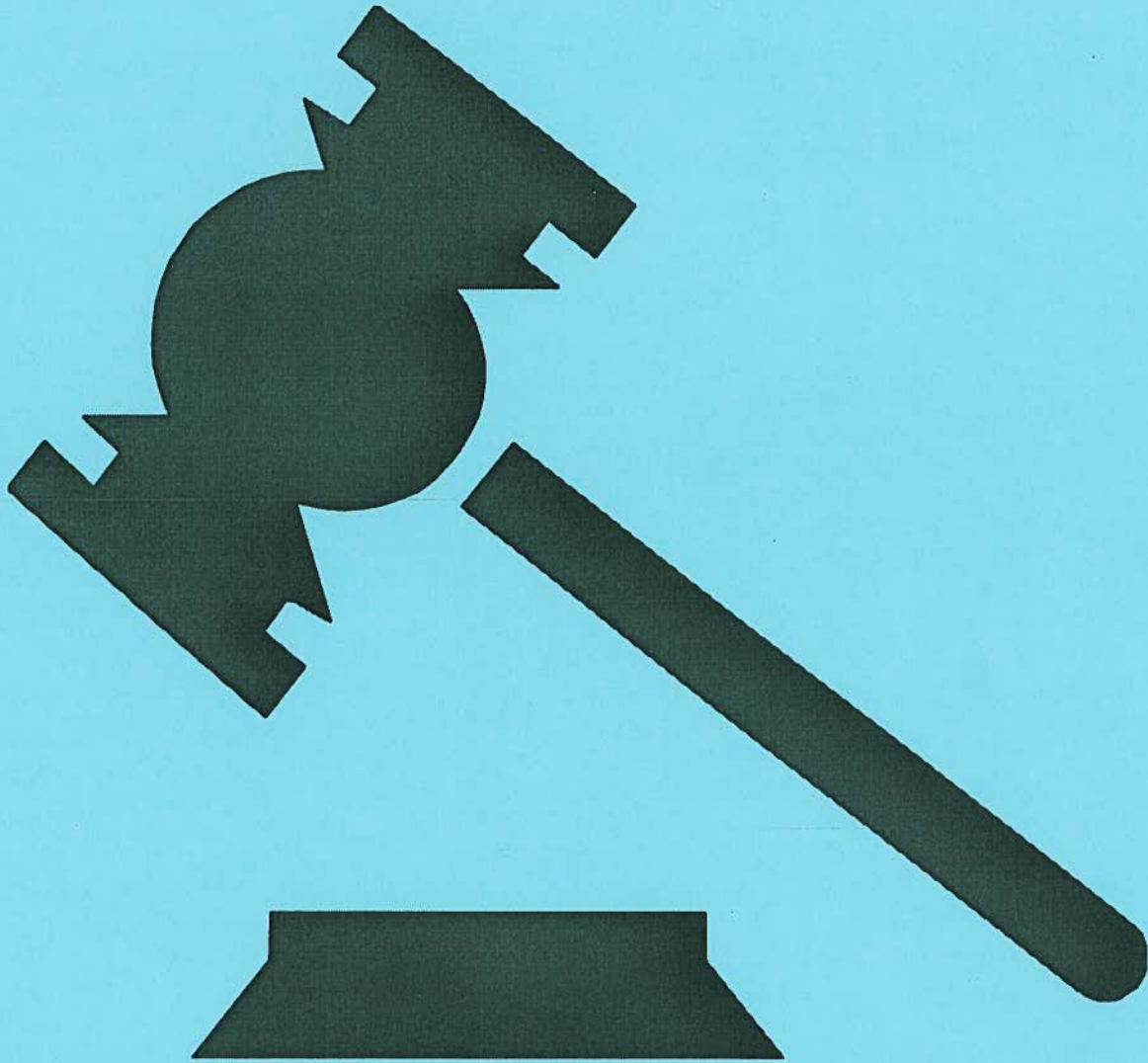




***ADMINISTRATIVE
CONSENT ITEMS
AGENDA ITEMS V. A.-D.***



Figure 1. Percentage of total catch versus time of day for Atlantic halibut (—), Atlantic tomcod (---) and Atlantic cod (···).

