



***ADMINISTRATIVE
CONSENT ITEMS
AGENDA ITEMS V. A.-O.***



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COUNCIL OF FRESNO COUNTY GOVERNMENTS EXECUTIVE MINUTES

Date: Thursday, May 21, 2009
Time: 5:30 p.m.
Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

Members Present: Mayor Trinidad M. Rodriguez, City of Kerman, Chair
Mayor Dennis Lujan, City of Selma, Vice Chair
Mayor Harry Armstrong, City of Clovis
Councilmember Javier Marquez, City of Firebaugh
Councilmember Rico Aguayo, City of Fowler
Councilmember Blong Xiong, City of Fresno
Mayor Ramon Dominguez, City of Huron
Mayor Bruce Blayney, City of Kingsburg
Mayor Robert Silva, City of Mendota
Mayor Armando Lopez, City of Parlier
Mayor Mary Fast, City of Reedley
Mayor Amarpreet Dhaliwal, City of San Joaquin
Supervisor Susan Anderson, County of Fresno

Sharri Ehlert, Caltrans
Art Wille, Legal Counsel
Tony Boren, Executive Director

QUORUM: At the start of the meeting there were 11 members present representing 92.96% of the population and there was a quorum. (Clovis, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Parlier, Reedley, Selma and Fresno County)

The meeting was called to order by Mayor Trinidad Rodriguez, Chair, at 5:36 p.m.

I. PUBLIC PRESENTATIONS

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

None.

REQUEST TO ADD URGENCY ITEM TO THE AGENDA

A motion was made by Mayor Armstrong (Clovis) and seconded by Mayor Lujan (Selma) to add the urgency item – Request for Recommendation Letter for Appointment of Mario Santoyo to State Parks and Recreation Commission – to the Agenda as Item VI.E. A vote was called for and the motion carried unanimously.

A motion was made by Councilmember Aguayo (Fowler) and seconded by Mayor Fast (Reedley) to make an affirmative determination that the item is urgent and cannot be dealt with at a later meeting. A vote was called for and the motion carried unanimously.

Fresno COG Sitting As the Transportation Policy Committee

II. TRANSPORTATION CONSENT ITEMS

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

- | | |
|--|---------|
| A. Reaffirm Fresno COG's Support for Designating State Route 99 as an Interstate | Approve |
| B. Transportation Funding Claim, FY 2009-10 City of Fresno, RESOLUTION 2009-11 | Approve |

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

C. Transportation Development Act (TDA) Final Estimates, RESOLUTION 2009-13	Approve
D. Fresno/Madera Urban Route 99 Corridor System Management Plan (CSMP), RESOLUTION 2009-12	Approve
E. Transit Planning Documents:	
1. Short Range Transit Plan for the Fresno Urban Area – 2010-14	45-Day Review
2. Clovis Consolidated Transportation Services Agency (CTSA) FY 2009-10 Operations Program & Budget	45-Day Review
3. Short Range Transit Plan for the Rural Fresno County Area 2010-14]	45-Day Review
4. Urban & Rural Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, FY 2009-10	45-Day Review
F. Transportation Development Act (TDA) Decreased Revision of 2008/09 Estimates	Information
G. Status Report: State Section 190 Grade Separation Program and Federal Section 130 Crossing Improvement Program	Information

For a summary of these items, please see the May 21, 2009 Annotated Agenda.

A motion was made by Mayor Silva (Mendota) and seconded by Mayor Lopez (Parlier) to approve the Transportation Consent Items. A vote was called for and the motion carried unanimously.

III. TRANSPORTATION ACTION / DISCUSSION ITEMS

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

Barbara Steck (COG) reported that on April 1, 2009, the San Joaquin Valley Regional Policy Council reviewed the Valley COGs' collaborative work on the Blueprint and took the following actions:

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

Essentially, Scenario B+ includes the county level preferred scenarios submitted by each of the Valley COGs. Staff has revised Fresno County's DRAFT Blueprint Progress Report to reflect the latest information and is releasing the document for 45 day review. After the review period, staff will return in June for Fresno COG's acceptance of the report. The document will serve as guidance for future Blueprint efforts. While the Blueprint is a voluntary process, the anticipated positive outcomes of smart growth make a compelling case for action.

QUORUM: Mayor Dhaliwal (San Joaquin) arrived at 5:50 p.m. making 12 members present representing 93.39% of the population.

Ms. Steck emphasized the inclusion of graphics that illustrate the difference in densities from the metropolitan area and the rural areas.

A motion was made by Councilmember Aguayo (Fowler) and seconded by Supervisor Anderson (Fresno County) to initiate a 45-day review of the Blueprint Progress Report. A vote was called for and the motion carried unanimously.

B. Memorandum of Understanding Regarding Goods Movement Planning [THOMPSON]

Clark Thompson (COG) reported that the Tulare County Association of Governments (TCAG) has initiated a Memorandum of Understanding (MOU) among TCAG, the Fresno COG, and the Kern Council of Governments (Kern COG). The purpose of the MOU is to more closely link the three counties with regard to goods movement planning. The recent, ongoing proposed rail abandonment in the southeast portion of Tulare County may be a harbinger for similar short-line rail abandonments in Fresno and Kern counties. Greater cooperation among the counties may help to prevent these abandonments and lead to reduced congestion on local roads and highways, improvement of road and highway safety, improvement of air quality, and the provision of economic benefits. Under the proposed MOU, the three agencies would do the following:

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

QUORUM: Councilmember Marquez (Firebaugh) arrived at 5:56 p.m. making 13 members present representing 94.11% of the population.

The Fresno COG Rail Committee discussed the rail abandonment issue in Tulare County and its implications for Fresno County at its recent meeting on April 10, 2009. Several representatives from Tulare County were in attendance, including two members of the Tulare County Board of Supervisors and, a city council member each from Exeter and Lindsay, and the President/CEO of the Tulare County Economic Development Corporation. The consensus of the Committee was to support the efforts of Tulare County to preserve the short-line railroad.

A motion was made by Mayor Lopez (Parlier) and seconded by Councilmember Aguayo (Fowler) to approve the MOU between Fresno COG, TCAG, and Kern COG, linking the three counties with regard to goods movement planning. A vote was called for and the motion carried unanimously.

C. 2011 Regional Transportation Plan [THOMPSON]

Clark Thompson (COG) reported that the Fresno COG has begun the process of updating the Regional Transportation Plan (RTP), beginning with the development of a draft timeline, the assignment of staff responsibilities, and the commencement of weekly staff meetings to coordinate activities. The development and adoption of the Federal Transportation Improvement Program (FTIP) and associated Conformity Analysis will proceed concurrently with the RTP in order to insure consistency. The eight San Joaquin Valley Metropolitan Planning Organizations will all be subject to the same adoption schedule during this update cycle. That schedule calls for adoption of these documents in July 2010, with federal approval anticipated in November 2010.

A new addition to the 2011 Regional Transportation Plan (RTP) is the Congestion Management Plan (CMP), currently under development and expected to be completed by December of this year. The CMP is a systematic and regionally accepted approach to manage congestion. It provides up-to-date information on the transportation system and assesses alternative strategies to maximize the efficiency of the existing and planned transportation facilities. A CMP is now required by FHWA in order to receive RTP approval and to receive federal funds for regionally significant roads. Another new addition to the 2011 RTP will be the inclusion of a Climate Change Element. This Element will affirm Fresno COG's support of efforts to reduce greenhouse gas emissions by addressing the commitments contained in Resolution No. 2008-08, adopted by the COG Board on June 26, 2008. Strategies to reduce emissions will be explored as this Element is developed.

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

Councilmember Rico Aguayo (Fowler) expressed his desire to be a member of the Working Group when it is established.

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

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

Tony Boren, Executive Director, reported that Fresno COG is currently in the process of programming American Recovery and Reinvestment Transportation (ARRA) funds made available to the Fresno County Region and certifying ARRA projects that are ready to move forward. Mr. Boren informed the Board that Staff signed an agreement with Caltrans for the SR 180 East project from Temperance to Academy. Mr. Boren also emphasized that all funds that are passed through locally have a one-year time limit and each jurisdiction should make sure the funds are spent within that timeframe.

Status of Amendments:

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

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

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

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

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

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

E. SB 375 Discussion [BOREN]

Tony Boren, Executive Director, reported that at last month's Policy Board meeting, Mayor Harry Armstrong of Clovis requested that an item be placed on the next COG Policy board agenda that addressed the lack of funding that is being provided to cities and counties for implementation of SB 375. Mayor Armstrong made it clear that the discussion would not be centered on opposition to SB 375, but rather on the "unfunded mandate" nature of the legislation and the financial hardships that it will impose on agencies that have implementation responsibilities.

Mayor Armstrong (Clovis) reiterated his concerns regarding the lack of funding that is associated with implementing SB 375 and made a motion to direct staff to draft a letter to Senator Darrell Steinberg requesting an extension on the enactment deadline requirement of SB 375 until implementation funds are made available. Mayor Lujan (Selma) seconded the motion.

Tony Boren, Executive Director, informed the Board that SB 406 is currently being reviewed as proposed legislation that would increase car registration fees in order to help pay for the implementation of SB 375. There were concerns raised by the Board regarding whether or not the additional funds would ever make it back to the local jurisdictions if the fees are collected by the State.

Steve Samuelian (CA Consulting) offered further information regarding this proposed legislation and concurred that asking President Pro Tem Steinberg for additional time to implement SB375 was a good idea and offered CA Consulting's services in making the request happen.

Following further discussion, it was confirmed that only a consensus from the Board was needed to draft the letter. As such, staff was given direction to draft a letter to Senator Darrell Steinberg, asking for an extension on the enactment deadline requirement of SB 375. Staff was also directed to work with CA Consulting to set up a meeting with President Pro Tem Darrell Steinberg and his top aids in order to discuss the issue.

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

F. Caltrans Monthly Report [CALTRANS]

Sharri Ehlert (Caltrans) reported on the American Recovery and Reinvestment Act (ARRA) funded projects that have been certified and obligated. Ms. Ehlert then gave an update on the SR 180 East project from Temperance to Academy, and discussed the status of California's bond sales. Lastly, Ms. Ehlert discussed the Safe Routes to School program.

Fresno COG Sitting As the Council of Fresno County Governments Policy Board

IV. REAFFIRM ALL ACTIONS TAKEN WHILE SITTING AS THE TRANSPORTATION POLICY COMMITTEE

A motion was made by Mayor Blayney (Kingsburg) and seconded by Mayor Fast (Reedley) to reaffirm all actions taken while sitting as the Transportation Policy Committee. A vote was called for and the motion carried unanimously.

V. ADMINISTRATIVE CONSENT ITEMS

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

- | | |
|--|-------------|
| A. COG Executive Minutes of April 30, 2009 | Approve |
| B. On-Call Modeling Assistance Contract Extension | Approve |
| C. Adoption of Annual Availability Advisory Percentages for Disadvantaged Business Enterprise (DBE) Participation, RESOLUTION 2009-09, Public Hearing: 5-21-09 | Approve |
| D. Farmland Conservation Model Program Update | Information |
| E. Monthly Legislative Update | Information |

For a summary of these items, please see the May 21, 2009 Annotated Agenda.

Staff requested that Item C be pulled from the consent calendar for consideration as an action/discussion item, as it required the opening of a public hearing.

Supervisor Anderson (Fresno County) asked that Item D be pulled from the consent calendar for further consideration.

A motion was made by Councilmember Aguayo (Fowler) and seconded by Supervisor Anderson (Fresno County) to approve the Administrative Consent Items, with the exception of Items C and D. A vote was called for and the motion carried unanimously.

D. Farmland Conservation Model Program Update [SOBRADO]

Supervisor Anderson (Fresno County) asked for an update on where staff was at in the process. Tony Boren, Executive Director gave the Board an update of the status on the issue. Mr. Boren reported that the study was completed and staff was prepared to forward it for Board approval, but there were valid issues that were raised by some members of the agricultural community regarding the content of the report. The agricultural community members have made recommendation for revising the report and staff has agreed to reconvene the steering committee in order to address their issues so that consensus can be reached.

Mayor Lujan asked that the concerns of all parties involved be provided as a handout in bullet-point format.

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

VI. ADMINISTRATIVE ACTION / DISCUSSION ITEMS

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

Tony Boren, Executive Director, reported that the final 2009-10 Overall Work Program (OWP) and Budget has been in 45-day review and is scheduled for adoption. As part of the OWP discussion, and in light of the very difficult budget climate that cities and counties are operating in right now, the PAC wanted to emphasize the importance of the Policy Board reviewing existing lobbying efforts i.e. One Voice, California Consulting, SJV Partnership to determine and ensure that they are worthwhile and deserving of funding during these difficult fiscal times.

A motion was made by Mayor Fast (Reedley) and seconded by Councilmember Aguayo (Fowler) to approve Resolution 2009-05 adopting the final 2009-10 Overall Work Program (OWP) and Budget. A vote was called for and the motion carried unanimously.

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

Todd Sobrado (COG) reported that in the wake of federal guidelines for environmental justice based on Title VI of the Civil Rights act, growing attention has been placed on the need to incorporate environmental justice principles into the processes and products of transportation planning. Fresno COG sought to adhere to these guidelines with the draft Fresno COG Environmental Justice Plan, released for 45-day public review on January 16, 2009. In completing the Fresno COG EJ Plan, the Environmental Justice Task Force was convened to complete four key steps:

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

Under the direction of the EJ Task Force, the Fresno COG Environmental Justice Plan examined the Fresno COG transportation planning process in the context of environmental justice principles. The draft EJ Plan was previously distributed to Fresno COG Committees in the January 2009 agenda packets. A Spanish language translation of the Fresno COG Environmental Justice Plan was also made available. Comments received during the public comment period have been incorporated into the document.

A motion was made by Mayor Blayney (Kingsburg) and seconded by Councilmember Aguayo (Fowler) to approve Resolution 2009-10 adopting the Fresno COG Environmental Justice Plan. A vote was called for and the motion carried unanimously.

C. One Voice 2009 Summary of February Washington DC trip and Recommendations for 2010 and March Sacramento Visit [STECK]

Barbara Steck (COG) reported on the 2009 Federal One Voice Summary Report and recommendations for the 2010 Federal One Voice Procedures. Ms. Steck also summarized the 2009 Sacramento One Voice trip. Ms. Steck addressed comments made by the Policy Advisory Council (PAC) regarding the funds that are being allocated towards One Voice at a time of financial instability. Ms. Steck reiterated that in the past, the initial investments involved in sending representatives on the

One Voice trip have generated millions of dollars in returns in the form of government funding for various projects. Ms. Steck also emphasized that next year's One Voice trip will include an open day for each of the participants to make separate appointments with representative about policies significant to their jurisdictions.

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

D. Status Report on Sacramento Lobbying Activities— Steve Samuelian, California Consulting LLC [BOREN]

Steve Samuelian (CA Consulting) stated that the state propositions did not pass and reported on the impact related to the lack of passage. Mr. Samuelian stated that the governor did not want to borrow or raise taxes and wants to cut about 5.5 billion in state funding. Mr. Samuelian clarified that the governor is still moving forward with plans to borrow Proposition 1A funds from local governments. He recommended that COG write a letter opposing the borrowing of Proposition 1A funds. Mr. Samuelian mentioned the Legislative Analyst's Office's (LAO) recommendation to borrow Proposition 42 funds from local governments. Mr. Samuelian then discussed the special budget conference committee, water, the federal stimulus package, state transportation discretionary money, and drinking water stimulus money. Mr. Samuelian further discussed Proposition 42, Proposition 84, the economic development element of the federal stimulus package, AB 118, the Sacramento visits, wastewater, and the California Partnership for the SJV. Lastly, Mr. Samuelian addressed the childcare issue.

In regards to the California Partnership for the SJV, Tony Boren, Executive Director, reported that at the last meeting of the COG Policy Board, a motion was passed to approve a request to fund the SJV Partnership through COG member agency dues in the amount of \$33,500, contingent on approved contributions from the other seven (7) valley COGs. Mr. Boren informed the Board that the Partnership was unable to secure funding from all of the other seven (7) valley COGs. In addition, some of the COGs are still in discussions regarding the issue. Staff would bring the item back for Board discussion and consideration at the next scheduled meeting.

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

E. Request for Recommendation Letter for Appointment of Mario Santoyo to State Parks and Recreation Commission [BOREN]

A motion was made by Mayor Lujan (Selma) and seconded by Mayor Blayney (Kingsburg) to approve the request for a letter of recommendation for appointment of Marion Santoyo to the State Parks and Recreation Commission. A vote was called for and the motion carried unanimously.

CONSENT ITEM MOVED TO DISCUSSION

C. Adoption of Annual Availability Advisory Percentages for Disadvantaged Business Enterprise (DBE) Participation, RESOLUTION 2009-09, Public Hearing: 5-21-09 [BESHEARS]

Les Beshears (COG) reported that a Caltrans Availability and Disparity Study revealed statistically significant under-utilization in four of six groups presumed to be disadvantaged as defined in 49, CFR Part 26. As a result, the Federal Highways Administration (FHWA) has approved the California State Department of Transportation 2009 Disadvantaged Business Enterprise Program requiring implementation of new race conscious measures. Local agencies must adopted the California Department of Transportation Disadvantaged Business Enterprise Program Implementation Agreement and set race conscious goals for the presumed four underutilized groups, African American, Asian Pacific American, Native American, and Women. Two other groups, Hispanic Males or Subcontinent Asian Males shall be reported and counted toward the Race Neutral portion of the local agencies overall Anticipated Annual DBE Percentage Level.

Staff mailed a notice to the entire consulting database advising them of the new requirements and requesting updates to their DBE status. The result of their response has been tabulated and the COG Consultant Database now has 284 companies, of which one is African American, four are Asian Pacific American, one is Native American, thirteen are women, seven are Hispanic Male, two are Subcontinent Asian Male and one is Other, reflecting a 10.2% over all Anticipated Advisory DBE Participation Level, of which race conscious groups total 6.7% and race neutral groups total 3.5%. A public notice was posted in the Fresno Bee announcing this public hearing identifying \$663,600 in contracting opportunities programmed in the 2009/10 Overall Work Program. During the 2008/09 fiscal year we did 15 procurements totaling \$3,777,623. DBE participation was \$602,732 or 16% exceeding our Adopted AADPL of 13%.

Mayor Rodriguez (Kerman), Chairman, opened the public hearing. There being no comments, Mayor Rodriguez closed the public hearing.

A motion was made by Mayor Blayney (Kingsburg) and seconded by Councilmember Aguayo (Fowler) to approve Resolution 2009-09 adopting the California Department of Transportation Disadvantaged Business Enterprise Program Implementation Agreement for Local Agencies and setting our 2009-10 overall Annual Anticipated DBE Participation Level at 10.2%, of which race conscious methods apply to 6.7% and race neutral methods apply to 3.5%. A vote was called for and the motion carried unanimously.

