local jails rather than state prison.

\$83 million in cuts to healthy families, Medi-cal and other programs.

We will continue to monitor this budget process closely through our regular meetings in Sacramento with state officials.

Let us know if you have any questions.

Steve Samuelian
Manager
California Consulting, LLC
Central Valley Office
1530 E. Shaw Avenue, Suite 114
Fresno, CA. 93710



ARRA Information for School Districts

Monday, May 18, 2009 11:14 PM

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

A helpful link from Cal. Department of Education. Let us know if you are interested in any of these Stimulus programs. Thanks, Steve

<http://www.cde.ca.gov/fg/aa/ar/arrafacilities.asp>

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phone 559-244-0801
fax 559-244-0804

<http://us.mc819.mail.yahoo.com/mc/showMessage?fid=Inbox&sort=date&order=down&st...> 5/19/2009

Summary of Governor's Budget Conference Call Regarding May Revision - 'AT&T Yaho... Page 1 of 3



Summary of Governor's Budget Conference Call Regarding May Revision Monday, May 18, 2009 8:39 PM

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

To: "Carrol Terrazas" <carrol.ca-consult@sbcglobal.net>

Today California Consulting, LLC participated in a conference call hosted by the Governor's Office to discuss the two recently released State Budget proposals. A summary of the conference call is as follows:

Special Guest Presenters:

Bismark Obando, Director of External Affairs, Office of the Governor
Secretary Dale Bonner, Secretary of Business, Transportation, and Housing Agency

Mark Hill, Department of Finance

Mike Webb, Deputy Legislative Secretary for the Governor (Transportation and Housing portfolio)

MARK HILL FROM DEPT. OF FINANCE Presenter:

Revenue estimates are down from projections in November. This is the deepest and possibly longest recession in the last 50 years. Not in the depression category but it is of historic levels.

First quarter of 2010 could experience some small growth of the economy.

One time (RAW) in the \$5.5 to \$6 billion range. Governor does not support new tax increases, most of the changes in the proposal are on the expenditure side not tax increases. The RAW is a form of borrowing. RAW must be paid back in the next 1 year after it is taken out.

Plan A: if ballot measure passes the deficit is about \$15 billion

End to the Williamson Act state subsidy.

Eliminate or reduce state only portions of several programs and lower cost health care plan for state employees.

Medi-cal services will be reduced for some immigrants, and reduce state participation in IHHS.

State will participate less in SSI and Cal-WORKS reductions.

\$1 billion in UC and CSU reductions.

Proposing \$2 billion in 09-10 in Prop. 98 reductions to schools.

Proposing \$750 million reduction in medi-cal programs.

Proposing to sell portion of State Compensation Insurance Fund.

Plan B if ballot measures fail then deficit is approximately \$21 billion so proposing:

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Summary of Governor's Budget Conference Call Regarding May Revision - 'AT&T Yaho... Page 2 of 3

Eliminating Prop. 36 substance abuse treatment

More UC and CSU reductions.

More Prop. 98 education reductions.

Increase withholding by 10% on tax payers.

\$1.9 billion in borrowing of property tax from local governments under Prop. 1A provisions. Repayment is required in 3 years. State thinks local governments can borrow against the future repayments. Legislation is coming up soon to accomplish all of this borrowing. State must pay the money back to local governments with interest. The 1A borrowing is better for the state than the RAW borrowing because the State has 3 years to pay this back and only 1 year to pay back the RAW.

SECRETARY BONNER next presenter:

Sec. Bonner said the Governor is working to keep the state's fiscal house in order during very difficult and challenging times. Much more discussion to occur in the coming weeks and months.

MARK HILL FROM DEPT. OF FINANCE AGAIN:

\$750 million in local streets and roads funding will be done next fiscal year. This is the last part of Prop. 1B.

State can only borrow from local governments under Prop. 1A two times in a 10 year period and cannot do another borrowing until the first loan from local government is paid off. Therefore, state cannot borrow from local governments again next year unless this first loan is paid off.

Prop. 42 suspension is not proposed in the May Revision. Governor understands that would be devastating to the STIP program.

The Plan A cuts to education are off set by ARRA funds so schools should not be "hit" as hard if the ballot measures pass on Tuesday.

If the ballot measures fail on Tuesday education will be "hit" harder including more reductions to revenue limits. Additional \$1 billion deferral from 09-10 to 10-11 to funds costs that schools have already incurred. Categorical reductions and \$70 million reduction to enrollment growth in community colleges.

Redevelopment Agencies are not impacted by the Prop. 1A borrowing.

CONCLUSION:

Please keep in mind that all of the above are proposals only at this point from the Governor.

California Consulting, LLC will continue to monitor and advocate on issues important to local governments and education in Sacramento. Let us know if you have any questions.

Steve Samuelian
Manager
California Consulting, LLC
Central Valley Office

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