ENVIRONMENTAL EFFECTS OF FISHING

There is a growing concern that the effects of fishing on the environment are becoming increasingly important. This is because fishing is a major human activity that can have significant impacts on the environment. The effects of fishing can be direct, such as the removal of fish from the ecosystem, or indirect, such as the destruction of habitat. The effects of fishing can also be cumulative, meaning that the impacts of multiple fishing activities can add up over time.

One of the most significant effects of fishing is the depletion of fish stocks. This occurs when fish are caught faster than they can reproduce, leading to a decline in the number of fish in the population. This can have serious consequences for the ecosystem, as fish play a vital role in the food web. The depletion of fish stocks can also have economic impacts, as fishing is a major source of income for many communities. Another effect of fishing is the destruction of habitat. This can occur when fishing gear, such as trawls, is used in a way that damages the seabed or other habitats. This can lead to the loss of biodiversity and the degradation of the environment.



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COUNCIL OF GOVERNMENTS EXECUTIVE MINUTES

Date: Thursday, June 25, 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
Councilmember Jose Flores, City of Clovis
Mayor Ron Lander, City of Coalinga
Mayor Marcia Sablan, City of Firebaugh
Councilmember Rico Aguayo, City of Fowler
Mayor Ashley Swearengin, City of Fresno
Mayor Ramon Dominguez, City of Huron
Mayor Bruce Blayney, City of Kingsburg
Mayor Robert Silva, City of Mendota
Mayor Victor Lopez, City of Orange Cove
Mayor Mary Fast, City of Reedley
Mayor Amarpreet Dhaliwal, City of San Joaquin
Mayor José R. Villarreal, City of Sanger
Supervisor Judy Case, County of Fresno

James Perrault, Caltrans
Janelle Kelley, Legal Counsel
Tony Boren, Executive Director

QUORUM: At the start of the meeting there were 14 members present representing 46.36% of the population and there was a quorum. (Clovis, Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Reedley, San Joaquin, Sanger, Selma and Fresno County)

The meeting was called to order by Mayor Trinidad Rodriguez, Chair, at 5:33 p.m.

Mayor's City Selection Committee

- ✓ Approval of April 30, 2009, Minutes
A motion was made by Mayor Lopez (Orange Cove), and seconded by Mayor Fast (Reedley), to approve the April 30, 2009 minutes as presented. A vote was called for and the motion carried unanimously.
- ✓ Appointments:
 - Fresno Convention & Visitors Bureau – One-year term to expire 6/30/2010 (*Expiring Term of Mayor Lujan*)
A motion was made by Mayor Lopez (Orange Cove), and seconded by Mayor Lander (Coalinga), to nominate Mayor Mary Fast, City of Reedley, to the Fresno Convention & Visitors Bureau. A vote was called for and the motion carried unanimously.
 - Transportation Authority (Eastside) – two-year term to expire June, 2011 (*Current Member represents a city east of Hwy. 99 – Councilmember Rico Aguayo, Fowler*)
A motion was made by Mayor Lujan (Selma), and seconded by Mayor Lopez (Orange Cove), to nominate Mayor José R. Villarreal, City of Sanger, to the Transportation Authority (Eastside). A vote was called for and the motion carried unanimously.
 - Transportation Authority (Westside) – two-year term to expire October, 2011 (*Current Member represents a city west of Hwy. 99 – Councilmember Trinidad Rodriguez, Kerman*)

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

A motion was made by Mayor Lujan (Selma), and seconded by Mayor Lopez (Orange Cove), to nominate Mayor Trinidad Rodriguez, City of Kerman, to the Transportation Authority (Westside). A vote was called for and the motion carried unanimously.