Fresno COG Sitting As the Abandoned Vehicle Abatement Authority

VII. ABANDONED VEHICLE ABATEMENT

A. FY 2008-09 Second Quarter Summary Report [THOMPSON]

Clark Thompson (COG) reported that as stated in the 2003 Fresno County Abandoned Vehicle Abatement Service Authority Plan, the Fresno COG, as administrator of the AVA Program, shall submit a quarterly status report to the Fresno County Abandoned Vehicle Abatement Service Authority. The Service Authority has directed the quarterly status report first be presented to the Policy Advisory Committee for review and recommendation. Status reports are submitted quarterly to ensure proper distribution of funding to the member agencies. This status report contains the following information:

- The gross amount of money received by the Authority from the Abandoned Vehicle Trust Fund during the quarter.
- An itemized statement of the Abandoned Vehicle Trust Fund monies expended by the Authority during the quarter.
- An accounting of money expended for major purchases, if any.
- An accounting of unexpended revenues from the Abandoned Vehicle Trust Fund.
- An accounting of the total number of vehicles and parts thereof abated by the Authority during the quarter.

For the second quarter of FY 2008-09, a total of \$183,542.00 in current AVA revenues was received and available for distribution to member agencies and to the Fresno COG for program administration. During the quarter, member agencies expended \$159,374.35 conducting AVA activities and the Fresno COG claimed \$2,375.00 for program administration. Revenues exceeded expenses during the quarter by \$21,792.65, thereby contributing to the program's accumulated surplus. A total of 933 vehicles were abated this quarter, compared to 783 vehicles abated during the same quarter of the previous fiscal year. This increase is mostly attributable to increased activity by the City of Fresno and the County of Fresno during the quarter.

A motion was made by Mayor Blayney (Kingsburg) and seconded by Mayor Fast (Reedley) to accept the Abandoned Vehicle Abatement FY 2008-09 Second Quarter Summary Report as presented.

Fresno COG Sitting As the Council of Fresno County Governments Policy Board

VIII. OTHER BUSINESS

A. Items from Staff

Tony Boren, Executive Director, informed the Board of the impact SB 716 would have on the cities and the county. A handout was disseminated highlighting these concerns. Mr. Boren then encouraged Committee Members to contact former Executive Director, Barbara Goodwin as she is having health issues and would appreciate the well wishes.

B. Items from Members

Mayor Silva (Mendota) discussed invitations that were received to two rallies regarding the water issue. Comedian Paul Rodriguez was asked to be the Master of Ceremonies at one of the rallies and did a terrific job. Mayor Silva shared his belief that people are fed up with what is going on in regards to the water issue and progress is being made in order to reconcile the concerns.

There being no further business, the meeting was adjourned at 6:42 p.m.

Respectfully Submitted,



TONY BOREN, Executive Director
Council of Fresno County Governments

**Attachment A
Observers and Non-Members
COG Board Meeting
May 21, 2009**

Jeff Long, FAX/Fresno COG
Lynn Gorman, County of Fresno
Dennis Manning, FARRC
Steve Samuelian, California Consulting
Jeffrey D. Webster, Fresno County Rural Transit Agency
Les Beshears, Fresno COG
Mike Bitner, Fresno COG
Lauren Dawson, Fresno COG
Melissa Garza, Fresno COG
Suzanne Martinez, Fresno COG
Barbara Steck, Fresno COG
Clark Thompson, Fresno COG
Marla Day, Fresno COG

**Council of Fresno County Governments
Third Quarter Progress Report for FY 2008-09
Ending March 31, 2009**

REGIONAL TRANSPORTATION PLANNING

WE 110 - Regional Streets and Highways

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

Accomplishments:

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

[DEVERE-OKI]

WE 111 - Regional Transportation Modeling

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

Accomplishments:

- Provided various model data to consultants, member agencies, and Caltrans.
- Continued participation in the Caltrans led Statewide Modeling/Information Sharing Group. Helped coordinate the San Joaquin Valley Regional Transportation Planning Agencies (RTPAs) Modeling/Air Quality Coordinating Committee. This committee was established to provide interagency transportation conformity consultation. The meetings are attended by representatives of the eight Valley RTPAs; the Federal Highway Administration (FHWA); Caltrans; the California Air Resources Board (CARB), the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD); and the United States Environmental Protection Agency (USEPA).
- COG staff is chair of the San Joaquin Valley TP+/Cube Model Users Group.
- Kept the road network database up-to-date. The database is used for modeling and other reporting purposes.
- Continuing the land use update for traffic model to year 2003 conditions by updating land use information utilizing 2000 Census data and local data. Reviewed final land use and validated network. The Model Steering Committee adopted the validated 2003 base year model.
- The Freeway Deficiency Study was completed.
- Continued participation in the San Joaquin River Crossing study.
- COG Modeling staff participates in the Regional Targets Advisory Committee developing green house gas targets and modeling requirements for the San Joaquin Valley.

[BITNER]

WE 112 - Regional Traffic Monitoring

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

Accomplishments:

- Coordinated the *Traffic Counts Program* and provided technical assistance to member agencies.
- Provided traffic counts in response to public requests.
- Prepared Annual Highway Performance Monitoring System update.

[BITNER]

WE 113 – Regional Transportation Planning Studies

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

Accomplishments: Fehr and Peers have conducted a preliminary traffic analysis of the Study Area including traffic counts, several traffic demand model runs, and baseline reviews. Several staff-level meetings with the consultant, the County of Fresno, the City of Fresno and Fresno COG have taken place to identify critical direction for the study. A full committee meeting, which will involve a broad list of stakeholders is scheduled for early January 2009.

[TWEBSTER]

WE 114 – Fresno-Madera County Freeway Interchange Deficiency Study

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

Accomplishments:

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

[BITNER]

WE 115 – Regional Transportation Mitigation Fee Plan

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

Accomplishments: On October 9, 2008 the Council of Fresno County Governments and the Fresno County Transportation Authority adopted a Regional Transportation Mitigation Fee Program based on the following fee levels:

Land Use Category	Fee
<i>Residential Developments (\$/dwelling unit)</i>	
Single-Family Dwelling (market rate)	\$1,727
Single-Family Dwelling (affordable)	\$863
Multi-Family Dwelling (market rate)	\$1,212
Multi-Family Dwelling (affordable)	\$606
<i>Non-Residential Developments (\$/sq. ft.)</i>	
Education	Exempt
Government	Exempt
Commercial/Retail	\$1.96
Commercial/Office/Service	\$1.23
Light Industrial	\$0.49
Heavy Industrial	\$0.10
Other Non-Residential	\$0.42

As part of the fee adoption process, both Policy Boards agreed to a "phase-in" program whereby the fees collected in the 2009 would be 30% less than the identified fee, in 2010 the fees collected would be 15% less than the identified fee, and in 2011 the fee collected would be 100% of the identified fee.

At this point in the process, Fresno COG and FCTA staff will work with our member agencies to help them adopt and enact the Regional Transportation Mitigation Fee program.

[BOREN]

WE 120 - Regional Public Transportation Planning - Urban

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

Accomplishments:

- **Demand-Responsive Service Evaluation:** Staff continues to monitor the system for productivity, cost effectiveness, contract compliance, as well as compliance with ADA regulations.
- **Management Information Systems:** Staff continues to develop and maintain various MIS programs and services. Major work included generating ridership numbers for NTDB, and validating the Automatic Passenger Counters accuracy.
- **National Transit Database Report:** National Transit Data Base (NTDB) annual operating statistics for FY2007-08 have been compiled for the report to the Federal Transit Administration. NTDB data collection is an ongoing process.

- *Coordinate with Air District:* Staff reviews Air District's plans and rule making and attends workshops on topics related to transit planning. Staff also works closely in developing funding request strategies from the SJVUAPCD for related TCM's such as alternative fuels funding and transit pass subsidy funding.
- *Review Development Proposals:* Staff continues to work closely with the development community in order to promote pedestrian and transit-friendly development through review and comment on development proposals.
- *Community Outreach and Public information:* FAX information continues to be maintained on the World Wide Web at <http://www.fresno.gov/index.html>. Staff continues to work with major employers to promote public transit, and to find creative ways to increase transit's market share. Staff has participated in several community outreach activities with various local agencies. Staff conducted a survey of more than 900 employers with the City of Fresno to evaluate their employee commute needs.
- *Service Coordination:* The Clovis/FAX Metro pass continues to be a success, and FAX continues to include transit service schedules and information for Clovis Stageline in the FAX Schedule Guide.
- *Bus Rapid Transit Master Transit Plan:* The next steps in the Plan implementation are being pursued with the PTIS.
- *Regional Farebox:* The contract has been approved for Fare Logistics, and will now be funded with ARRA funds. Staff anticipates the project to be completed by March 2010
- *Social Service Transportation Advisory Council (SSTAC):* The SSTAC initiated the Annual Unmet Transit Needs process in January 2009. Three public information-gathering meetings were held during this quarter and the process is nearly complete.

[DOWNS]

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

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

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

The human services transportation coordination provisions include the following activities:

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

Accomplishments:

- Implemented processes and procedures to administer and oversee the JARC grant program as outlined in the Fresno County Human Services Transportation Provider Consolidated Plan Project Management Plan.
- Prepared contracts for grantees of monies awarded from 2008 JARC grant cycle.

- Answered questions from and worked with grant applicants to prepare for upcoming 2009 JARC grant cycle.
- Received signed contracts for projects awarded for the FY2006 Section 5316 JARC Program.
- Issued a call for projects for the FTA Section 5316, JARC Large Urban grant program. This program is administered by Fresno COG.
- Issued a call for projects for the FTA Section 5316, JARC, rural and small urban component. This program is administered by Caltrans.

[SOBRADO]

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

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

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

The human services transportation coordination provisions include the following activities:

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

Accomplishments:

- Implemented processes and procedures to administer and oversee the New Freedom grant program as outlined in the Fresno County Human Services Transportation Provider Consolidated Plan Project Management Plan.
- Prepared contracts for grantees of monies awarded from 2006 New Freedom grant cycle.
- Answered questions from and worked with grant applicants to prepare for upcoming 2009 New Freedom grant cycle.
- Received signed contracts for the FY 2006 Section 5317, New Freedom grant cycle
- Issued a call for projects for the FY 2008, 2009 FTA Section 5317, New Freedom, Large Urban grant program. This program is administered by Fresno COG.
- Issued a call for projects for the FY 2009 FTA Section 5317, New Freedom, rural and small urban component. This program is administered by Caltrans

[SOBRADO]

WE 123 – Public Transportation Infrastructure Study (PTIS)

Objective: The purpose of this work element is to identify and evaluate viable alternative mass transportation options for Fresno County, and develop ridership and cost projections for various scenarios to establish a long-range plan leading to optimum connectivity within the region.

Accomplishments:

- There were multiple meetings with members of the consulting team to put together final work plans for each project element.
- The first PTIS Technical Advisory Committee meeting was held in February, and the committee reviewed the goals and objectives of the PTIS.
- Preparation for three public scoping meetings for the BRT planning process was completed, as well as significant work on the development of a Very Small Starts grant application for the FTA.

[DOWNS]

WE 124 – Transit Professional Development

Objective:

The purpose of this Professional Development project is to provide a training and capacity building program for staff planners, decision makers and the development industry of the Central San Joaquin Valley.

Accomplishments:

- The Fresno COG submitted the grant application titled, Central Valley Transit Professional Development, on behalf of the City of Fresno for a Caltrans Transit Professional Development grant.

[SOBRADO]

WE 130 - Regional Public Transportation Planning - Rural

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

Accomplishments:

- The staff of the Fresno County Rural Transit Agency (FCRTA) and the Rural Consolidated Transportation Service Agency (Rural CTSA) prepared and completed their respective sections of the *2007-08 Transportation Productivity Evaluation Report*. The Fresno COG's Social Service Transportation Advisory Council (SSTAC) reviewed the document on January 20, 2009. The Fresno COG Board accepted the report on January 29, 2009.
- The Fresno COG's SSTAC began conducting its annual "Unmet Transit Needs" outreach process during the Third Quarter. Mass mailings were sent to nearly 500 interested individuals and parties of record. Three community outreach meetings were conducted in February in Huron for the West County, in Parlier for the East County, and in Clovis for the Fresno-Clovis Metropolitan Area (FCMA).
- Staff began gathering information for the Update of the Rural Short Range Transit Plan. The draft will be circulated in the Fourth Quarter prior to its scheduled adoption on June 25, 2009. [WEBSTER]

WE 150 - Other Modes - Aviation & Rail

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

Accomplishments/Aviation:

- Monitored aviation issues and legislation important to Fresno County.
- Participated in a breakfast forum on the future of Fresno Yosemite International Airport.

Accomplishments/Rail:

- Monitored rail issues and legislation important to Fresno County.
- Monitored activities of the California High-Speed Rail Authority and other activities related to high-speed rail in California.
- Attended a High-Speed Rail Public Scoping Meeting in Fresno on March 25, 2009. Provided correspondence to the California High-Speed Rail Authority listing the Fresno COG's comments on project alternatives and environmental impacts to be evaluated in the EIR/EIS.
- Participated in a meeting of the San Joaquin Valley Rail Committee on January 8, 2009 in Merced. Key agenda items included presentation and discussion on the train-bus connection known as the Yosemite Area Regional Transportation System (YARTS) and reports on route performance, Amtrak California train and thruway bus operations, state/federal budgets and legislation, and an update on Division of Rail capital projects.
- Continued efforts with Fresno Area Residents for Rail Consolidation (FARRC) and other interested citizens and organizations regarding the potential rail consolidation project in Fresno and other projects.

[THOMPSON]

WE 151 – Bicycle and Pedestrian

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

Accomplishments:

- Monitored bikeway issues and legislation important to Fresno County.
- The second meeting of the Fresno COG Bikeways / Trails Committee was held on February 19, 2009. Agenda items included information on the 2009 California Trails and Greenways Conference on April 22-24 and the State safe Routes to School (SR2S) Call for Projects. There was continued discussion of the purpose of the Bikeways / Trails Committee and the status of bikeways and trails planning within the Fresno-Clovis Metropolitan Area and the balance of the county outside the FCMA. New items included an inventory and mapping of bikeways/trails and the implications of SB 375 and Congestion Management Planning for bikeway/trail planning.
- Staff sits as a voting member representing the San Joaquin Valley on Caltrans Bicycle Advisory Committee (CBAC). The purpose of the CBAC is to advise Caltrans on technical issues related to bikeways planning and implementation. Attended a meeting of the CBAC on February 5, 2009 in Sacramento. Agenda items included various status reports (Highway Design Manual Revision, NEVs, and AB 1581 Recommendations) and discussions of Centerline Rumble Strips, Highway Design Manual Sidepath Guidance, and Driver's Handbook modifications.
- Provided COG Committees and Policy Board information on the Caltrans "Call for Projects" for Cycle 8 of the State Safe Routes to School (SR2S) Program. Caltrans anticipates for this cycle an initial appropriation of \$24.25 million for projects that improve safety for children in grades K-12 who walk or bicycle to school.

[THOMPSON]

WE 153 – Airport Land Use Commission

Objective: To ensure the orderly development of lands in the vicinity of public use airports within Fresno County and ensure consistency of land use development with the various Airport Land Use plans within Fresno County.

Accomplishments:

- Conducted two Airport Land Use commission (ALUC) review and held the first ALUC meeting to determine consistency with the Airport Land Use Compatibility Plan.
- Created a GIS map base to facilitate ongoing and future presentations to the commission.
- Began establishing procedures and reviewed current, best-practices from other ALUCs in order to establish more meaningful and functional process for the COG.

[TWEBSTER]

WE 170 - Regional Transportation Plan

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

Accomplishments:

- Worked with local agency representatives to ensure accurate information continues to be included in RTP updates.
- Processed Administrative Modification #1 to the RTP on August 14, 2008.
- Formal Amendment #2 was made available for 30 day public review and comment November 19-December 18.

[DEVERE-OKI]

WE 172 - Congestion Management Process

Objective: To respond to federal congestion management planning requirements, and have a Congestion Management Process(CMP) in place by the end of November. The Fresno County CMP will address congestion-related issues in Fresno region in a systematic and regional approach. As an integral part of Fresno COG's planning process, the Fresno County CMP will be incorporated in the RTP and TIP process.

Accomplishments:

- Fresno County Congestion Management Process Steering Committee was established
- Held several CMP Steering Committee Meeting
- Preliminary objectives were set
- Established CMP application area, and CMP network
- Reviewed existing Traffic Monitoring Program, and requests were made to obtain the latest traffic count information
- Presented performance measures used by other regions to the CMP Steering Committee

[CAI]

WE 180 - Air Quality Transportation Planning

Objective: The Air Quality Transportation Planning Work Element provides for the development and maintenance of a coordinated transportation and air quality planning process. The federal and California Clean Air Acts require that transportation plans, programs and projects be consistent with, or conform to, state air quality implementation plans, and establishes the criteria and procedures for determining whether or not they conform. In order to be in compliance with federal and state regulations, transportation activities can not produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards.

Accomplishments:

- On-going coordination with local, State, and federal agencies regarding air quality and transportation issues.
- Monitored State and federal guidance related to air quality transportation planning requirements.
- Continued participation in the Statewide Transportation Conformity Working Group including meetings and transmitting updates from the working group.
- Continued participation with the other seven Valley Regional Planning Agencies (RPA) in the San Joaquin Valley Model Coordinating Committee (MCC) and the Programming Coordination Group (PCG) to address pertinent transportation, modeling, air quality, and conformity analysis issues.
- Assisted and drafted project level (hot-spot) transportation conformity determinations for transportation agencies.
- Assisted and drafted transportation control measure substitutions for transportation agencies.
- Provided Congestion Mitigation and Air Quality (CMAQ) assistance for transportation agencies.
- Participated in conference calls with staff from ARB, EPA, FHWA, Caltrans and various members of the other San Joaquin Valley RPAs.
- Attended Air District Board meetings and workshops related to transportation.
- Presented air quality updates to the Fresno COG Transportation Policy Committee, the Transportation Technical Committee and the Policy Advisory Committee.
- Attended community meetings and tracked the development of Air Quality Elements in General Plans requirements.
- Revised the 2009-10 OWP
- Finalized the 2009 Conformity Analysis for Amendment #3 to the 2009 Interim FTIP and 2007 RTP . Final 2009 Conformity Analysis was adopted January 2009.
- Prepared implementation status review for upcoming 2011 RTP greenhouse gas/climate change element.
- Reported on the status of Sanction Clock as it relates to failure to submit finding on the SJVUAPCD relating to the Ozone SIP RACT to Fresno COG's policy and technical committees
- Tracked and attended meetings/webcasts and legislative developments related to Climate Change initiatives (AB 32 and SB 375).
- Prepared comment letters regarding implementation of Climate Change legislation.
- Membership and active participation in the San Joaquin Valley Clean Cities Coalition.
- Participation and review of San Diego Association of Government's Sustainable Region Program.

[DAWSON]

TRANSPORTATION PROGRAM DEVELOPMENT

WE 210 – Measure C Reauthorization

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

Accomplishments:

- COG staff continues to work with PB Americas Inc. in developing a Regional Transportation Mitigation Fee program which is a requirement of Measure “C”. Staff anticipates a COG Policy Board decision on the RTMF in August 2008. Measure “C” requires that all COG member agencies adopt the RTMF by January 1, 2009 or risk losing a percentage of their Street Maintenance pass-through funding.
- Staff began development of the Measure C Carpool Program and sought approval of the Program Concept from the TTC, PAC and Policy Boards

[BOREN]

WE 211 – Measure C Citizen Oversight Committee

Objective: To inform the public and to ensure that the Measure C funding program revenues and expenditures are spent as promised to the public in the 2006 Measure C Extension Expenditure Plan.

Accomplishments:

- A meeting of the Citizen Oversight Committee was held January 15, 2009.
- Hosted a subcommittee meeting to discuss Annual Report content.
- One vacant position on the committee was advertised in the Fresno Bee, and notices were posted to the Fresno COG website and emailed out to Fresno COG’s email databanks.

[LAUCHNER]

WE 212 – Measure C Carpool/Vanpool Program

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

Accomplishments Commuter Vanpool Program: COG staff continues to:

- Develop, evaluate, and monitor tracking and reporting procedures
- Develop and release notifications of funds available via website, email, public service announcements, news articles, participate in community events, and other means available to all Fresno County residents including the Tribal membership and employees.
- Work with marketing agency to develop outreach material used for community events, presentations, and mailings.
- COG staff continuously updates all related information and forms online.
- COG staff receives and evaluates all applications for the commuter vanpool program.
- Created new partnerships with vanpool providers and with public and private organizations to increase vanpool and carpool awareness and participation.

- Provide customer service through phone calls, assisting walk-in traffic and arranging onsite visits with public and private organizations.
- Receive and process monthly vanpool invoices and mail out subsidies, reimbursements and award letters.
- Continuous research and development to improve and enhance Commuter Vanpool Program.

Accomplishments Carpool Subsidy Program: COG staff continues to:

- Continuous research and development of nationwide carpool incentive programs in order to develop a well-prepared program for Fresno County residents.
- Develop innovative ideas for a carpool subsidy program that incorporates monthly cash drawings, grand prizes, community buy-in, partnerships, and leveraging funds.
- A pilot program was developed and staff sought approval of the Program Concept from the TTC, PAC and Policy Boards
- Work with marketing agency to develop outreach material used for community events, presentations, and mailings.
- Develop notifications of funds available via valleyrides website, email, public service announcements, news articles, participate in community events, and other means available to all Fresno County residents including the Tribal membership and employees (still in process).

[GARZA]

WE 213 – Measure C Rail Consolidation

Objective: To implement the Measure C Rail Consolidation Subprogram. This will increase safety, reduce traffic congestion by moving the Burlington Northern Santa Fe (BNSF) Railroad tracks adjacent to the Union Pacific (UP) Railroad tracks through Fresno, provide for new under- or over-passes that separate vehicular and rail traffic, and fund efforts to secure an additional \$600 to \$900 million of needed funding from state, federal, or other agencies to fully fund rail consolidation.

Accomplishments:

- Participated in a third meeting of the Technical Assessment Group (TAG) for the Joint High-Speed Rail / Rail Consolidation Study on January 23, 2009. Primary agenda items included an alignment alternatives review, station location alternatives and criteria, and Fresno opportunities and constraints. The goal is to select three or four alternatives for future in-depth analysis.
- Continued coordination with the California High-Speed Rail Authority to finalize the Cooperative Agreements between the Authority and the Fresno COG for the Joint High-Speed Rail / Rail Consolidation Study. (Note: The Agreement was subsequently finalized and approved in April, 2009.)

[THOMPSON]

WE 214 – Measure C ADA/Seniors/Paratransit Taxi Scrip

Objective: To implement the Measure C Taxi Scrip Program for enhanced taxicab transportation services for persons 70 years of age and older living in the Fresno County (service area) region.

Accomplishments: Staff continues to

- Improve and update tracking, reporting and information in database for taxi scrip program.
- Continuous development and release of program notifications such as funds available, forms, bilingual educational literature, question and answers via website, email, public service announcements, television interviews, group presentations, news articles, community events and other means available to all Fresno County residents including the Tribal membership and employees.

- COG staff continuously updates all related information, forms and applications online as well as ensures that all distribution centers have complete and updated resources.
- Visit all distribution centers no less than once a month to ensure proper sales reporting, documentation, and provide training sessions on a needs basis.
- COG staff set additional implementation guidelines for receiving and evaluating all applications for each taxi scrip user.
- A vendor reimbursement agreement was drafted to provide all vendors/distributors with a sales percentage reimbursement for administrative costs incurred.
- COG staff receives and evaluates all applications for Taxi Scrip Program and Proxy Designation Forms.
- Developed, prepared and printed Taxi Scrip Books. Security measures are continuously explored.
- Continue to provide customer service through phone calls, assisting walk-in traffic and arranging onsite visits with public and private organizations.
- COG staff receives and processes invoices, subsidies, reimbursements and sales.
- Continue to review biweekly taxi vendor logs and submitted taxi scrip for accuracy and reimbursement.
- Created partnership with various local vendors, private and public organizations to act as currency distributors and as educators to increase taxi scrip program awareness and participation.
- Continuous research and development to improve and enhance the Taxi Scrip Program.
- Work with marketing agency to develop outreach material used for media, community events, presentations, and mailings.

[GARZA]

WE 215 – Measure C Farmworker Vanpool Programs

Objective: To implement the Measure C Farmworker Vanpool Program, encouraging an increase in farmworker vanpooling participation in Fresno County.

Accomplishments:

- Develop, evaluate, and monitor tracking and reporting procedures.
- Develop and release bilingual notifications of funds available via website, email, public service announcements, news articles, participate in community events, and other means available to all Fresno County residents including the Tribal membership and employees.
- COG staff has set additional implementation guidelines for receiving and evaluating all applications for the Farmworker vanpool program.
- COG staff continuously updates all related information and applications online and works closely with vanpool provider to educate Farmworkers on informational program items.
- COG staff receives and evaluates all individual applications for the Farmworker vanpool program.
- Created new partnerships with vanpool providers and with public and private organizations to increase Farmworker vanpool awareness and participation.
- Provide customer service through phone calls, assisting walk-in traffic and arranging onsite visits with public and private organizations.
- Receive and process monthly vanpool invoices and mail out subsidies and reimbursement
- Continuous research and development to improve and enhance Farmworker vanpool program.
- Work with marketing agency to develop outreach material used for community events, presentations, and mailings.

[GARZA]

WE-220 – Transportation Program Development

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

Accomplishments:

- Continued participation in the Statewide California Federal Programming Group (CFPG) established to provide a linkage between State, Federal, and Regional Transportation Planning Agencies involved in transportation programming activities.
- Involvement with related subcommittees of the CFPG group evaluating and making recommendations on policy and procedure updates related to programming.
- Continued use of the *California Transportation Improvement Program System* (CTIPS) and involvement in program updates.
- Continued participation in the San Joaquin Valley COG Directors Association Model Coordinating Committee (MCC) and Programming Coordination Group (PCG)
- COG staff continues to work with its member agencies in an effort to develop/maintain a financially constrained transportation improvement program.
- COG staff continues to attend California Transportation Commission meeting and Statewide RTPA meetings to monitor, regional, state and Federal transportation issues.
- Correspondence with Agency staff and Caltrans regarding preparation and delivery of the Obligation Plan for 2008/09.
- Development and posting of the Annual listing of projects for projects delivered in FFY 2007/08.
- The 2009 FTIP was adopted by the COG Policy Board July 31, 2008 and submitted to Caltrans and Federal Highway Administration (FHWA) for approval. Federal approval was received on November 17, 2008.
- Formal Amendment #3 was approved by FHWA on February 29, 2009.
- Formal Amendment #4 was approved by FHWA on March 17, 2009.
- Formal Amendment #5 was available for public review between 3/9-3/23/09 and approved by Fresno COG on 3/24/09.
- Administrative Amendment #6 was approved by Caltrans on March 25, 2009.
- Formal Amendment #7 was available for public review between 3/20/09-4/3/09.
- COG staff continues intergovernmental coordination and public notification for all formal amendments to the FTIP. COG staff also continues to conduct administrative amendments to the FTIP as needed.
- Continued involvement, participation and monitoring of monthly California Transportation Commission meetings, Regional Transportation Planning Agency meetings, and Self-Help County Coalition meetings
- Coordination with FHWA, FTA, Caltrans and local agencies on the implementation of the American Recovery and Reinvestment Act of 2009.

[BOREN/DEVERE-OKI]

SERVICES AND GENERAL COORDINATION ACTIVITIES

WE 310 - Intergovernmental Coordination

Objectives: 1) To promote coordination, cooperation and communication on administrative and planning matters among local agencies, the COG, federal and state agencies. To enable various agencies, including Native Americans, to participate in and review the regional planning process; 2) To provide the public with information on activities, meetings, planning documents and reports, and to seek advice from the public on COG's planning activities; and 3) To provide local agencies and the public the opportunity to review and comment upon federal grant proposals through the Local Clearinghouse Process; and 4) To provide local

agencies with information on federal and state legislation, regulations, guidelines, and policies that effect the Fresno COG and our member agencies.

Accomplishments:

- Continued to provide staff support to the Association for the Beautification of State Route 99. Organized bimonthly meetings for the Association, assisted with correspondence, conducted research, and prepared staff reports.
 - Continued efforts towards implementing the *2000 Highway 99 Beautification Plan* by recommending the adoption of a draft Highway Beautification Overlay Zoning District by the Cities of Kingsburg, Selma, Fowler, Fresno, and Fresno County. Provided guidance and support to Fresno County planning staff as the Overlay made its way through the adoption process.
 - Continued monitoring other SR 99 beautification efforts such as the Great Valley Center's Highway 99 Project and Caltrans' *Highway 99 Plan*.
 - Provided ongoing support to member agencies of the Abandoned Vehicle Abatement Service Authority in the establishment of this new program in Fresno County. Issues discussed over the course of the quarter include election of Chair and Vice-Chair of the Authority and a determination of time standards and personnel costs for use in calculating program costs.
 - Staff continues to outreach to the Native American Tribal governments, both federally and non-federally recognized, in Fresno County to solicit their input and to seek their participation in COG activities. Staff continues to provide all of the tribes with ongoing meeting notifications and any other pertinent information that may be of interest to the tribes. Fresno COG will be working with Kern COG who will be the lead agency on a grant to enhance outreach to Tribal governments.
 - Continue process of member agency outreach to provide update on the SJV Regional Blueprint Planning Process and determine how COG can assist with implementation.
 - Continued outreach with staff and administrators of member agencies to gather input for the Blueprint.
 - Provide ongoing updates to member agencies on progress with Blueprint activities.
 - Assumed Valleywide coordination role on work with eight Valley COGs on for SJV Blueprint.
 - Staff continues involvement/collaboration on Intelligent Transportation Systems (ITS) projects of local, valley-wide, and State interest.
 - Staff participates in monthly meetings with the Fresno County Rural Collaborative Committee headed by the Fresno County Economic Opportunities Commission that offers capacity enhancing opportunities for rural areas.
 - Executive Director and Deputy Director have been holding meetings with member agency Board and PAC members to provide information and solicit input.
 - Staff participates in monthly meetings with the Fresno Chamber of Commerce's Government Affairs Council where legislation and local, state and federal policies are discussed that affect the Fresno region.
 - Fresno COG staff devotes significant time to on-going legislative activities including, but not limited to, monthly reports detailing pending state and federal legislation in current sessions, bill analysis, regular correspondence to state and federal representatives communicating positions on bills of interest by our Policy Board, and the development of an annual Fresno COG Legislative Platform.
 - In March, staff will submit a Draft 2009 Fresno COG Legislative Platform for Policy Board approval.
- [BOREN/STECK/DANSBY]

WE 311 - Public Information and Participation

Objective: To provide the public with information on activities, meetings, planning documents and reports, and to seek advice from the public on COG's planning activities. This work element is intended to highlight the COG's desire to encourage more public participation in the transportation planning process, consistent with TEA 21 requirements. This will include public involvement in the development stages of plans and programs

as well as throughout the adoption process. COG's Public Involvement Procedures will be consulted and followed during each phase of plan or program development.

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

Accomplishments:

- Prepared agenda packages, reports, and notices for COG's three monthly public meetings
- Filled requests for information about Fresno COG and/or their member agencies and updated various listings
- Designed and printed graphic design materials for Fresno COG staff as requested for One Voice and Valley Voice trips, Blueprint, Measure C, as well as Fresno COG Brochures, Annual Report, Legislative Platform and Outlook Newsletter.
- Continued updating Fresno COG's website with a variety of graphics and material
- Continued involvement in the Valley Blueprint process:
 - Assisted with promotion of Blueprint Summit
- Facilitated two meetings of the Public Information Officers Peer Group
- Continued working with Fresno County Transportation Authority Staff and consultants on public outreach for Measure C projects and programs

Designed One Voice and Valley Voice graphic/print materials

- Sent media releases, set up and granted interviews regarding the One Voice Advocacy Trips, The Blueprint Summit, and Stimulus money received for One Voice projects
- Attended meetings, reviewed materials and helped promote Public Transportation Infrastructure Study Public Outreach
- Developed and implemented brief plan for Federal Certification Public Outreach
- Developed a Fresno COG Facebook page and monitor it daily

[LAUCHNER]

WE 312 - COGView Internet Home Page

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

Accomplishments:

- The Fresno COG website maintains minutes and agendas for the Fresno COG Technical Advisory Committee, the Policy Advisory Committee and Policy Board. Committee members have the choice of continuing to receive agenda by mail or they can sign up to receive links to the agendas online by email.
- Air quality, transportation modeling data and other information is updated regularly on the website.
- Updated and added reports and publications put out by the Fresno COG.
- Calendar, Announcement and Meeting sections are continuously updated and kept current on the Fresno COG website. Meeting agenda/handout links are included on the online calendar.
- Requirements for a planned road closure website for Fresno County has been designed. Construction of this new functionality is completed. Staff is meeting with stakeholders to get feedback on the software.

- Provided support and ongoing maintenance of the COGView website.
 - Continued to provide ongoing support and maintenance of the COGView website.
- [LAUCHNER/SOBRADO]

WE 313 – Environmental Justice Activities

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

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

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

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

The Environmental Justice Task Force has reviewed the Fresno County Environmental Justice and has provided valuable guidance to strengthen key points made in the Plan. Fresno COG staff has also had the Fresno County Environmental Justice Plan translated into Spanish for Spanish-speaking stakeholders. A draft copy of the Fresno County Environmental Justice Plan has been completed and will be release for 45-day review and comment during the January/February 2009 Fresno COG public meetings cycle.

Accomplishments:

- Convened the Fresno County Environmental Justice Task Force two times to solicit feedback on a draft copy of the Fresno County Environmental Justice Plan.
- Formulated a plan for public outreach to solicit feedback and inform different stakeholders about the existence of the Fresno County Environmental Justice Plan.
- Completed a draft copy of the Fresno County Environmental Justice Plan.
- Released the Fresno COG Environmental Justice Plan for public review and comment.
- Did outreach with community groups and stakeholders to increase awareness of the plan and solicit feedback.
- Joined the Kern COG Indian Environmental Justice project for transportation activities.

[SOBRADO]

WE 320 - Technical Assistance to Members

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

Accomplishments:

- *Rural Communities Collaborative of Fresno County (RCCFC):* Served on RCCFC Steering and General Committees. The RCCFC is a volunteer organization geared toward helping rural communities to become self-sufficient through increased social and economic development. The Collaborative acts as a catalyst in identifying available federal, state, and local resources available to serve local community needs and provides access to and dissemination of those resources. Fresno COG staff also continues to participate in I-5 Business Development Committee activities, which focus on identifying economic development opportunities on the westside of Fresno County.
- *I-5 Business Development Corridor:* COG staff continues to participate in this work activity which focuses attention on planning, growth and economic issues facing the communities in western Fresno County.
- Currently assisting rural communities with establishing videoconferencing platforms in order to help cut the cost, time and air quality detriment associated with frequent travel to required meeting.
- COG staff is providing additional support to help fund the project through various competitive as well as available, government formula grants.

[BOREN]

WE 330 – Outside Technical Assistance

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

Accomplishments:

- Conducted modeling to support several traffic impact studies for local consultants.

[BITNER]

WE 340 – Traffic Demand Management Program

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

Accomplishments:

Ridematching:

- Currently have over 1,200 registered users in the *Carpool/Vanpool Online Matchlist* program at www.Valleyrides.com. Maintained this current and active database of commuters, referring callers to the online system or inputting information for clients
- Website has been redesigned to incorporate all Measure C programs and to improve user functionality.
- Worked with marketing agency to incorporate www.Valleyrides.com on Measure C outreach material used for community event participation, presentations, and mailings available to all Fresno County residents including the Tribal membership and employees.

- Worked with other TDM agencies, employers and vanpool agencies to facilitate matches and refer clients. These agencies include: CSU Fresno, South Valley Rideshare, San Joaquin Commute Connection, Fresno Area Express, Tulare Council of Governments, KART, VPSI and Enterprise Rideshare

Information Services:

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

Administration:

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

[GARZA]

WE 350 - Fresno Regional Data Center

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

Accomplishments:

- Assisted 50 individuals from governmental agencies, businesses, and the public in their information needs.
- Monitored, prepared and distributed Census 2000, State of California Department of Finance and other data to member agencies and the public.
- Developed socio-economic data for alternative land use scenarios for consultants' traffic impact studies and special studies.
- Provided demographic information for COG-prepared documents and presentations including the Blueprint project and the One Voice and Valley Voice efforts.
- Assisted the member agencies in their participation in and follow-up for the 2010 U.S. Census Local Update of Census Addresses (LUCA) program.
- Acted as lead for member agencies' submittals for the 2010 U.S. Census Participant Statistical Areas Program (PSAP).
- Worked on update of socio-economic model data for transportation model.
- Prepared Affiliate State Census Data Center activity report as required, and State of California Department of Finance population surveys.

[CHUNG]

WE 360 – One Voice Advocacy

Objective: 'One Voice' unites Fresno County communities and regional interests in a voluntary and collaborative effort to seek federal and state funds and support annually for projects and legislative priorities of regional significance. All projects and legislative priorities chosen shall contribute to an improved quality of life throughout the Fresno County region.

One Voice Accomplishments:

- Fresno COG Policy Board identified list of projects and priority issues for advocacy in Washington D.C. through annual One Voice trip.
- Staff and DC Consultant successfully led a delegation of forty-five elected representatives and community stakeholders to Washington D.C. February 8-12 for the One Voice trip.
- Staff and consultant successfully led a delegation of thirty-eight elected representatives and community stakeholders to Sacramento on March 9th to 10th for the One Voice trip.