- Measure C Citizen Oversight Committee – 7 Four-year terms to expire June 30, 2013.

Brenda Lauchner (Fresno COG) reported that there are seven (7) seats on the Measure C Citizen Oversight Committee that will expire June 30, 2009. The new terms will be from July 1, 2009 to June 30, 2013. Applications will be brought before the Board for consideration in the Fall.

✓ Public Presentations

There were no public presentations.

The COG Policy Board meeting began upon conclusion of Fresno County's Mayor's City Selection Committee at 5:36 p.m.

I. PRESENTATIONS

A. 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.**

There were no public presentations.

B. Presentation – Samuel Norman – UC Merced Medical School

Samuel Norman (UC Merced Medical School) gave a presentation on the planning process for the construction of the UC Merced Medical School and outlined the importance of such a medical school located in the San Joaquin Valley. Mr. Norman asked for the approval of a resolution from the Council of Fresno County Governments supporting the building of the UC Merced Medical School.

A motion was made by Supervisor Case (Fresno County), and seconded by Councilmember Flores (Clovis), to adopt a resolution in support of the construction of the UC Merced Medical School. A vote was called for and the motion carried unanimously.

C. Presentation – Nathan Magsig – Fresno Rescue Mission 60th Anniversary

Nathan Magsig (City of Clovis) gave a presentation on the Fresno Rescue Mission and their 60 years of service. Mr. Magsig asked that the Board ratify a proclamation that recognizes the efforts of the Fresno Rescue Mission, encourages continued support from the community, and congratulates the Fresno County Rescue Mission on their 60th Anniversary.

A motion was made by Mayor Fast (Reedley), and seconded by Mayor Lander (Coalinga), to ratify the proclamation. A vote was called for and the motion carried unanimously.

The ratified resolution was presented to Mr. Larry Arce, Executive Director – Fresno Rescue Mission.

Fresno COG Sitting As the Transportation Policy Committee

II. TRANSPORTATION CONSENT ITEMS

- | | |
|--|-----------------|
| A. FY 2009-10 COG Measure "C" Claim, RESOLUTION 2009-24 [BOREN] | Approve |
| B. San Joaquin Valley Express Transit Study [DOWNS] | Approve |
| C. Transportation Funding Claims [BOREN] | |
| 1. Fresno County Rural Transit Agency, 2009-10, COG RESOLUTION 2009-19 | Adopt |
| 2. Fresno County Rural Transit Agency and the Fresno County Economic Opportunities Commission as the Rural CTSA, 2009-10; COG RESOLUTION 2009-20 | Adopt |
| 3. Fresno County Economic Opportunities Commission as the Urban CTSA, 2009-10, COG RESOLUTION 2009-21 | Adopt |
| D. Appointments to the COG Social Services Transportation Advisory Council (SSTAC) [LONG] | Approve |
| E. Adopt the Redetermination of Conformity for the 2009 FTIP Amendment #3 and 2007 RTP Amendment #2. RESOLUTION 2009-14 [DAWSON] | Approve |
| F. Goods Movement Contract [T.WEBSTER] | Approve |
| G. Updates to the Fresno County Human Services Coordinated Transportation Plan | Initiate 45-Day |

- | | |
|--|-------------|
| [SOBRADO] | |
| H. Blueprint Update – Extend 45 Day Review Period for Blueprint Progress Report [STECK] | Information |
| I. Scoring Results of the COG Administered FTA 5316 (Jobs Access Reverse Commute) and FTA 5317 (New Freedom) Grant Program [SOBRADO] | Information |
| J. American Recovery and Reinvestment Act of 2009-TIGER [DEVERE-OKI] | Information |
| K. Measure "C" Carpool Incentive Program [LAUCHNER/GARZA] | Information |
| L. Updated State Route 99 Business Plan and New Financial Program [CALTRANS – ALAN MCCUEN] | Information |
| M. 2035 California Transportation Plan Update [CALTRANS - KEN OKEREKE] | Information |

For a summary of these items, please see the June 25, 2009 Annotated Agenda.