Also, at the Valleywide level, the eight San Joaquin Valley Regional Transportation Planning Agencies have united through the San Joaquin Valley Regional Policy Council to build consensus on projects and legislative priorities in order to advocate at the state and federal level through their own lobbying effort, termed "Valley Voice". This effort takes the Valley COG's and their respective elected officials to Sacramento and Washington D.C. on an annual basis beginning in 2008. More details are highlighted in WE 820.

The "One Voice" and "Valley Voice" efforts heighten the COGs' visibility and solidify relationships with both elected and staff representatives in Washington D.C. as well as in Sacramento.

One Voice and Valley Voice Accomplishments:

- Seven Washington DC "One Voice" visits
- Five Sacramento "One Voice" visits
- Two Sacramento "Valley Voice" trips
- One Washington DC "Valley Voice" trips.

[DANSBY]

REGIONAL COORDINATION OF TRANSPORTATION, LAND USE AND HOUSING

WE 410 – San Joaquin Valley Regional Blueprint Planning Process

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

Accomplishments:

During the first two years, Fresno COG worked with the other 7 SJV COGs to coordinate our county efforts into a Valleywide Vision. We have conducted the community outreach and modeling activities that have allowed us to:

- Solicit input on community values
- Define a Vision Statement for Fresno County
- Develop Goals, Objectives and Measurable Outcomes that are consistent with the Values and Vision
- Developed four "what if" growth scenarios to compare to the status quo
- Select a "preferred growth concept" to submit to the Valleywide modeling effort
- Developed four Valleywide scenarios with assistance from all Valley COGs and UC Davis.
- Made recommendation to SJV Regional Policy Council on a preferred growth scenario.
- There were many sub-tasks associated with these accomplishments which have been included in former year's quarterly reports.

The following represent the tasks completed for the first quarter of the 2008-09 FY

- Made several presentations to community groups on Blueprint progress
- Worked with Valley COGs and UC Davis to coordinate Valleywide modeling efforts
- Worked with Local Government Commission to develop strategy to address density issues with local land use agencies
- Worked with CA Partnership for SJV on LUHA and Transportation working group tasks
- Coordinates with local water agencies in an effort to garner data for Blueprint modeling efforts
- Coordinated with Model Farmland Conservation project to integrate with Blueprint planning

The second quarter of FY 2008-09 built upon the work from the first quarter

- Prepared and submitted grant proposal for fourth year funding to Caltrans
- Continued work with the Valley COGs in identifying alternative regional scenarios
- Completed DRAFT Fresno County Blueprint Progress Report to summarize first three years of the project.
- Forwarded three Valleywide growth scenarios to the Blueprint Regional Advisory Committee (BRAC) for their recommendation
- Reported BRAC's recommendation to Fresno Blueprint Roundtable and Fresno COG Policy Board
- Worked with Valley COGs and Great Valley Center to plan Valleywide Blueprint Summit where the scenarios would be presented to stakeholders and the general public for their recommendation
- Work with Local Government Commission to prepare "Community Housing Survey" for January Summit
- Continued working with Valleywide local agency planners group.

The third quarter saw the culmination of three years work:

- Held the Valleywide Blueprint Summit on Jan. 26, 2009
- Received notification of 4th year Blueprint funding
- Prepared recommendation to SJV Regional Policy Council on preferred growth scenario for Valley
- Began work on 4th year Blueprint tasks:

1. *Valleywide Blueprint Final Report*
2. *Toolkit for Implementation*
3. *Translate Valley Blueprint principles into local implementation strategies and develop local government commitment*
4. *Convene meetings with local officials to discuss funding challenges of local government (and related "fiscalization of land use")*
5. *Address new greenhouse gas directives (SB 375) Develop adequate modeling tools for compliance with SB 375*
6. **Address the increasing of residential densities**
 - a. **Determine the impact of various development densities on the fiscal health of cities and counties in the San Joaquin Valley**
 - b. **Determine the market demand for higher density residential housing projects**
7. **Greenprint - incorporate Farmland Conservation Model Program mapping, that includes improved information on water resources into the Blueprint for each of the Valley Counties**
8. **Work with Central California EDCs and Partnership for SJV to address jobs/housing issue**
9. **Continue Blueprint's Valleywide presence by maintaining partnership with Great Valley Center for website oversight and production of one Valleywide Blueprint event**

10. Continue Using Adopted Methods to Measure the Effectiveness of the Regional Blueprint Plan

11. Continue Extensive Public Outreach Efforts

[STECK]

WE 411 – Farmland Conservation Model Program

Objective: Develop a plan, strategy, and program to conserve prime agricultural lands in the Central Valley. The Program will build upon initial activities to identify farmlands of strategic importance, and to develop a program to protect farmlands that is consistent with long term planning goals that maintain agriculture as a key economic and cultural force in the region. The program is first intended for the benefit of Fresno County and subsequently, the other counties making up the San Joaquin Valley.

Farmland Conservation Model Program Steering Committee members first met in June of 2007. Comprised of key stakeholders in Fresno County, steering committee members include Fresno County, the City of Fresno, the City of Clovis, the Fresno County Farm Bureau, and others. The purpose of the Farmland Conservation Model Program Steering Committee is to oversee the daily activities for implementing the Farmland Conservation Model Program. Also involved in the development of the plan is an advisory board comprised of stakeholders from governmental, the agricultural industry, the environmental and development community, amongst others that are involved in agriculture matters on regular basis that advised the Steering Committee on issues of importance to agriculture in Fresno County.

The deliverables for the Farmland Conservation Model Program include:

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

Accomplishments:

- Implement the Farmland Conservation Model Program as outlined in the Work Plan for this project.
- Fresno County Farmland Conservation Model Program Steering Committee members have continued meeting on a regular basis since June 2007.
- The GIS or mapping component of the Farmland Conservation Model Program has been completed and a definition of ‘strategic farmland’ has been created.
- The Fresno County Farmland Conservation Model Program Advisory committee has met on an ongoing basis to provide the Farmland Conservation Model Program Steering Committee recommendations in formulating and defining the policy that will be incorporated into the Farmland Model Conservation Program for Fresno County.
- Completed a draft copy of the Farmland Model Conservation Model Program for Fresno County.
- Released the draft copy for the Farmland Conservation Model Program for Fresno County for public review and comment.
- Presented the Farmland Conservation Model Program at several city council meetings to mayors and the public to increase awareness and solicit feedback. Cities presented to include Sanger, Selma, Kingsburg, Parlier, Reedley, and others.
- Received feedback from the public and stakeholders.

[SOBRADO]

VALLEYWIDE COORDINATED ACTIVITIES

WE 810 - Valley Air Quality Coordination

Objective: To ensure a coordinated and comprehensive approach to transportation and air quality planning among the eight San Joaquin Valley transportation planning agencies and the San Joaquin Valley Unified Air Pollution Control District. The goal is to attain and subsequently maintain federal and state air quality standards. With the State of California taking the national and international lead on the reduction of greenhouse gas emissions which contribute to climate change, new tasks are being required of transportation planning agencies.

Accomplishments:

- Continued contract administration for the Valley-wide Air Quality Planning and Coordination consultant. Managed the efforts of the air quality consultant (including strategy, review of materials, processed invoices) on behalf of the eight Valley RPAs.
- Closed out the contract for the Valley-wide Air Quality Policy-side consultant. Facilitated the “close of contract” report and summary of policy work completed for the prior 4 years.
- Managed and coordinated the Policy consultant ‘close-of-contract’ transition period including summary reports and document compilation.
- On-going coordination with local, State, and federal agencies regarding air quality and transportation issues.
- Monitored State and federal guidance related to air quality transportation planning requirements.
- Presented air quality updates to the San Joaquin Valley RPA Directors Committee and the San Joaquin Valley RPAs Policy Council.
- Continued participation in the Statewide Air Quality Conformity Working Group including meetings and updates from the working group.
- Coordinate efforts with the Air District to ensure a comprehensive and cooperative approach to air quality transportation planning.
- Participate with the other Valley RPAs in the San Joaquin Valley Model Coordinating Committee to address pertinent transportation modeling, air quality modeling and transportation conformity analysis issues.
- Continued coordination among Valley transit agencies.
- Tracked and attended meetings/webcasts and legislative developments related to Climate Change initiatives (AB 32 and SB 375).

[DAWSON]

WE 812 – San Joaquin Valley Express Transit Study

Objective: The San Joaquin Valley, the southern watershed of California’s Great Central Valley, is a large, diverse, and complex area that contains millions of acres of the world’s most fertile farmland, a wealth of natural resources, and large urban environments. Recognizing the substantial growth the area is currently experiencing, the Merced County Association of Governments (MCAG) with support from the other seven San Joaquin Valley COGs/ Metropolitan Planning Organizations (Fresno, Kern Kings Madera, San Joaquin, Stanislaus and Tulare) seeks to address the current and future need for coordinated bus services throughout the region.

Accomplishments:

- Staff provided industry data for reports, participated in conference call meetings, and the COG hosted two meetings in Fresno. Staff reviewed and provided comments on all reports and recommendations.
- The San Joaquin Valley Express Transit Study Travel Demand Analysis Report was circulated through the COG committees in December 2008, and is available on the COG website.
- The Study recommendations were circulated through the COG committees in February. The final report is expected in June 2009.

[DOWNS]

WE 820 – Valley Coordination Activities

Objective: To promote coordination, cooperation and communication among the eight San Joaquin Valley Regional Planning Agencies, including the Council of Fresno County Governments (Fresno COG), and other federal, state, and local governments, related to various regional planning processes.

Accomplishments:

- Coordinate the San Joaquin Valley Regional Policy Council and Executive Directors' Committee meetings, including tracking of minutes and other relevant records.
- A staff member is Chairperson on the Valley Legislative Affairs Committee (VLAC), consisting of legislative staff from each of the eight Valley RTPAs. Meetings are held on a monthly basis or more often as needed, to discuss legislative issues of importance to the Valley and to build consensus on legislation and policy objectives at the state and federal level. The staff person is responsible for writing agendas and minutes for the meetings as well as providing monthly reports to the Valley COG Directors and quarterly reports to the Regional Policy Council on the VLAC activities. VLAC makes recommendations to these committees for positions on bills and policies that affect the Valley agencies and the Chairperson follows-up with correspondence communicating these adopted positions.
- The VLAC developed the 2009 Valley Legislative Platform in December/January.
- The VLAC organized the advocacy trips to Sacramento in January, 2009 and Washington D.C. in February, 2009. These advocacy trips are termed Valley Voice. The Valley Voice delegation includes members from the SJV Regional Policy Council and the Valley COGs. The goal of the trips are to adopt a set of regional projects & legislative priorities and advocate these priorities to our Valley State and Federal lawmakers. The Regional Policy Council focused on the following issues during the Sacramento trip in January:
 1. Senate Bill SB 375 Implementation
 2. Transportation-Related Budget Issues
 3. Support for San Joaquin Valley Goods Movement Program
 4. Support Regional Partners' Initiatives

The Regional Policy Council focused on the following projects during the Washington D.C. trip in February:

1. Support for a National Goods Movement Program
 2. Support for Short-Haul Rail in the Valley
 3. Air Quality Issues
 4. Support for the California adopted consensus principles for the next Federal Transportation Authorization Act
- Work to develop a unified position and outreach related to the reauthorization of SAFETEA-LU
 - Develop a valley-wide chapter for the Regional Transportation Plans.
 - Continue to work with Caltrans and other RPAs on issues related to plans, projects, and other needs associated with SR 99.
 - Staff continues to participate in meetings for the Caltrans SR 99 Business Plan Advisory Committee. A meeting took place in August. The committee includes Caltrans employees and staff from the eight Valley COG's working together to update the 2005 Caltrans SR 99 Business Plan.

- Develop joint positions and participate in meetings related to High Speed Rail and Intercity Rail.
- Coordinate efforts related to the implementation of a 511 information system in the San Joaquin Valley.
- Pursue development of a videoconference system to reduce trips and vehicle miles traveled related to valley-wide meetings.
- Continue to investigate alternative methods of coordination of valley-wide activities.
- Coordination of Valleywide efforts related to SJV Regional Blueprint (WE 410)
- Coordination and consultation on efforts to address goods movement plans and projects.
- Staff participates in regular monthly and quarterly meetings with the California Partnership for the San Joaquin Valley and the Federal Interagency Task Force including the Partnership's legislative staffer meeting, the transportation working group and the air quality working group to help implement the Partnership's established goals.
- Fresno COG, along with staff from the other seven Regional Transportation Planning Agencies and Caltrans, have been working on updating the original SR 99 Business Plan Dated 2005. The new Business Plan will be finalized in spring of 2009 to include an updated list of Valley projects on this important north/south trade corridor, a financial plan on how best to make these projects a reality, and highlights the successes since the original Business Plan. The Business Plan also includes discussion about the economic impacts of designating SR 99 as an Interstate. Meeting take place on a monthly basis.

[STECK/BOREN/DANSBY]

ADMINISTRATIVE ACTIVITIES

WE 910 – COG Administration

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

Accomplishments:

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

[BESHEARS/BOREN]

WE 911 – Overall Work Program and Budget Development

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

Accomplishments:

- Development of the FY 2008/09 Overall Work Program began in January 2008.
- FY 2008/09 Overall Work Program adopted May 2008.
- Amendment #1 adopted June 2008.
- Amendment #2 adopted October 2008
- Amendment #3 adopted November 2008
- Amendment #4 adopted March 2009.
- Development of FY 2009/10 Overall Work Program began in January 2009.

[BESHEARS/BOREN]

WE 912 - Local Transportation Funds Administration

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

Accomplishments:

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

[BESHEARS]

WE 920 – Fresno County Rural Transit Agency Administration

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

Accomplishments:

- During the Third Quarter, Staff processed claim reimbursement for provided transit service.
- Staff continued to respond to Caltrans on pending Grant requests.
- Staff also performed a variety of administrative functions concerning: general administration; accounting; risk management; procurement; and statistical analysis.
- The General Manager completed the analysis for the Annual Productivity Evaluation Report for 2007-08. The Fresno COG and FCRTA Policy Boards accepted the Report during the Third Quarter.
- Staff began preparation of its American Recovery and Reinvestment Act (ARRA) Grant Application during the Third Quarter. A Public Hearing on the Application was conducted on March 26, 2009. The Application will be submitted during the Fourth Quarter for Processing by Caltrans Headquarters.

[WEBSTER]

WE 930 – Fresno County Transportation Authority Administration

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

Accomplishments:

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

[BESHEARS]

WE 940 - Freeway Service Patrol

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

Accomplishments:

- Administered the FSP tow contracts. This primarily included reviewing and paying invoices for towing services and radio use, both on a monthly basis, and paying for radio repairs and miscellaneous supplies (i.e. brochures) on an as-needed basis.

- Ongoing coordination and communication with the Freeway Service Patrol Statewide Oversight Committee and with Caltrans Traffic Operations, including annual program benefit/cost evaluations.

[THOMPSON]

WE 950 – Abandoned Vehicle Abatement Program

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

Accomplishments:

- Ongoing communication with AVA Service Authority members, particularly regarding eligible expenses for reimbursement and reporting requirements.
- Calculated payment amounts to eligible local jurisdictions for AVA expenses.
- Provided FY 2008-09 First Quarter Summary Report to the Fresno COG Policy Advisory Committee and Policy Board at the January cycle of meetings.
- Continued to coordinate with Fresno County AVA personnel regarding options for adjusting either hourly rates or time spent in AVA activities, culminating in the approval of an adjustment to hourly terms for the County of Fresno by the AVA Service Authority at its March, 2009 meeting.

[THOMPSON]

2007/08 OWP Allocated Funds:	Percent	Budget Authorized	Year to Date	Local Resources	FHWA PL	FTA MPO 5303	FTA X077	Partner Planning	BYH 6B910024	FTA	Cal Blueprint	PSP 6086(23) 6086()	PM01 6086()
110 Regional Streets & Roads	66%	307,122	203,049	23,290	179,759								
111 Regional Transp. Modeling	55%	396,984	218,781	25,094	193,687								
112 Regional Traffic Monitoring	84%	267,130	223,358	72,744	150,614								
113 Reg. Transp. Studies	13%	100,000	11,571	1,327	10,244								
114 Traffic Deficiencies	98%	50,000	49,064	9,813				39,351					
115 Reg. Transp. Mitigation Fee	109%	162,700	177,086	79,703	97,383								
120 Public Trans. - Urban	43%	627,406	267,353	103,859		30,114	6,256				133,380		
121 JNARC	1%	1,910,990	13,700	7,444									
122 New Freedom	0%	695,088	0	0									
123 PRTS	6%	3,014,000	191,646	191,646									
124 Transit Prof. Deve.	0%	56,500	0	0									
130 Public Trans. - Rural	47%	28,500	13,382	1,535		11,847							
150 Other Modal Elements	65%	17,000	10,997	10,997									
151 Bicycle & Pedestrian	88%	28,448	25,131	2,883	22,248								
153 Airport Land Use	8%	25,000	2,079	238	1,841								
170 Regional Transp. Plan	49%	252,064	124,635	15,698	90,731	18,206							
172 Congestion Management Plan	1%	10,700	81	9	46	26							
180 Air Quality	72%	207,700	149,625	17,162									
210 Measure "C"	80%	210,467	169,239	169,239	101,797	30,666							
211 Measure "C" Oversight Comm.	88%	10,500	9,260	9,260									
212 Measure "C" Car/Van Pool	20%	523,254	103,721	103,721									
213 Measure "C" Highspeed Rail	2%	260,000	5,600	5,600									
214 Measure "C" ADA/Seniors	11%	911,099	98,579	98,579									
215 Measure "C" Farm Van Pool	7%	668,908	43,745	43,745									
220 Transportation Prog. Dev.	74%	157,800	116,312	49,939	49,125							17,248	
310 Intergov. Coordination	65%	136,600	89,013	89,013									
311 Public Info. and Partic.	43%	132,200	57,389	8,484	37,580	11,325							
312 COG View Internet	55%	18,100	9,908	1,137	1,317	7,454							
313 Environmental Justice	41%	19,000	7,701	3,275	2,213	2,213							
320 Technical Assist. Members	64%	14,000	8,955	8,955									
330 Outside Technical Serv.	24%	55,000	13,313	13,313									
340 Rideshare Program	15%	60,750	8,883	8,883									
350 Regional Data Center	59%	95,300	56,273	6,454	30,488	19,331							
360 One Voice Advocacy	118%	113,300	133,437	133,437							165,982		
410 California Blue Print	28%	591,602	165,983	1									
411 Farmland Trust	82%	100,000	81,756	3,142									
810 Valley Air Quality Coord.	68%	173,469	118,596	95,537	0	23,059							
812 Valley Express Transit	0%	11,800	0	0									
820 Valley RTPA Coordination	65%	123,000	80,564	1,564						79,000			
910 COPOG Admin.	37%	233,631	85,969	85,969									
911 OWP & Budget	71%	16,910	11,940	1,370	594	9,976							
912 Transportation Funds Adm.	68%	132,000	90,375	90,375									
920 FCRPA Admin.	69%	279,137	192,121	192,121									
930 Trans. Auth. Admin.	95%	2,500	2,372	2,372								174,962	
940 Freeway Service Patrol	62%	354,600	220,658	45,696									
950 Abandon Vehicle Abatement	76%	9,500	7,229	7,229									
Total Allocated Funds	27%	13,571,759	3,670,429	1,841,852	969,667	164,217	6,256	39,251	78,614	79,000	165,982	133,380	17,248
													0

*Request for Proposal for the County of Fresno
Council of Governments*

Project Tracker Software as a Service Package

Prepared For:
Fresno COG

October 20, 2008

Submitted By:
EcoInteractive Inc.
508 2nd Street, Suite 208
Davis, California 95616

Executive Summary

Overview: The County of Fresno Council of Governments (Fresno COG) is requesting to utilize EcoInteractive's customized ProjectTrak Software as a Service (SaaS) package. EcoInteractive's ProjectTracker software has a proven track record of success in supporting government agencies throughout California with the necessary tools to manage the RTIP business process.