Supervisor Case (Fresno County) asked that Item C be pulled for further consideration.

C. Transportation Funding Claims [BESHEARS]

In response to a question from Supervisor Case (Fresno County) regarding what becomes of FCRTA unexpended funds after each fiscal year, Les Beshears (COG) confirmed that FCRTA identifies these funds as "Capital Reserve Funds" that are carried over into the next fiscal year.

A motion was made by Mayor Lopez (Orange Cove) and seconded by Supervisor Case (Fresno County) to approve the Transportation Consent Items as presented. A vote was called for and the motion carried unanimously.

III. TRANSPORTATION ACTION / DISCUSSION ITEMS

A. Unmet Transit Needs, Staff Report & Recommendations Resolution 2009-22, Public Hearing: 6-25-09 [LONG]

Jeff Long (COG/FAX) reported that the Board must determine that public transportation needs within Fresno County will be reasonably met in Fiscal Year 2009-10 prior to approving claims of Local Transportation Funds. The COG's Social Service Transportation Advisory Council (SSTAC) is responsible for evaluating unmet transit needs. Each year, the SSTAC begins the process of soliciting comments from the public by sending letters to agencies and individuals interested in providing feedback on their public transportation needs within Fresno County. The request for comments letters were mailed in February 2009. In addition to the request for written comments, SSTAC held three information-gathering meetings in February 2009.

The first meeting was held in the City of Huron on February 17, 2009. The location was selected to facilitate comments from the residents of Western Fresno county including: Coalinga, Firebaugh, Huron, Kerman, Mendota, San Joaquin, and the surrounding unincorporated communities. The meeting was held at 6:00 p.m. and no comments were received at that time. The second meeting was held in the City of Parlier on February 24, 2009. The meeting location was set to facilitate comments from the residents of Eastern Fresno county including: Fowler, Kingsburg, Orange Cove, Parlier, Reedley, Sanger, Selma, and the surrounding unincorporated communities. The meeting was held at 6:00 p.m. and no comments were received at that time. The third meeting was held in City of on February 25, 2009. The meeting location was selected to facilitate comments from the residents of the Fresno-Clovis Metropolitan Area (FCMA) and surrounding unincorporated communities. The meeting was held at 2:30 p.m. and no comments were received at that time.

SSTAC received no written comments addressing unmet needs in Fresno County. Staff received one call from County Supervisor Debbie Poochigian inquiring about FAX service in southeast Fresno. She noted that currently FAX operates route 22 as far south as Butler and Burgan. Supervisor Poochigian believed there to be a population south of this area that had an unmet need for public transportation. SSTAC, at its meeting on February 17, 2009 discussed this issue. Staff informed SSTAC that current boarding in the area averaged only 2 per day. Based on this ridership and that the City of Fresno currently expends all of its LTF funds on public transportation, SSTAC found this not to be an unmet need that is reasonable to meet.

Jeff Webster, General Manager for FCRTA and a member of SSTAC, received a request from a citizen living in Kings County asking for transportation into Kingsburg. The residence is significantly outside FCRTA's service area and the request was referred to Kings County Association of Governments.

At its April 28, 2009 meeting, after reviewing all comments and the information collected during the public meetings, SSTAC agreed that based on public comments received up to this point, there were no

unmet needs brought forth that were reasonable to meet. Staff, TTC and PAC recommended approval of Resolution 2009-22 making the finding that there are no unmet transit needs that are reasonable to meet in Fresno County.

QUORUM: Mayor Swearengen (Fresno) arrived at 5:53 p.m. making 15 members present representing 98.57% of the population.

Mayor Rodriguez opened the public hearing. There being no comments, Mayor Rodriguez closed the public hearing.