Benefits of software as a service:

- Reduces software management costs and provides a high return on investment
- Eliminates upfront investments and speeds implementation
- Enhances security and performance
- Improves hosting infrastructure and provides reliable emergency backup
- Supports easier upgrades, fast proactive service, and change management
- Incorporates emerging technologies

EcoInteractive, Inc. (www.ecointeractive.com) is a Davis California company founded in 1993 to provide software and consulting services dedicated to leveraging the power of the Internet and enterprise data systems. EcoInteractive has customized and supports ProjectTracker SaaS systems for:

- San Diego Association of Governments (SANDAG)
- Sacramento Area Council of Governments (SACTrak system)
- San Luis Obispo council of Government (TransInfo)
- Los Angeles Metropolitan Transportation Agency
- Santa Barbara County Association of Governments (EZTrak)
- Orange County Transportation Agency (OCTA)

Any new functionality added by any one government agency will be made available for use or customization for all users, thus enabling synergy between the government agencies that use customized versions of EcoInteractive's ProjectTracker solution.

1.0 ProjectTracker Overview

The following datasheet describes ProjectTracker features.

2.0 Scope of Work

Fresno COG seeks to utilize ProjectTracker software as a service to manage their RTP and RTIP transportation projects business process. It is expected that this service will be used Fresno COG and their member agencies. In Task 1, EcoInteractive will customize our base ProjectTracker software to meet Fresno COGs specific needs. In Task 2, EcoInteractive will provide ongoing software as a service (SaaS) to provide Fresno COG and their member agencies access to the customized Fresno COG ProjectTracker application. The SaaS package will also include integration of Google maps. EcoInteractive will provide technical/ help desk support (available 8:00 AM to 5:00 PM Monday through Friday).

EcoInteractive will provide the ProjectTracker software solution for Fresno COG as a service over the Internet. Fresno COG will own the data and be responsible for data quality at all times. For ongoing SaaS services EcoInteractive will provide hardware, software licenses, network security, network resources, and 24x7 support at a co-location facility. The EcoInteractive SaaS will provide Fresno COG with access to the ProjectTrak functionality, which is a customized version of our ProjectTracker application (including database infrastructure, network, and security). EcoInteractive's software as a service package includes updates to the core ProjectTracker technology software. Therefore, as EcoInteractive continues to develop core software to take advantage of the latest technology available, these upgrades will be incorporated into the Fresno COG's ProjectTrak system.

Task 1. Provide one-time customizations for Fresno COG's specific needs

- Perform Software as a Service infrastructure set-up
- Import Fresno COG data from CTIPs into the ProjectTracker application.
- Import Fresno COG RTP data into the ProjectTracker application.
- Modify the ProjectTracker look and feel to more closely resemble the Fresno COG website look and feel. Implement changes to host the Fresno COG ProjectTracker application via a Fresno COG URL (with Fresno COG direction).
- Modify reports where needed to meet Fresno COG's specific needs.

Task 2. Provide Ongoing Software as a Service. This package of services includes maintenance, ASP hosting, technical support, and software modifications. These services include:

A. Provide access to SaaS infrastructure in co-location facility including monitoring, and secured data storage for up to 1 Terabyte of data for the customized Fresno COG ProjectTracker application

- Provide high quality bandwidth and network capacity
- Provide near 24x7 access
- Provide up to 1 terabyte system capacity

B. Provide access to all hardware and software for the SaaS environment for the customized Fresno COG ProjectTracker application including:

- Database server(s)
- Application server(s)
- Authentication server(s)
- Internet map server(s)
- Firewall
- Intrusion detection system
- Failover servers
- Network Infrastructure
- Database software
- GIS software

C. Provide staffing capability to support the SaaS hosting environment

- Database Administrator functions
- GIS Administrator functions
- Network Administrator functions
- Internet Application Support functions
- Security Administrator functions
- Help desk functions
- User business process analysis

D. Provide maintenance support for the customized Fresno COG ProjectTracker application:

- Support software for programming changes required to work with new operating system and database software
- Includes appropriate software and hardware updates
- Does not include software enhancements or new functionality

E. Provide Ongoing Technical Support for the customized Fresno COG ProjectTracker application:

- Provide resources to:
 - Support data issues and conversion efforts
 - Help desk support
 - Training
 - Add new features - Valid value changes or Addition of new fields
 - Add new features - Modifications to existing reports or screens or creation of new reports
 - Customize data exchange processes as needed to report data to other databases

Assumptions:

- Fresno COG will be responsible for authorizing access to the ProjectTracker system for their staff, member agencies, and other users.
- Fresno COG will provide a key point of contact to act as the interface between EcoInteractive and Fresno COG.
- EcoInteractive will provide access to Google maps and Google GIS interface. Fresno COG will provide all other GIS map data (and any licenses required), which EcoInteractive will use for all ProjectTracker projects online mapping/database applications.
- Fresno COG will identify in writing any confidential information or data.
- If maintenance fees are not renewed, EcoInteractive will remove Fresno COG's (and member agencies') projects and access to ProjectTracker at the end of the contract period, but not before successfully transferring data into an interim data arrangement.
- Implement reasonable practices to help ensure the integrity of Fresno COG information, including: measures to help protect Fresno COG information from unauthorized access, modification, destruction, or disclosure and measures to help ensure the physical security of those resources.



2.0 Pricing

Task 1. Provide one-time customizations for Fresno COG's specific needs

EcoInteractive will provide up to 200 hours over the first six months for customizations, data import, and initial start-up services. Because EcoInteractive is committed to a long-term relationship with Fresno COG, there will be no charge for these one-time services.

Task 2. Provide Ongoing Software as a Service.

EcoInteractive is committed to providing long-term ProjectTrak SaaS to Fresno COG. Annual pricing for future years will include a small increase annually (approximately 3.5%) for inflation. A fixed monthly fee will be billed at the end of each month following contract initiation.

Item	Item Cost	
Task 1. Provide one-time customizations for Fresno COG's specific needs	Up to 200 hours (billed at \$125 per hour)	Discounted - no charge
Task 2. SaaS for July 2009 to June 2010 12-month Software as a Service (includes up to 120 hours of helpdesk/technical support)	\$4000 per month; fixed price billed monthly	\$48,000
	Total Cost	\$48,000



4.0 Company Qualifications

EcoInteractive has had consistent success in providing access to robust databases that handle millions of e-government transactions. We have very significant experience with Internet driven data exchange systems and have implemented systems used by thousands of businesses and hundreds of agencies throughout California. We have a consistent record of success for meeting or exceeding client expectations and delivering data systems on time and on budget.

The EcoInteractive team provides great service to our clients and EcoInteractive enjoys a strong track record of client satisfaction. Our solutions are continually held up as technical innovations nationally. Over the last ten years our EcoInteractive team has had a history of consistent success with local, state, and Federal government agencies including:

- Caltrans
- State Water Resources Control Board
- California Energy Commission
- Department of Toxic Substance Control
- U.S. Department of State
- Santa Clara County

**MEMORANDUM OF UNDERSTANDING
BETWEEN AND AMONG THE
REGIONAL PLANNING AGENCIES IN THE SAN JOAQUIN VALLEY
AND THE
SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT**

THIS MEMORANDUM OF UNDERSTANDING (hereinafter "MOU"), which shall be effective the _____ day of _____ 2009, between and among the Council of Fresno County Governments, Kern Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, San Joaquin Council of Governments, Stanislaus Council of Governments, and Tulare County Association of Governments, herein referred to as regional planning agencies (hereinafter "RPA"s), and the San Joaquin Valley Unified Air Pollution Control District (hereinafter "SJVUAPCD"), hereby enter into this Memorandum of Understanding;

W I T N E S S E T H

WHEREAS, the above listed regional planning agencies are the Metropolitan Planning Organizations from the eight San Joaquin Valley counties, and are responsible for implementing the federal comprehensive transportation planning process, including associated air quality responsibilities; and

WHEREAS, the San Joaquin Valley Unified Air Pollution Control District has the authority to adopt rules and regulations to protect the public health and prevent violations of ambient air quality standards in the San Joaquin Valley Air Basin, which is designated a nonattainment area for the National Ambient Air Quality Standards. The San Joaquin Valley Air Basin includes eight counties: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and the valley portion of Kern; and

WHEREAS, on September 21, 1992 the eight Valley RPAs entered into a Memorandum of Understanding with one another to ensure a coordinated regional approach to transportation and air quality planning efforts; and

WHEREAS, on October 29, 1992 the eight Valley RPAs and the SJVUAPCD entered into a Memorandum of Understanding to ensure a coordinated transportation and air quality planning approach. The parties involved concur that this agreement is in need of revision; and

WHEREAS, on September 21, 2006 the eight Valley RPAs entered into a Memorandum of Understanding to update and solidify the partnership agreed upon in the September 21, 1992 MOU, and to create the San Joaquin Valley Regional Planning Agencies' Policy Council. The parties involved concur that this agreement is in need of amending.

NOW, THEREFORE, BE IT UNDERSTOOD AND AGREED that the formal cooperative relationship between the Valley RPAs and the SJVUAPCD is established and continued to ensure the effectiveness of regional transportation plans, to comply with the requirements of state and federal law, and to contribute toward the attainment of federal and state ambient air quality standards. This Memorandum of Understanding constitutes a statement of the intentions, obligations and policies of the parties involved. Therefore it is agreed that:

1. This Memorandum of Understanding amends that certain agreement entered into the 21st day of September, 2006 between and among the RPAs, to increase the membership of the San Joaquin Valley Regional Planning Agencies' Policy Council by one, in order to accommodate a representative of the SJVUAPCD. No member of the Policy Council shall simultaneously represent both the SJVUAPCD and a RPA.
2. This Memorandum of Understanding supersedes that certain agreement entered into the 29th day of October, 1992 between and among the above listed eight Valley RPAs and the SJVUAPCD.
3. The SJVUAPCD has the lead for air quality planning, but effective air quality strategies require the cooperation and joint actions of the Valley RPAs, other local, regional, state and federal government agencies, and the people of the San Joaquin Valley Air Basin. Toward that end, the Valley RPAs and the SJVUAPCD agree to participate in regularly-scheduled conference calls with local, state and federal agencies including the California Air Resources Board (ARB), the California Department of Transportation (Caltrans), the U.S. Environmental Protection Agency (EPA), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) to insure good communication is maintained on issues important to the San Joaquin Valley.
4. The parties involved will comply with the Federal Clean Air Act and related regulations and guidance requiring that transportation-related State Implementation Plan (SIP) development decisions be made through interagency consultation. The parties agree to use the latest planning assumptions and emissions factors, conduct regional emissions analyses, and coordinate on the development of motor vehicle emissions budgets. The Valley RPAs will work with the SJVUAPCD in keeping the Transportation Conformity Rule current with federal requirements and guidance, as appropriate. The SJVUAPCD will also assist the Valley RPAs in obtaining appropriate and timely technical assistance from the ARB.
5. The Valley RPAs and the SJVUAPCD agree that it is in their interest to work closely together and develop joint or consistent policy positions whenever possible when dealing with state and federal air quality and transportation agencies. Each party has the responsibility to notify the other in a timely manner of anticipated or known policy issues with state and federal agencies, and to coordinate their response in an effort to present a unified position.

6. The Valley RPAs will take the lead in compliance with Section 108(f)(1) of the Federal Clean Air Act in developing the transportation control measure (hereinafter "TCM") component of air quality plans (State Implementation Plans or SIPs). The Valley RPAs will consult with their member jurisdictions to facilitate consensus on implementing measures to address transportation related sources of air pollution. The Valley RPAs have limited legal authority to implement emission reduction measures directly, but will seek commitments from member jurisdictions, as appropriate, for inclusion in air quality plans. The Valley RPAs will submit an analysis and recommendation concerning which TCMs are reasonably available control measures for formal consideration by the SJVUAPCD.
7. The Valley RPAs will take the lead in establishing and maintaining transportation conformity in the Valley as required by Section 176 (c) of the federal Clean Air Act, [42 U.S.C. 7506(c)] and U.S Environmental Protection Agency (40 CFR parts 51 and 93). The Valley RPAs will work to ensure that regulatory requirements are met and federal funding and approval are given to highway and transit projects that are consistent with and conform to the air quality goals established by the SIP. Conforming transportation plans, programs, and projects will not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards.
8. The Valley RPAs will coordinate with the SJVUAPCD in updating the status of implementing local agency transportation control measures described in adopted air quality plans (State Implementation Plans or SIPs).
9. The Valley RPAs and SJVUAPCD will work together in addressing state and federal initiatives such as greenhouse gas emission reductions as well as future air quality regulations. The parties recognize the importance and the expertise necessary to develop comprehensive local and regional approaches. The parties involved agree to dedicate staff resources as needed to cooperatively address state and federal requirements, while still meeting individual core mission elements such as protecting public health and delivering safe and efficient transportation projects.
10. The Valley RPAs will determine the allocation of Congestion Mitigation and Air Quality (CMAQ) funds to projects in a manner consistent with federal law and through locally developed project selection criteria. The Valley RPAs will consult with the SJVUAPCD on project selection.
11. The Valley RPAs and the SJVUAPCD will continue the coordination to develop a Valley-wide initiative (San Joaquin Valley Regional Blueprint Process) to provide more efficient and effective transportation systems and land use patterns through the integration of transportation, housing, land use, economic development and environmental protection elements; and to ensure continuity of air quality planning approaches throughout the Valley.
12. The parties involved agree to discuss key issues related to air quality and delivery of transportation projects. If staff level coordination is not adequate to achieve a unified position, either party has the option of bringing issues to senior management attention.

13. In order to reduce and resolve conflicts that may arise between the SJVUAPCD and the Valley RPAs in a timely manner, each party agrees to establish an issues resolution coordination procedure within its own organization. Each party will designate a policy-level staff person as the point of contact or "issues coordinator". When either party believes a conflict exists or is emerging, it is their responsibility to alert the other party through their issues coordinators. Each party will choose its own manner of communicating internally, but communications between the parties will be coordinated through the issues coordinators. If staff level coordination is not adequate to achieve a common position, either party has the option of bringing issues to senior management attention.

INDEMNIFICATION

The parties shall mutually indemnify, defend, and save harmless each other, their officers, agents, and employees from and against any and all claims and losses whatsoever occurring or resulting from their respective performance of this MOU.

IN WITNESS WHEREOF, the parties hereto have caused this Memorandum of Understanding to be executed by their respective officers to be effective on the date first above written.

SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT



Councilmember Chris Vierra, Chairman



Seyed Sadredin, Executive Director
Air Pollution Control Officer

COUNCIL OF FRESNO COUNTY GOVERNMENTS

Mayor Trinidad M. Rodriguez, Chairman

Tony Boren, Executive Director

KERN COUNCIL OF GOVERNMENTS

Mayor Steven P. Morgan, Chair

Ronald E. Brummett, Executive Director

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

Supervisor Joe Neves, Chairman

Terri King, Executive Director

MADERA COUNTY TRANSPORTATION COMMISSION

Supervisor Max Rodriguez, Chairman

Patricia Taylor, Executive Director

MERCED COUNTY ASSOCIATION OF GOVERNMENTS

Director John Pedrozo, Chairman

Jesse Brown, Executive Director

SAN JOAQUIN COUNCIL OF GOVERNMENTS

Mayor Larry Johnson, Chairman

Andrew T. Chesley, Executive Director

STANISLAUS COUNCIL OF GOVERNMENTS

Mayor Farrell Jackson, Chairman

Vince Harris, Executive Director

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Supervisor Mike Ennis, Chairman

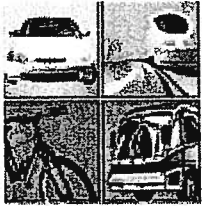
Ted Smalley, Executive Director

APPROVED AS TO LEGAL FORM:
KEVIN BRIGGS, Interim County Counsel

By 
JANELLE E. KELLEY, Assistant County Counsel

San Joaquin Valley Unified Air Pollution Control District

By 
PHILIP M. JAY, District Counsel



SELF HELP
COUNTIES
COALITION

Protect Proposition 42

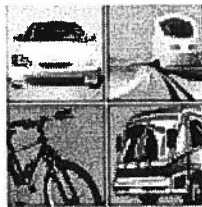
Keep Faith with California Voters

If the Governor and the Legislature "borrow" transportation dollars to plug the May 2009 revised budget, it will delay thousands of jobs and endanger critical infrastructure projects creating a domino effect that will keep California's economy stagnant for years to come. Delaying infrastructure projects is not a budget solution, it will stifle jobs and hurt our economic recovery.

- **Seventy-seven percent (77%) of California voters passed Prop. 1A in 2006**, sending an unequivocal mandate that they want the state sales tax on gas to fund *only* transportation and transit improvements.
- **Borrowing gas tax funds that must be repaid in three years is no way to fix a structural deficit.** Proposition 1A requires funds to be repaid within three years with interest, borrowing gas tax funds only "papers over" the budget deficit, continuing the cycle of digging our state deeper in the hole, increasing borrowing costs to the state and delaying real solutions.
- **Domino Effect:** Lack of funding in FY 09/10 will push projects back to FY 10/11, creating an "overflow" of demand on the STIP, jeopardizing FY 10/11 projects as well.
- **Anti-Stimulus:** Federal economic recovery legislation requires that California certify "maintenance of effort" with regard to transportation funding levels. Borrowing or diverting state transportation funds could endanger \$2.5 billion of federal funds. Don't put California's federal stimulus money at risk.
- **Cutting transportation funding will kill many high priority projects.** California has a significant backlog of transportation and transit improvement projects that rely upon multiple pots of money. Without the gas tax funds, many existing projects will be delayed or killed. The longer we wait on these projects, the more costly they become.

With Proposition 42 in 2002 and again with Proposition 1A in 2006, California voters have made it clear that they do not want the state raiding funds intended for transportation and transit improvements. We cannot keep violating their trust.

Do not Borrow, Suspend or Delay Funding Proposition 42

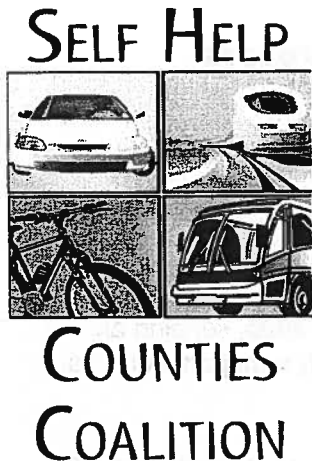


SELF HELP
COUNTIES
COALITION

1415 L Street, Suite 720 Sacramento, CA 95814

Phone (916) 494-3553 Email: selfhelpcounties@gmail.com

May 26, 2009



Alameda County
Transportation Improvement
Authority

Contra Costa County
Transportation Authority

Fresno County
Transportation Authority

Imperial County
Dept. of Public Works

L.A. METRO

Madera County
Transportation Authority

Marin County
Transportation Authority

Orange County
Transportation Authority

Riverside County
Transportation Commission

Sacramento County
Transportation Authority

Sonoma County
Transportation Authority

San Bernardino County
Associated Governments

San Diego County
Association of Governments

San Francisco County
Transportation Authority

San Joaquin County
Council of Governments

San Mateo County
Transportation Authority

Santa Barbara County
Associated Governments

Santa Clara Valley
Transportation Authority

Tulare County
Association of Governments

Members of the California Legislature:

On behalf of the Self-Help Counties Coalition, the organization of 19 county transportation agencies delivering super majority voter-approved transportation sales tax measures, we urge you to reject any budget proposals that would divert, delay or suspend Proposition 42 funds.

As you know, the State Transportation Improvement Program (STIP) is funded by Proposition 42. STIP projects are also dependant on federal funds, which if suspended or delayed by 'budget gimmicks' will devastate the already struggling California economy. With Proposition 42 in 2002 and again with Proposition 1A in 2006, California voters have made it clear that they do not want the state raiding funds intended for transportation and transit improvements. We cannot violate their trust. We urge you to resist the any efforts to borrow, suspend or otherwise delay full funding of Proposition 42. Any suspensions or delays to Proposition 42 could prove to ensure a stagnant California economy for the foreseeable future. Impairing full funding of Proposition 42 would be:

- **Fiscally irresponsible:** Proposition 1A allows the Legislature three years to repay transportation loans (**with interest**) to the general fund.
- **Create a Domino Effect:** Lack of funding in FY 09/10 will push projects back to FY 10/11, creating an "overflow" of demand on the STIP, jeopardizing FY 10/11 projects as well.
- **Anti-Stimulus:** Federal economic recovery legislation requires that California certify "maintenance of effort" with regard to transportation funding levels. Depleting state transportation funds could endanger \$2.5 billion of federal funds, **don't put California's federal stimulus money at risk.**
- **Violation of trust.** Seventy-seven percent (77%) of voters passed Prop. 1A just two years ago, sending an unequivocal mandate that voters do not want the state raiding transportation funds. The Self-Help Counties Coalition is made up of agencies delivering promised projects to voters. We know how it is imperative that voters' trust not be violated.

We fully appreciate the enormous difficulty of addressing this difficult budget; however, raiding Proposition 42 funds would devastate California's economy, putting at risk hundreds of projects and thousands of jobs.

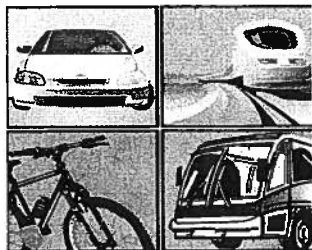
Please do not hesitate to contact me to discuss this important issue further.

Sincerely,

Keith N. Dunn
Executive Director
Self Help Counties Coalition
(916) 494-3553

May 26, 2009

SELF HELP



COUNTIES COALITION

Alameda County
Transportation Improvement
Authority

Contra Costa County
Transportation Authority

Fresno County
Transportation Authority

Imperial County
Dept. of Public Works

L.A. METRO

Madera County
Transportation Authority

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Sacramento County
Transportation Authority

Sonoma County
Transportation Authority

San Bernardino County
Associated Governments

San Diego County
Association of Governments

San Francisco County
Transportation Authority

San Joaquin County
Council of Governments

San Mateo County
Transportation Authority

Santa Barbara County
Associated Governments

Santa Clara Valley
Transportation Authority

Tulare County
Association of Governments

The Honorable Arnold Schwarzenegger
Office of the Governor
State Capitol
Sacramento, CA 95814

CC: Michael Webb; Deputy Legislative Secretary

Dear Governor Schwarzenegger

On behalf of the Self-Help Counties Coalition, the organization of 19 county transportation agencies delivering super majority voter-approved transportation sales tax measures, we urge you to reject any budget proposals that would divert, delay or suspend Proposition 42 funds.

As you know, the State Transportation Improvement Program (STIP) is funded by Proposition 42. STIP projects are also dependant on federal funds, which if suspended or delayed by 'budget gimmicks' will devastate the already struggling California economy. With Proposition 42 in 2002 and again with Proposition 1A in 2006, California voters have made it clear that they do not want the state raiding funds intended for transportation and transit improvements. We cannot violate their trust. We urge you to resist the any efforts to borrow, suspend or otherwise delay full funding of Proposition 42. Any suspensions or delays to Proposition 42 could prove to ensure a stagnant California economy for the foreseeable future. Impairing full funding of Proposition 42 would be:

- **Fiscally irresponsible:** Proposition 1A allows the Legislature three years to repay transportation loans (**with interest**) to the general fund.
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Please do not hesitate to contact me to discuss this important issue further.

Sincerely,

Keith N. Dunn
Executive Director
Self Help Counties Coalition
(916) 494-3553

AMENDED IN SENATE MAY 28, 2009

AMENDED IN SENATE APRIL 30, 2009

AMENDED IN SENATE APRIL 13, 2009

SENATE BILL

No. 406

Introduced by Senator DeSaulnier

February 26, 2009

An act to amend Section 65040.6 of, and to add Section 65083 to, the Government Code, to amend Section 75125 of the Public Resources Code, and to add Section 9250.6 to the Vehicle Code, relating to land use.

LEGISLATIVE COUNSEL'S DIGEST

SB 406, as amended, DeSaulnier. Land use: environmental quality.

The Planning and Zoning Law establishes the Planning Advisory and Assistance Council in the Office of Planning and Research, and prescribes the membership and duties of the council. Existing law authorizes the Department of Motor Vehicles to collect a surcharge imposed on vehicle registration fees by ordinance or resolution of a local entity.

This bill would change the designated membership, as specified, of the Planning Advisory and Assistance Council and would require that the council work with the Strategic Growth Council, regional agencies, and cities and counties to facilitate the development and implementation of sustainable community strategies or regional blueprint projects, as specified. The bill would also require the council to report to the Legislature on specified regional performance measures and on the manner in which state agencies are implementing the 5-year infrastructure plan, as specified. The bill would authorize a municipal

planning organization, as defined, a council of governments, as defined, or a county transportation commission and a subregional council of governments jointly preparing a subregional sustainable communities strategy to adopt a resolution to impose a surcharge of \$1 or \$2 on motor vehicles registered to an owner with an address in the entity's or entities' jurisdiction. The surcharge would be required to apply to an original vehicle registration occurring on or after 6 months following the adoption of the resolution, as specified, and to a renewal of registration with an expiration date on or after that 6-month period. The surcharge would be collected by the Department of Motor Vehicles and, after deducting its administrative costs, would be transmitted to the entity or entities imposing the surcharge. *The bill would require the metropolitan planning organization, the council of governments, or the county transportation commission and the subregional council of governments jointly preparing a subregional sustainable communities strategy to contract with the department to pay for the initial setup and programming costs identified by the department, but would also require these costs to be reimbursed from surcharge revenues collected.* The bill would require that the surcharge revenue that exceeds \$1—~~be expended to develop and implement in specified jurisdictions to be used to provide grants to cities, counties, and cities and counties for planning and projects related to the implementation of a regional blueprint plan,~~ and would specify that 5% of all the surcharge revenue be transmitted to the council for performance of specified functions. The bill would provide that the council is to perform specified new functions only when the council has received sufficient revenue from this source.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. (a) The Legislature finds and declares the
- 2 following:
- 3 (1) Uncoordinated and unplanned growth together with a lack
- 4 of common goals to effect the public's interest in the conservation
- 5 and wise use of our lands pose a threat to the environment,
- 6 sustainable economic development, and the health, safety, and
- 7 high quality of life enjoyed by residents of this state.
- 8 (2) The enactment of Senate Bill 375 of the 2007–08 Regular
- 9 Session (Chapter 728 of the Statutes of 2008) and the establishment

1 of requirements for regional transportation plans to address
2 greenhouse gases can only be successfully implemented if regional
3 and local governments have the tools they need to collaboratively
4 plan for the type of growth that can achieve these goals, and if that
5 collaborative planning is coordinated with the efforts of the
6 Governor's Strategic Growth Council and other state agencies as
7 required by the enactment of Senate Bill 732 of the 2007–08
8 Regular Session (Chapter 729 of the Statutes of 2008).

9 (3) Therefore, it is in the public interest that state residents,
10 communities, local governments, and the private sector cooperate
11 and coordinate with one another in comprehensive, sustainable
12 land use planning.

13 (b) It is the intent of the Legislature to update the duties and
14 composition of the Planning Advisory and Assistance Council to
15 assist in the state's land use planning processes by providing
16 funding to support the development and implementation for
17 regional blueprints and related planning and to work with state
18 agencies providing funding for resource protection and local
19 infrastructure to facilitate coordination between state planning and
20 funding decisions and regional blueprints.

21 SEC. 2. Section 65040.6 of the Government Code is amended
22 to read:

23 65040.6. (a) The Planning Advisory and Assistance Council
24 is hereby created within the office, the membership of which shall
25 be as follows: three city representatives; three county
26 representatives; seven representatives of regional planning
27 organizations; one member of the State Air Resources Board; one
28 member of the California Transportation Commission; one member
29 of the State Energy Resource Conservation and Development
30 Commission; one member appointed by the Speaker of Assembly;
31 one member appointed by the Senate Committee on Rules; and
32 one representative of Indian tribes and bands which have
33 reservations or rancherias within California. The city and county
34 representatives appointed pursuant to this subdivision shall be
35 selected by the director from nominees submitted by the League
36 of California Cities and by the California State Association of
37 Counties. Representatives of regional planning organizations
38 appointed pursuant to this subdivision shall be selected by the
39 director from nominees submitted by the regional planning
40 organizations set forth in paragraphs (1) to (5), inclusive, of

1 subdivision (b) and from nominees submitted by the California
2 Association of Councils of Governments for the representatives
3 of organizations set forth in paragraphs (6) and (7) of subdivision
4 (b). The representative of Indian tribes and bands shall be a member
5 of one tribe or band, and shall be selected by the director.

6 Appointment to the advisory council shall be for a term of two
7 years, provided that the members of the first council shall classify
8 themselves by lot so that one-half shall serve an initial term of one
9 year and one-half shall serve an initial term of two years. Vacancies
10 shall be filled in the same manner provided for the original
11 appointment.

12 (b) Seven of the council's members shall be from the governing
13 body of each of the following:

14 (1) The Southern California Association of Governments.

15 (2) The Metropolitan Transportation Commission or the
16 Association of Bay Area Governments. The person appointed to
17 the council pursuant to this paragraph shall be a member of the
18 governing body for both the Metropolitan Transportation
19 Commission and the Association of Bay Area Governments.

20 (3) The San Diego Association of Governments.

21 (4) The Sacramento Area Council of Governments.

22 (5) The San Joaquin Valley Regional Policy Council.

23 (6) A metropolitan planning organization or council of
24 governments that is not identified in paragraphs (1) to (5),
25 inclusive.

26 (7) A regional transportation planning agency, as defined in
27 Section 65080, that is neither a metropolitan planning organization
28 nor a council of governments.

29 (c) The council shall provide such advice as may be necessary
30 to assist the office in discharging the requirements of Sections
31 65040 to 65040.4, inclusive. In particular, the council shall:

32 (1) Assist the office in the preparation of the state long-range
33 goals and policies, in the manner specified in subdivision (a) of
34 Section 65040.

35 (2) Evaluate the planning functions of the various state agencies
36 involved in planning, in the manner specified in subdivision (c)
37 of Section 65040.

38 (3) Make appropriate decisions and provide such advice and
39 assistance as may be required by federal statute or regulation in
40 connection with any federal program administered by the office.

1 (4) Work with the Strategic Growth Council, created pursuant
2 to Section 75121 of the Public Resources Code, regional agencies,
3 such as metropolitan planning organizations or councils of
4 governments, and with cities and counties to facilitate the
5 implementation of regional blueprint projects.

6 (5) Develop recommendations to the Strategic Growth Council,
7 created pursuant to Section 75121 of the Public Resources Code,
8 the Department of General Services, the State Allocation Board,
9 the Department of Housing and Community Development, the
10 California Transportation Commission, the California Housing
11 and Finance Agency, and any other state agencies in order to
12 facilitate coordination between regional blueprint plans and state
13 growth and infrastructure funding plans.

14 (6) Receive reports, including, but not limited to, a copy of the
15 five-year infrastructure plan described in Section 13102.

16 (7) Report to the Legislature, in consultation and coordination
17 with the Strategic Growth Council, created pursuant to Section
18 75121 of the Public Resources Code, on the manner in which state
19 agencies are implementing the requirements of Chapter 1016 of
20 the Statutes of 2002.

21 (8) Report to the Legislature on regional performance measures,
22 evaluating the progress of each region of the state in improving
23 results for its residents in employment, environmental protection,
24 education, housing, mobility, and other criteria as determined by
25 the council. The council shall provide the Legislature with updates
26 to the report periodically, as the council determines is required.

27 (d) The council shall meet on call of the director of the office,
28 who shall convene at least two council meetings during each year.

29 (e) Council members shall serve without compensation, but
30 they may be reimbursed for actual expenses incurred in connection
31 with their duties.

32 (f) The council shall begin to perform the functions and other
33 duties set forth in paragraphs (4) to (8), inclusive, of subdivision
34 (c) when sufficient funding, as determined by the council, exists
35 from the revenue transmitted to it by metropolitan planning
36 organizations, councils of governments, or county transportation
37 commissions and subregional councils of governments jointly
38 preparing subregional sustainable communities strategies pursuant
39 to subdivision (b) of Section 65083.

1 SEC. 3. Section 65083 is added to the Government Code, to
2 read:

3 65083. (a) A metropolitan planning organization, as defined
4 in Section 134 of Title 23 of the United States Code, a council of
5 governments, as defined in Section 65582, or a county
6 transportation commission and a subregional council of
7 governments jointly preparing a subregional sustainable
8 communities strategy pursuant to subparagraph (C) of paragraph
9 (2) of subdivision (b) of Section 65080 may impose a surcharge
10 of one dollar (\$1) or two dollars (\$2) pursuant to Section 9250.6
11 of the Vehicle Code, on a motor vehicle registered to an owner
12 with an address in its jurisdiction. The surcharge may be imposed
13 only if the metropolitan planning organization, the council of
14 governments, or a county transportation commission and a
15 subregional council of governments jointly preparing a subregional
16 sustainable communities strategy adopts a resolution authorizing
17 the surcharge. A resolution by the Metropolitan Transportation
18 Commission or the Association of Bay Area Governments to
19 impose the surcharge shall be jointly adopted by resolution of both
20 of those entities, and the revenue from the surcharge shall be
21 divided in accordance with an agreement between these two
22 entities. A resolution by a county transportation commission or a
23 subregional council of governments within the jurisdiction of the
24 Southern California Association of Governments shall be jointly
25 adopted by resolution of both of the entities, and the revenue from
26 the surcharge shall be divided in accordance with an agreement
27 between the two entities. The surcharge shall apply to an original
28 vehicle registration occurring on or after six months following the
29 adoption of the resolution by the metropolitan planning
30 organization, council of governments, or a county transportation
31 commission and a subregional council of governments jointly
32 preparing a sustainable communities strategy and to a renewal of
33 registration with an expiration date on or after that six-month
34 period.

35 (b) All revenue received pursuant to this section shall be used
36 by the metropolitan planning organization, the council of
37 governments, or a county transportation commission and a
38 subregional council of governments jointly preparing a subregional
39 sustainable communities strategy solely to develop and implement
40 a sustainable communities strategy or a regional blueprint plan to

1 identify land use strategies to reduce the use of motor vehicles in
2 its jurisdiction and thereby reduce emissions into the environment
3 from motor vehicles. If the surcharge exceeds one dollar (\$1), all
4 amounts above one dollar (\$1) in a jurisdiction with a population
5 greater than 300,000 shall be used to provide grants to cities,
6 counties, and cities and counties for planning and projects related
7 to the implementation of a regional blueprint plan. The
8 metropolitan planning organization, the council of governments,
9 or a county transportation commission and a subregional council
10 of governments jointly preparing a subregional sustainable
11 communities strategy shall transmit 5 percent of all surcharge
12 revenue it receives pursuant to Section 9250.6 of the Vehicle Code
13 to the Planning Advisory and Assistance Council within the Office
14 of Planning and Research to perform the functions specified in
15 subdivision (f) of Section 65040.6.

16 (c) For purposes of this section, a sustainable communities
17 strategy and an alternative planning strategy shall both be
18 considered to be a regional blueprint.

19 SEC. 4. Section 75125 of the Public Resources Code is
20 amended to read:

21 75125. The council shall do all of the following:

22 (a) Identify and review activities and funding programs of
23 member state agencies that may be coordinated to improve air and
24 water quality, improve natural resource protection, increase the
25 availability of affordable housing, improve transportation, meet
26 the goals of the California Global Warming Solutions Act of 2006
27 (Division 25.5 (commencing with Section 38500) of the Health
28 and Safety Code), encourage sustainable land use planning, and
29 revitalize urban and community centers in a sustainable manner.
30 At a minimum, the council shall review and comment on the
31 five-year infrastructure plan developed pursuant to Article 2
32 (commencing with Section 13100) of Chapter 2 of Part 3 of
33 Division 3 of the Government Code and the State Environmental
34 Goals and Policy Report developed pursuant to Section 65041 of
35 the Government Code.

36 (b) Recommend policies and investment strategies and priorities
37 to the Governor, the Legislature, and to appropriate state agencies
38 to encourage the development of sustainable communities, such
39 as those communities that promote equity, strengthen the economy,

1 protect the environment, and promote public health and safety,
2 and is consistent with subdivisions (a) and (c) of Section 75065.

3 (c) Provide, fund, and distribute data and information to local
4 governments and regional agencies that will assist in developing
5 and planning sustainable communities.