A motion was made by Mayor Lopez (Orange Cove) and seconded by Mayor Blayney (Kingsburg) to approve Resolution 2009-22 making the finding that there are no unmet transit needs that are reasonable to meet in Fresno County. A vote was called for and the motion carried unanimously.

B. Transit Planning Documents:

1. Short Range Transit Plan for the Fresno Urban Area – 2010-14 RESOLUTION 2009-15, PUBLIC HEARING 6/25/2009 [LONG]

Jeff Long (COG/FAX) reported that the Short-Range Transit Plan for the Fresno-Clovis Urbanized Area (SRTP) is the annual update to the operating plan and capital programs for Fresno Area Express FAX and Clovis Transit. The purpose of this Plan is to promote a comprehensive, coordinated and continuous planning process for transit service in the Fresno-Clovis Metropolitan Area FCMA. This Plan represents a short-range evaluation of transit needs and proposes specific recommendations for implementing the long-range objectives of Fresno County's Regional Transportation Plan. The Plan will guide the provision of transit services in the FCMA over the next five years. The Draft Short-Range Transit Plan must undergo a 45 day review process before the plan can be adopted by the Council of Fresno County Governments Policy Board. Upon completion of the 45 day review period, COG staff prepared a final draft of the Plan. The Social Service Transportation Advisory Council (SSTAC) reviewed the document on April 28, 2009. Staff, TTC and PAC recommend the approval of the 2010-2014 Short-Range Transit Plan by adopting Resolution 2009-15.

Mayor Rodriguez opened the public hearing. There being no comments, Mayor Rodriguez closed the public hearing.

A motion was made by Mayor Lujan (Selma) and seconded by Councilmember Flores (Clovis) to approve the 2010-2014 Short-Range Transit Plan by adopting Resolution 2009-15. A vote was called for and the motion carried unanimously.

2. Clovis Consolidated Transportation Services Agency (CTSA) FY2009-10 Operations Program & Budget RESOLUTION 2009-16, PUBLIC HEARING 6/25/2009 [HALTERMAN—CITY OF CLOVIS]

Jeff Long (COG/FAX) reported that the Clovis Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget, FY 2009-10 for the Clovis Urban Area was included in last month's agenda packet. The document is designed to provide an overview of how and in what manner the Clovis Consolidated Transportation Service Agency will provide service over the next fiscal year. The Social Service Transportation Advisory Council (SSTAC) reviewed the document on May 19th and recommended approval. Staff, SSTAC, TTC and PAC recommend approval of the document by adoption of Resolution 2009-16.

Mayor Rodriguez opened the public hearing. There being no comments, Mayor Rodriguez closed the public hearing.

A motion was made by Councilmember Flores (Clovis) and seconded by Supervisor Case (Fresno County) to approve the Clovis Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget, FY 2009-10 for the Clovis Urban Area by adopting Resolution 2009-16. A vote was called for and the motion carried unanimously.

3. Urban & Rural Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, FY2009-10, COG RESOLUTION 2009-17, PUBLIC HEARING 6/25/2009 [JOSEPH – FRESNO EOC]

Gary Joseph (Fresno EOC) reported that the Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget, FY 2009-10 for the Fresno Urban and Rural CTSA Area was included in last month's agenda packet. The document is designed to provide an overview of how and in what manner the Consolidated Transportation Service Agencies will be providing

service over the next fiscal year. The Social Service Transportation Advisory Council (SSTAC) reviewed the document on May 19th and recommended approval. Staff, SSTAC, TTC and PAC recommended approval of the document by adoption of Resolution 2009-17.

Mayor Rodriguez opened the public hearing. There being no comments, Mayor Rodriguez closed the public hearing.

A motion was made by Mayor Silva (Mendota) and seconded by Mayor Lopez (Orange Cove) to approve the Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget, FY 2009-10 for the Fresno Urban and Rural CTSA Area by adopting Resolution 2009-17. A vote was called for and the motion carried unanimously.