6 (d) Manage and award grants and loans to support the planning
7 and development of sustainable communities, pursuant to Sections
8 75127, 75128, and 75129. To implement this subdivision, the
9 council may do all of the following:

10 (1) Develop guidelines for awarding financial assistance,
11 including criteria for eligibility and additional consideration.

12 (2) Develop criteria for determining the amount of financial
13 assistance to be awarded. The council shall award a revolving loan
14 to an applicant for a planning project, unless the council determines
15 that the applicant lacks the fiscal capacity to carry out the project
16 without a grant. The council may establish criteria that would allow
17 the applicant to illustrate an ongoing commitment of financial
18 resources to ensure the completion of the proposed plan or project.

19 (3) Provide for payments of interest on loans made pursuant to
20 this article. The rate of interest shall not exceed the rate earned by
21 the Pooled Money Investment Board.

22 (4) Provide for the time period for repaying a loan made
23 pursuant to this article.

24 (5) Provide for the recovery of funds from an applicant that fails
25 to complete the project for which financial assistance was awarded.
26 The council shall direct the State Controller to recover funds by
27 any available means.

28 (6) Provide technical assistance for application preparation.

29 (7) Designate a state agency or department to administer
30 technical and financial assistance programs for the disbursing of
31 grants and loans to support the planning and development of
32 sustainable communities, pursuant to Sections 75127, 75128, and
33 75129.

34 (e) No later than July 1, 2010, and every year thereafter, provide
35 a report to the Legislature that shall include, but is not limited to,
36 all of the following:

37 (1) A list of applicants for financial assistance.

38 (2) Identification of which applications were approved.

39 (3) The amounts awarded for each approved application.

40 (4) The remaining balance of available funds.

1 (5) A report on the proposed or ongoing management of each
2 funded project.

3 (6) Any additional minimum requirements and priorities for a
4 project or plan proposed in a grant or loan application developed
5 and adopted by the council pursuant to subdivision (c) of Section
6 75216.

7 (7) In making recommendations pursuant to subdivisions (a)
8 and (b) and in providing data and information pursuant to
9 subdivision (c), the council shall consult with and coordinate its
10 recommendations with the Planning Advisory and Assistance
11 Council created pursuant to Section 65040.6 of the Government
12 Code.

13 SEC. 5. Section 9250.6 is added to the Vehicle Code, to read:

14 9250.6. (a) In addition to any other fees specified in this code,
15 the Health and Safety Code, and the Revenue and Taxation Code,
16 a surcharge of one dollar (\$1) or two dollars (\$2) may be imposed
17 by a metropolitan planning organization, a council of governments,
18 or a county transportation commission and a subregional council
19 of governments jointly preparing a subregional sustainable
20 communities strategy pursuant to subparagraph (C) of paragraph
21 (2) of subdivision (b) of Section 65080, and shall be paid to the
22 department as follows:

23 (1) Upon initial registration on or after the date the department
24 begins collecting the fee for a motor vehicle not previously
25 registered in this state that is registered to an owner with an address
26 in the jurisdiction of the metropolitan planning organization, the
27 council of governments, or the county transportation commission
28 and the subregional council of governments jointly preparing a
29 subregional sustainable communities strategy requesting imposition
30 of the surcharge.

31 (2) Upon renewal of registration of a motor vehicle to an owner
32 with an address in the jurisdiction of the metropolitan planning
33 organization, the council of governments, or the county
34 transportation commission and the subregional council of
35 governments jointly preparing a subregional sustainable
36 communities strategy requesting imposition of the surcharge for
37 which the registration period expires after the date the department
38 begins collecting the fee.

39 (b) Prior to the adoption of a surcharge pursuant to this section,
40 the metropolitan planning organization, the council of governments,

1 or the county transportation commission and the subregional
2 council of governments jointly preparing a subregional sustainable
3 communities strategy shall approve the imposition of the surcharge
4 through the adoption of a resolution, as specified in Section 65083
5 of the Government Code.

6 (c) The metropolitan planning organization, *the* council of
7 governments, or the county transportation commission and the
8 subregional council of governments jointly preparing a subregional
9 sustainable communities strategy shall pay for the costs identified
10 by the department to administer the surcharge. After deducting
11 those costs, the department shall transmit the surcharge revenue
12 quarterly to the metropolitan planning organization, the council
13 of governments, or the county transportation commission and the
14 subregional council of governments jointly preparing a subregional
15 sustainable communities strategy.

16 (d) (1) *The metropolitan planning organization, the council of*
17 *governments, or the county transportation commission and the*
18 *subregional council of governments jointly preparing a subregional*
19 *sustainable communities strategy shall contract with the*
20 *department to pay for the initial setup and programming costs*
21 *identified by the department.*

22 (2) *These initial setup and programming costs shall be*
23 *reimbursed to the metropolitan planning organization, the council*
24 *of governments, or the county transportation commission and the*
25 *subregional council of governments jointly preparing a subregional*
26 *sustainable communities strategy from surcharge revenues*
27 *collected.*



CITY OF MENDOTA

"Cantaloupe Center Of The World"

June 2, 2009

President Barack Obama
The White House
1600 Pennsylvania Avenue NW
Washington, DC 20500

Via Facsimile: 202-456-2461

Dear President Obama:

On behalf of the City of Mendota, California we respectfully request your consideration to personally visit our proud city.

We would be honored to show you the federal prison, infrastructure improvements, new schools and library along with our renewable energy sector opportunities. We appreciate your request for activation funds for the federal prison in your fiscal year 2010 budget request of the Congress which will create 350 jobs.

However, like many communities in the Central Valley of California we continue to face severe economic challenges with high unemployment and poverty. Our main economic sector, the agricultural industry, is basically non-existent due to the severe reduction to water allocations to local farmers. Moreover, we are in serious trouble due to the impact by court rulings that have shut down irrigation water pumping which in turn closed down farming operations resulting in the elimination of much needed jobs in our community.

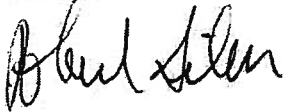
As you may be aware, the City is located within the 20th Congressional District. We have faced double-digit unemployment and have suffered from high poverty for years. *The Measure of America: American Human Development Report 2008-2009* which was modeled after the United Nations global Human Development Report, ranked the 20th Congressional District last—436th on its index. Today, we are experience a 40% plus unemployment rate, the highest in the State of California.

Recently, private businesses have received billions of dollars in emergency relief funds, however, cities like Mendota that provide agricultural products to the rest of the country are on the verge of extinction. It seems that in our hour of need and despite our resilience to persevere, we are facing what may be our last hope. It is our firm belief that seeing first-hand the challenges and opportunities facing the city will lead to a stronger partnership between the

government and our region. Mr. President, a personal visit from you will bring much needed attention to the need for water for farms which will lead to jobs for our community.

Thank you in advance for your serious consideration to visit Mendota, California.

Sincerely,



ROBERT SILVA
Mayor

Attachment

cc: The Honorable Jim Costa

**BEFORE THE CITY COUNCIL
OF THE
CITY OF [CITY], COUNTY OF FRESNO**

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF [CITY] IN
THE MATTER OF DECLARING A LOCAL
ECONOMIC DISASTER AS A RESULT
OF REDUCTIONS TO WATER ALLOCATIONS
TO THE LOCAL REGION, INCREASING
DOUBLE-DIGIT UNEMPLOYMENT RATES,
AND A LOSS OF QUALITY OF LIFE TO
[CITY] RESIDENTS.**

RESOLUTION NO. []

WHEREAS, California is experiencing critically dry water conditions in the Sacramento and San Joaquin River basins and the statewide runoff forecast for 2008 is estimated to be 41 percent below average; and

WHEREAS, water storage in many of the reservoirs serving the Central Valley are far below normal, including the San Luis reservoir which is at 53 percent of capacity, Lake Shasta at 61 percent of capacity, and Lake Oroville at just 50 percent of capacity; and

WHEREAS, diversions from the Sacramento-San Joaquin River Delta for the State Water Project (SWP) and federal Central Valley Project (CVP) are being greatly restricted due to various factors including federal court actions to protect fish species, resulting in estimated SWP deliveries of only 35 percent, and CVP deliveries of only 40 percent, of local agencies' requested amounts for 2008; and

WHEREAS, the United States Bureau of Reclamation (USBR) recently announced an unexpected reduction in its water supply allocations to Central Valley Project (CVP) contractors within the San Luis Delta Mendota Water Agency Service Area from 45 percent to 40 percent; and

WHEREAS, this unanticipated reduction will result in crop loss, increased unemployment and other direct and indirect economic impacts to Central Valley counties; and

WHEREAS, San Joaquin Valley agriculture constitutes a \$20 billion industry, and serves as an essential part of California's economy; and

WHEREAS, the lack of water is causing agricultural workers in the Central Valley to lose their jobs, resulting in a loss of livelihood, an inability to provide for their families, and increased negative social and economic impacts on the communities that depend on them; and

WHEREAS, as workers lose their jobs because of the lack of water, they often move their families away from the communities, resulting in further harm to local economies, lower enrollments in local schools and reduced funding for schools; and

WHEREAS, [CITY]'s unemployment rate is one of the highest in the State and Country; and

WHEREAS, *The Measure of America: American Human Development Report 2008-2009* reported that the 20th Congressional District ranked 436th of 436 districts nationwide in terms of health, education and income; and

WHEREAS, on June 4, 2008, Arnold Schwarzenegger, Governor of the State of California, issued an Executive Order proclaiming a statewide drought, and pledged to proclaim a state of emergency in any county where emergency conditions exist due to the drought, in an effort to protect the people and property of California, including the businesses, workers and communities that depend on water deliveries for their livelihood and survival; and

WHEREAS, on June 6, 2008, at a Special Meeting of Fresno County Board of Supervisors, resolution was passed declaring a local state of emergency due to the severe drought conditions, and requested that the Governor proclaim the County of Fresno to be a state of emergency, as well as request a Presidential Declaration; and

WHEREAS, the City of [CITY] supports the emergency drought declaration by Arnold Schwarzenegger, Governor of the State of California, and the County of Fresno to mitigate the negative economic and quality of life impacts.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of [CITY], State of California;

1. Hereby declares a local State of Emergency due to the severe decline of its local economy and increasing double-digit unemployment rate; and
2. Will work to collaborate with State and local agencies to find resources to assist and connect local residents and families with non-financial direct assistance so that the quality of life of residents of the City of [CITY] may be sustained.

, Mayor

ATTEST:

I, _____, City Clerk of the City of [CITY], do hereby certify that the foregoing resolution was duly adopted and passed by the City Council at a regular meeting of said Council, held at the _____ on the ____ day of _____, 2009, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

, City Clerk



Legislation Summary 6/3/2009

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
<u>AB 153</u> Ma	High-Speed Rail Authority. Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law authorizes the authority to prepare a plan for the construction and operation of that system and to enter into contracts, acquire rights-of-way through purchase or eminent domain, and take other actions, subject to specified contingencies. Under existing law, a public entity may not commence an eminent domain proceeding until its governing body has adopted a resolution of necessity that meets certain requirements. Existing law generally prohibits a state agency from employing legal counsel other than the Attorney General unless there is a specific statute authorizing that employment. This bill would eliminate those contingencies to the exercise of the authority's authority and would specify that the authority constitutes a "governing body" for the purpose of adopting a resolution of necessity. The bill would authorize the authority to employ its own legal staff or contract with other state agencies for legal services, or both. This bill contains other related provisions and other existing laws.	05/21/2009-Referred to Coms. on T. & H. and JUD.		

AB 266 Carter	Transportation needs assessment. Existing law creates the California Transportation Commission, with various duties and responsibilities relative to the programming and allocation of funds for transportation capital projects. Existing law requires the commission to submit, by December 15 of each year, an annual report to the Legislature summarizing the commission's prior-year decisions in allocating transportation capital funds and identifying timely and relevant transportation issues facing the state. This bill would require the commission, on an every-5-year basis, to develop an assessment of the unfunded costs of programmed state projects and federally earmarked projects in the state, as well as an assessment of available funding for transportation purposes and unmet transportation needs on a statewide basis. The bill would require the Department of Transportation to assist in conducting the assessment. The bill would require the commission to submit the first assessment report to the Legislature by March 1, 2011.	06/02/2009-In Senate. Read first time. To Com. on RLS. for assignment.	
AB 304 Price	Child Care and Development Services Act: alternative payment programs. The Child Care and Development Services Act, administered by the State Department of Education, provides that children up to 13 years of age are eligible, with certain requirements, for child care and development services. The act requires the department to contract with local contracting agencies to provide for alternative payment programs, and authorizes alternative payments to be made for services provided in licensed centers and family day care homes for care provided in the child's home, and for other types of care that conform to applicable law. The act prohibits payments made by alternative payment programs from exceeding the applicable market rate ceiling, but allows alternative payment programs to expend more than the standard reimbursement rate for a particular child, provided that the aggregate payments for services purchased by the agency during the contract year do not exceed the assigned reimbursable amount as established by the contract for the year. This bill would delete that authority to expend more than the standard reimbursement rate for a particular child. The bill, in addition, would require an alternative payment program to establish a program of electronic banking for payments	06/02/2009-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 05/28/2009)	

	made to licensed and license-exempt family day care homes, and to implement that program no later than one year after the bill takes effect.			
<u>AB 315</u> De Leon	Child care and development services: alternative payment programs. The Child Care and Development Services Act, administered by the State Department of Education, requires the Superintendent of Public Instruction to administer child care and development programs that offer a full range of services for eligible children from infancy to 13 years of age. The act authorizes funds appropriated for purposes of the act to be used for alternative payment programs to allow for maximum parental choice. This bill would require the department to consider developing guidelines for alternative payment programs on specified matters, including timeliness of payment to child care providers.	06/02/2009-Read second time. To third reading. 06/03/09 48 ASM ASSEMBLY THIRD READING FILE		
<u>AB 596</u> Evans	Community planning grants. Existing law establishes the Strategic Growth Council that is required to take actions with regard to coordinating programs of member state agencies to improve air and water quality, improve natural resource protection, increase the availability of affordable housing, improve transportation, meet the goals of the California Global Warming Solutions Act of 2006, encourage sustainable land use planning, and revitalize urban and community centers in a sustainable manner. This bill would establish the Community Planning Grant and Loan Fund and would authorize the council to expend the revenues in the fund, upon appropriation by the Legislature, to carry out the Community Planning Grant and Loan Program which this bill would establish. The bill would require the council to expend these funds to provide competitive grants and loans to support community planning by providing grants and loans for projects to improve sustainability and livability of California's communities by reducing communities' contributions to global warming. This bill contains other related provisions.	06/02/2009-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 05/28/2009)		

<u>AB 726</u> Nielsen	Transportation capital improvement projects. Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program process. Existing law provides for 75% of funds available for transportation capital improvement projects to be made available for regional projects, and 25% for interregional projects. Existing law describes the types of projects that may be funded with the regional share of funds, and includes local road projects as a category of eligible projects. This bill would state that local road rehabilitation projects are eligible for these funds.	05/14/2009-Referred to Com. on T. & H.		
<u>AB 733</u> Galgiani	High-Speed Rail Authority. Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. This bill would authorize the authority to consider, to the extent permitted by federal and state law, the creation of jobs in California when awarding major contracts or purchasing high-speed trains, as specified.	05/21/2009-Referred to Com. on T. & H.		
<u>AB 932</u> Torlakson	Child care and development services: facilities. Existing law establishes the Child Care Facilities Revolving Fund in the State Treasury to provide funding for the renovation, repair, improvement, or purchase of child care facilities for lease to school districts and contracting agencies that provide child care and development services pursuant to the Child Care and Development Services Act. This bill would instead specify that the fund be used to make loans to eligible borrowers for the purchase, development, construction, expansion, renovation, repair, or improvement of licensed child care. The bill would authorize the Superintendent of Public Instruction to transfer federal funds appropriated for child care facilities into the fund. This bill contains other related provisions and other existing laws.	06/02/2009-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 05/28/2009)		

<u>AB 1135</u> Skinner	Vehicles: registration renewal. Existing law requires an owner of a vehicle to submit an application for renewal of a vehicle registration to the Department of Motor Vehicles no later than midnight of the expiration date. This bill would require the owner of a vehicle, upon application for renewal of a vehicle registration, to report the current odometer reading of the vehicle. The bill would require that information, except for the name and address of the vehicle owner and the vehicle license plate number, to be public information. The bill would also require the department to group the information into census blocks, create a database that can compile census block data and sort it by block group, census tract, and city and county, and post the data on the department's Internet Web site.	06/02/2009-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 05/28/2009)	
<u>AB 1195</u> Brownley	Child care and development programs: advisory committee. The Child Care and Development Services Act, administered by the State Department of Education, requires the Superintendent of Public Instruction to administer child care and development programs, which offer a full range of services for children from infancy to 13 years of age who are eligible for child care and developmental services. Existing law requires the Governor to appoint an advisory committee to assist the State Department of Education in developing a state plan for child development programs pursuant to that act. This bill would require the advisory committee to assist the department in the development of a plan to implement any new federal grant funds made available after March 1, 2009, for child care and development programs and early childhood education.	06/02/2009-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 05/14/2009)	
<u>AB 1375</u> Galgiani	High-speed rail. Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. This bill would revise and recast these provisions by repealing and reenacting the California High-Speed Train Act. The bill would continue the	06/02/2009-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 04/28/2009)	

	High-Speed Rail Authority in existence to make policy decisions relative to implementation of high-speed rail consistent with Proposition 1A. The bill would create the Department of High-Speed Trains within the Business, Transportation and Housing Agency, which would implement those policies. The bill would transfer certain of the existing powers and responsibilities of the authority to the department, and would specify additional powers and duties of the authority and department relative to implementation of the high-speed rail project, including the annual submission of a 6-year high-speed train capital improvement program and progress report to the Legislature. The director of the department would be appointed by the authority, who would serve at the pleasure of the authority, and the Governor would be authorized to appoint up to 10 executive employees of the department who would be exempt from civil service and serve at the pleasure of the director. The bill would provide for acquisition and disposition by the department of rights-of-way for the high-speed rail project. The bill would enact other related provisions.			
<u>ACA 9</u> Huffman	Local government bonds: special taxes: voter approval. The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county, or special district to service bonded indebtedness, incurred to fund specified public improvements, facilities or buildings, and housing, and related costs, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable. This additional exception would apply only if the proposition approved by the voters results in bonded indebtedness that includes specified accountability requirements. This bill contains other related provisions and other existing laws.	05/07/2009-From committee: Be adopted, and re-refer to Com. on REV. & TAX. Re-referred. (Ayes 5. Noes 2.) (May 6). 06/15/09 1:30 p.m. - Room 126 ASM REVENUE AND TAXATION		
<u>ACA 15</u> Arambula	Local government transportation projects: special taxes: voter approval. The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem	06/01/2009-To inactive file on motion of Assembly Member Tortico.		

	property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would alternatively condition the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects upon the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.			
<u>SB 12</u> Simitian	Sacramento-San Joaquin River Delta, Clean Drinking Water, Water Supply Security, and Environmental Improvement Act of 2009. Existing law requires various state agencies to administer programs relating to water supply, water quality, and flood management in the Sacramento-San Joaquin Delta. The Johnston-Baker-Andal-Boatwright Delta Protection Act of 1992 creates the Delta Protection Commission and requires the commission to prepare and adopt a comprehensive long-term resource management plan for specified lands within the Sacramento-San Joaquin Delta. This bill would enact the Sacramento-San Joaquin River Delta, Clean Drinking Water, Water Supply Security, and Environmental Improvement Act of 2009. The bill would establish the Delta Ecosystem and Water Council to advance the coequal goals of restoring the Delta ecosystem and creating a more reliable water supply in California . The council would be required to prepare and adopt a plan referred to as the California Delta Ecosystem and Water Plan (plan) to carry out the requirements of the act . This bill contains other related provisions and other existing laws.	06/02/2009-From committee: Do pass as amended. (Ayes 7. Noes 5. Page 1066.) Read second time. Amended. To third reading. 06/03/09 64 SEN SENATE BILLS-THIRD READING FILE		
<u>SB 165</u> Lowenthal	Vehicles. Existing law creates the High Polluter Repair or Removal Account in the Vehicle Inspection and Repair Fund and creates the Enhanced Fleet Modernization Subaccount in the High Polluter Removal and Repair Account. This bill would correct the name of that account to refer to the High Polluter Repair or Removal Account . This bill contains other related provisions.	06/02/2009-In Assembly. Read first time. Held at Desk.		

SB 205
Hancock

Traffic congestion: motor vehicle registration fees.

Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles for specific limited purposes. The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may only be used to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee and are consistent with a regional transportation plan, and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the countywide transportation planning agency to adopt a specified expenditure plan.

06/01/2009--In Assembly. Read first time. Held at Desk.

SB 295
Dutton

California Global Warming Solutions Act of 2006.

The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The state board is required to evaluate the total potential costs and total potential economic and noneconomic benefits of the plan. The state board is required by January 1, 2011, to adopt greenhouse gas emissions limits and emission reduction measures by regulation to achieve the prescribed emission reductions. This bill

05/20/2009-Set, second hearing.
Failed passage in committee. (Ayes 3. Noes 4. Page 992.)
Reconsideration granted.

SB 406 DeSaulnier	would require the state board to complete a study to reevaluate the evaluation of costs discussed above, and provide this study to the Legislature by October 1, 2009. The state board would be required to report to the Legislature by November 1, 2009, on whether the revised analysis has led, or will lead, to any changes to the scoping plan, and whether any changes should be made to the act's timelines. The bill would require the Legislative Analyst to review the state board's implementation of these requirements, as provided. This bill contains other related provisions.			
Land use: environmental quality. The Planning and Zoning Law establishes the Planning Advisory and Assistance Council in the Office of Planning and Research, and prescribes the membership and duties of the council. Existing law authorizes the Department of Motor Vehicles to collect a surcharge imposed on vehicle registration fees by ordinance or resolution of a local entity. This bill would change the designated membership, as specified, of the Planning Advisory and Assistance Council and would require that the council work with the Strategic Growth Council, regional agencies, and cities and counties to facilitate the development and implementation of sustainable community strategies or regional blueprint projects, as specified. The bill would also require the council to report to the Legislature on specified regional performance measures and on the manner in which state agencies are implementing the 5-year infrastructure plan, as specified. The bill would authorize a municipal planning organization, as defined, a council of governments, as defined, or a county transportation commission and a subregional council of governments jointly preparing a subregional sustainable communities strategy to adopt a resolution to impose a surcharge of \$1 or \$2 on motor vehicles registered to an owner with an address in the entity's or entities' jurisdiction. The surcharge would be required to apply to an original vehicle registration occurring on or after 6 months following the adoption of the resolution, as specified, and to a renewal of registration with an expiration date on or after that 6-month period. The surcharge would be collected by the Department of Motor Vehicles and, after deducting its administrative costs, would be transmitted to the entity or entities imposing the surcharge. The bill would		06/02/2009-In Assembly. Read first time. Held at Desk.	Watch	

	require the metropolitan planning organization, the council of governments, or the county transportation commission and the subregional council of governments jointly preparing a subregional sustainable communities strategy to contract with the department to pay for the initial setup and programming costs identified by the department, but would also require these costs to be reimbursed from surcharge revenues collected. The bill would require that the surcharge revenue that exceeds \$1 in specified jurisdictions to be used to provide grants to cities, counties, and cities and counties for planning and projects related to the implementation of a regional blueprint plan, and would specify that 5% of all the surcharge revenue be transmitted to the council for performance of specified functions. The bill would provide that the council is to perform specified new functions only when the council has received sufficient revenue from this source.		
SB 409 Ducheny	Department of Railroads. Existing law creates the Department of Transportation in the Business, Transportation and Housing Agency, with various powers and duties relative to the intercity rail passenger program, among other transportation programs. Existing law creates the High-Speed Rail Authority, with various powers and duties relative to development and implementation of a high-speed passenger train system. Existing law creates the Public Utilities Commission, with various powers and duties relative to railroads, among other responsibilities. This bill would create the Department of Railroads in the Business, Transportation and Housing Agency, and create the positions of director and deputy director within the department, to be appointed by the Governor, as specified. The director would be subject to Senate confirmation. The bill would transfer to the department responsibility for various state railroad programs currently administered by the above-referenced agencies. The bill would specify new duties of the department relative to an analysis of the state's freight rail transportation system. The bill would provide that the department shall be the only state agency eligible to apply for and receive grant and loan funds from the federal government for intercity rail, high-speed rail, or freight rail purposes. The bill would require the Secretary of Business, Transportation and Housing to convene a	05/28/2009-Joint Rule 61(a) suspended. (Ayes 31. Noes 0. Page 1036.) 06/09/09 1:30 p.m. - John L. Burton Hearing Room (4203) SEN TRANSPORTATION AND HOUSING	

	joint task force cochaired by the Director of Transportation, the Director of Railroads, and a representative of the Public Utilities Commission for the purpose of resolving issues relative to overlapping jurisdiction of the agencies. This bill contains other related provisions and other existing laws.			
<u>SB 425</u> Simitian	Personal and corporate income taxes: deductions: parking: credits: ridesharing expenses. The Personal Income Tax Law and the Corporation Tax Law allow various deductions in computing the income that is subject to the taxes imposed by those laws. Existing law allows an employer to deduct its expenses in carrying out a parking subsidy and a parking cash-out program, as defined, for employees. This bill would disallow a deduction for expenses of specified employers for parking subsidies unless all employees provided with a parking subsidy are offered a parking cash-out program in accordance with a specified statute. This bill contains other related provisions and other existing laws.	05/13/2009-Placed on REV. & TAX. suspense file.		
<u>SB 560</u> Ashburn	Regional transportation plans: sustainable communities strategy. Existing law requires certain transportation planning activities by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires metropolitan planning organizations to adopt a sustainable communities strategy as part of their regional transportation plan, which is to be designed to achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Existing law generally requires transportation planning and programming activities by the metropolitan planning organization to be consistent with the sustainable communities strategy, with certain exceptions. Existing law, to the extent the sustainable communities strategy is unable to achieve the greenhouse gas emissions reduction targets, requires the affected metropolitan planning organizations to prepare an alternative planning strategy showing how the targets may be achieved through alternative development patterns, infrastructure, or additional transportation	03/12/2009-To Coms. on EQ. and T. & H.		

	measures or policies. This bill would provide that greenhouse gas emission credits for counties and cities that site and permit commercial wind, solar, and biomass projects may be used as credit in the formulation of the sustainable communities strategy or an alternative planning strategy. The bill would also provide that transportation trips outside of federal lands that are directly related to activities of a federal or state military installation shall not be included in the emissions inventory otherwise required to be considered to achieve any reductions in greenhouse gas emissions. This bill contains other related provisions and other existing laws.			
<u>SB 575</u> Steinberg	Local planning: housing element. (1) The Planning and Zoning Law requires each local government to review its housing element as frequently as appropriate to evaluate specified considerations, and requires specified, different types of local governments to revise the housing elements of their general plans in accordance with specific schedules . This bill would require all other local governments to adopt the 5th revision of the housing element 5 years after June 30, 2006, and would specify the schedule for all local governments to adopt subsequent revisions of the housing element after the 5th revision, as specified. The bill would authorize the Department of Housing and Community Development to adjust the deadlines for adoption of the 6th and subsequent revisions of the housing element so that the deadlines occur 18 months after adoption of the applicable regional transportation plan, provided that the planning period, as defined, for the housing element is not less than 90 months and not more than 102 months. By adding to the duties of specified local governments, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	05/20/2009-Read second time. To third reading. 06/03/09 14 SEN SENATE BILLS-THIRD READING FILE	Watch	

<u>SB 632</u> Lowenthal	Ports: congestion relief: air pollution mitigation. Existing law regulates the operation of ports and harbors. This bill would require the Ports of Long Beach, Los Angeles, and Oakland, beginning January 1, 2010, to assess their infrastructure and air quality improvement needs, including, but not limited to, projects that improve the efficiency of the movement of cargo, reduce congestion impacts associated with the movement of cargo, and reduce pollution associated with the movement of that cargo. This bill contains other related provisions and other existing laws.	05/21/2009-In Assembly. Read first time. Held at Desk.		
<u>SB 716</u> Wolk	Local transportation funds. Existing law requires that 1/4% of the local sales and use tax be transferred to the local transportation fund of the county and be allocated, as directed by the transportation planning agency, for various transportation purposes. Existing law specifies the allowable uses for local transportation funds, and generally requires these funds to be used for transit purposes in urban counties, while in counties with a population under 500,000 as of the 1970 census and certain other counties, these funds may also be used for local streets and roads, if the transportation planning agency finds that there are no unmet transit needs or no unmet transit needs that are reasonable to meet, and for other specified purposes. This bill would instead authorize those local transportation funds to be used for local streets and roads in those circumstances and for those other specified purposes in counties with a population under 500,000 as of the 2000 census, and each decennial census thereafter, and in certain other counties. The bill, in those counties where local transportation funds may be allocated to local streets and roads, would also authorize use of those funds for specified farmworker vanpool purposes upon a finding by the transportation planning agency that there are no unmet transit needs or no unmet transit needs that are reasonable to meet.	05/26/2009-In Assembly. Read first time. Held at Desk.	Recommend Opposition	Opposition <i>California State Association of Counties sent opposition letter to bill author</i> 04/24/2009 Rescinded support <i>California League of</i>
<u>SCA 2</u> Wyland	Revised biennial session. The California Constitution requires the Legislature to convene in regular biennial session at noon on the first Monday in December of each even-numbered year to consider legislation and the Budget Bill. This measure would require the Legislature to convene in regular biennial session, but would require, commencing on	05/12/2009-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on RLS.		

	December 6, 2010, that the sessions held in odd-numbered years be budget sessions, and sessions held in even-numbered years be general sessions. The measure would require the Legislature in the budget session to adopt budget bills for each of the two subsequent fiscal years. The measure would prohibit the Legislature, during a budget session, from considering legislation other than the budget bills and related revenue bills, except bills addressing a declared state of emergency or urgency statutes. Urgency statutes would require a 3/4 vote of the membership in each house for passage during a budget session. This bill contains other related provisions and other existing laws.			
SCA 3 Wyland	Transportation Investment Fund. Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund (TIF) for allocation to various transportation purposes. Article XIX B authorizes this transfer to be suspended in whole or in part for a fiscal year during a fiscal emergency pursuant to a proclamation by the Governor and the enactment of a statute by a 2/3 vote in each house of the Legislature, subject to various restrictions. This measure would delete the provisions authorizing the transfer of revenues to the TIF to be suspended during a fiscal emergency. The measure would also prohibit a loan of TIF revenues under any circumstances, and would prohibit any statute that would reduce the extent to which these tax revenues are deposited into the General Fund for transfer to the TIF for transportation purposes.	04/23/2009-Set, first hearing. Hearing canceled at the request of author.		
Total Position Forms: 26				

[illegible]

<u>AB 1135</u> Skinner	Vehicles: registration renewal.	2 Year ■■■■	
<u>AB 1195</u> Brownley	Child care and development programs: advisory committee.	2 Year ■■■■	
<u>AB 1375</u> Galgiani	High-speed rail.	2 Year ■■■■	
<u>ACA 9</u> Huffman	Local government bonds: special taxes: voter approval.	1st Policy ■■■■	
<u>ACA 15</u> Arambula	Local government transportation projects: special taxes: voter approval.	1st Floor ■■■■	
<u>SB 12</u> Simittian	Sacramento-San Joaquin River Delta, Clean Drinking Water, Water Supply Security, and Environmental Improvement Act of 2009.	1st Floor ■■■■	
<u>SB 165</u> Lowenthal	Vehicles.	2nd Desk ■■■■	
<u>SB 205</u> Hancock	Traffic congestion: motor vehicle registration fees.	2nd Desk ■■■■	
<u>SB 295</u> Dutton	California Global Warming Solutions Act of 2006.	1st Policy ■■■■	
<u>SB 406</u> DeSaulnier	Land use: environmental quality.	2nd Desk ■■■■	

<u>SB 409</u> Ducheny	Department of Railroads.	1st Policy [REDACTED]	
<u>SB 425</u> Simitian	Personal and corporate income taxes: deductions: parking: credits: ridesharing expenses.	1st Policy [REDACTED]	
<u>SB 560</u> Ashburn	Regional transportation plans: sustainable communities strategy.	1st Desk [REDACTED]	
<u>SB 575</u> Steinberg	Local planning: housing element.	1st Floor [REDACTED]	
<u>SB 632</u> Lowenthal	Ports: congestion relief: air pollution mitigation.	2nd Desk [REDACTED]	
<u>SB 716</u> Wolk	Local transportation funds.	2nd Desk [REDACTED]	
<u>SCA 2</u> Wyland	Revised biennial session.	1st Policy [REDACTED]	
<u>SCA 3</u> Wyland	Transportation Investment Fund.	1st Policy [REDACTED]	
Total Position Forms: 26			



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MEMORANDUM

DATE: June 5, 2009
To: Policy Advisory Committee
COG Policy Board
FROM: Todd Sobrado, Planner
SUBJECT: Regional Clearinghouse Consent Calendar

RECOMMENDATION: Per Board procedure, unless an item is pulled from the Consent Calendar, tacit authorization is given for staff to forward any comment(s) received, or any Committee/Board comment(s) generated as a result of this informational item, to the appropriate agency. It is understood that if in the event any item should be pulled from the consent calendar, discussion and comment by the Committee members and the public will be taken.

DISCUSSION: The Regional Clearinghouse is a process of informing local agencies of federal grant requests, providing an opportunity to comment, and potentially avoid duplication of effort. Clearinghouse items are brought before the Policy Advisory Committee (PAC) and, if appropriate, the Transportation Technical Committee (TTC) for review and comment. Any resulting TTC/PAC comments, and any comments received from other agencies as a result of the Clearinghouse notification process, are noted on a monthly report brought forward to the Fresno COG Policy Board.

COG Policy Board action would be to authorize staff to forward any comments received or any Board comments to the State Clearinghouse and other appropriate agencies. The applicants have been notified of this meeting. While participation by the agency is optional, they have been personally requested to attend the Policy Board meeting in case there should be any questions. It should be noted that if in the event any of these items should be pulled from the consent calendar, that discussion and comment by the Committee/Board members and the public will be taken. *Project Notification and Review Reports* describing these projects are attached.

FUNDING: Proposed funding levels are as shown below:

Applicant	Federal Funds	Other/ Applicant Funds	Total Funds
Fresno County Economic Opportunities Commission	\$2,618,779	\$654,695	\$3,273,474
County of Fresno - CPMP Annual Action Plan - Community Development Block Grant	\$3,980,475		\$3,980,475
County of Fresno - CPMP Annual Action Plan - Investment Partnership Program	\$1,701,546		\$1,701,546
County of Fresno - CPMP Annual Action Plan - Emergency Shelter Grant Program	\$175,239		\$175,239
Section 533 Housing Preservation Grants for FY 2009	\$110,000	\$250,000	\$360,000

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

PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2009-154*
Project Title: *Head Start Program- Preschool and Early Head Start
Supplemental COLA, ARRA COLA, ARRA quality
Improvement Application FY 2009-10*
Applicant Agency: *Fresno County Economic Opportunities Commission*
Contact Person: *Naomi Quiring-Mizumoto*
Address: *1920 Mariposa Mall, Fresno, CA 93721*
Phone: *559-263-1205*
Federal Catalog #: *93-600*
Status: *Continuation*
Area of Impact: *Fresno County*
Federal Funding Agency: *Administration for Children and Families/DHHS*

FUNDING:

\$2,618,779 Federal
\$654,695 Applicant
\$0 State
\$0 Local
Other
\$3,273,474 TOTAL

**Fresno County EOC Head Start and Early Head Start Supplemental COLA, ARRA COLA, ARRA
Quality Improvement Application FY 2009-10 (\$2,618,779) Federal**

PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2009-155*
Project Title: *U.S. Department of Housing and Urban Development –
Community Development Block Grant, Home Investment
Partnerships Program and Emergency Shelter Grants
Program*
Applicant Agency: *Fresno County*
Contact Person: *Margie McHenry*
Address: *2220 Tulare Street, 8th Floor*
Phone: *559-262-4292*
Federal Catalog #: *14-218, 14-239, 14-231*
Status: *New*
Area of Impact: *Fresno County*
Federal Funding Agency: *U.S. Department of Housing and Urban Development*

FUNDING:

\$5,857,260 Federal
\$0 Applicant
\$0 State
\$0 Local
\$0 Other
\$5,857,260 TOTAL

*Community Development Block Grants, Home Investment Partnership Program, Emergency
Shelter Grants Program*

PROJECT NOTIFICATION AND REVIEW REPORT

Regional Clearinghouse Number: *RCH # 05-2009-156*
Project Title: *USDA Rural Development for Fiscal Year 2009 Section
533 Housing Preservation Grant*
Applicant Agency: *Self- Help Enterprises*
Contact Person: *Mr. Patrick Isherwood*
Address: *8445 West Elowin Court, Visalia , CA 93290*
Phone: *559-802-1653*
Federal Catalog #: *10-433*
Status: *New*
Area of Impact: *Huron, CA, Kings, Madera, Merced and Tulare Counties*
Federal Funding Agency: *USDA Rural Development*

FUNDING:

\$110,000 Federal
\$0 Applicant
\$0 State
\$250,000 Local
\$0 Other
\$360,000 TOTAL

Fiscal year 2009 Section 533 Housing Preservation Grant to be used in the city of Huron's 2008 HOME investment Partnerships Program target areas as well as in other Valley jurisdictions.