4. Short Range Transit Plan for the Rural Fresno County Area – 2010-14, COG RESOLUTION 2009-18, PUBLIC HEARING 6/25/2009 [J.WEBSTER]

Jeffrey Webster (FCRTA) reported that the draft Short Range Transit Plan for the Rural Fresno County Area, 2009-14 was included in last month's agenda packet. The document addresses public transportation for the cities of Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, Selma and Fresno County. The Plan provides a five-year, action-oriented program designed to implement the Public Transportation Element of the Regional Transportation Plan. The Plan will also provide a basis for local governments to demonstrate that public transportation needs within their jurisdiction have been, and may continue to be, reasonably met. The Social Service Transportation Advisory Council (SSTAC) reviewed the document on May 19th and recommended approval. Staff, SSTAC, TTC and PAC recommend approval of the document by adoption of COG Resolution 2009-18.

Mayor Rodriguez opened the public hearing. There being no comments, Mayor Rodriguez closed the public hearing.

A motion was made by Supervisor Case (Fresno County) and seconded by Mayor Fast (Reedley) to approve the Short Range Transit Plan for the Rural Fresno County Area, 2009-14 by adopting Resolution 2009-18. A vote was called for and the motion carried unanimously.

C. High-Speed Rail Heavy Maintenance Station [THOMPSON]

Clark Thompson (COG) reported that the California High-Speed Rail Authority (Authority) indicates the requirements, or criteria, for the location of its heavy maintenance facility/operations center in the San Joaquin Valley will be available by the middle of June, 2009. These criteria will be made available at that time to the regional consultants who need this information for project-level environmental review.

Information presented at the recent Scoping Meeting for the Merced to Bakersfield project level environmental review clearly states that location of the heavy maintenance and repair facility will be evaluated as part of that environmental review. It is staff's early understanding that the technical requirements should not necessarily predispose the facility to one location or another, but that the operational requirements will, in that the location of the heavy maintenance facility must be responsive to the operational characteristics of the entire 700-mile high-speed train system.

Once the heavy maintenance facility requirements are disclosed, staff will immediately convene a meeting with local economic development representatives from the City, County, Economic Development Corporation and others to identify one or more appropriate sites in Fresno County for detailed evaluation in the environmental document. It is staff's belief that Fresno County can provide the best location for a heavy maintenance facility/operations center. There is a concern, however, on the part of various officials and informed observers that the general location for the heavy maintenance facility/operations center may already have been ex-officially pre-determined, and that general location is not in Fresno County. Therefore, consideration should be given to a meeting between local representatives and Authority representatives and consultants to determine if this is or is not the case and just how level the playing field is should Fresno County determine to promote a potential site here.

TTC and PAC recommended that \$10,000 from Work Element 152, High-Speed Rail Planning, of the FY2009-10 Overall Work Program be allocated to analyze heavy maintenance station location criteria established by the Authority, identify one or more sites within Fresno County that satisfy those criteria, and related issues. TTC and PAC further recommended consideration be given to utilizing California Consulting to arrange meetings in Sacramento and advocate on behalf of the heavy maintenance facility location in Fresno County. In addition, the PAC also voiced their support for forming a multi-jurisdictional Steering Committee to address all issues associated with High Speed Rail planning.

Mayor Swearengin (Fresno) stated that she supports the action and reported that HSR Authority will be including the San Joaquin Valley on the Stimulus Funds application after all. Ms. Swearengin felt that pressure should continue to be applied on the Authority to make sure the Valley stays in contention for the federal dollars. Lastly, Ms. Swearengin reported that the next High Speed Rail Authority meeting will be July 2, 2009. It was noted that the Cities of Kingsburg, Fowler, and Selma were opposed to having any portion of the High Speed Rail corridor pass through property within their city limits.

A motion was made by Councilmember Flores (Clovis) and seconded by Mayor Swearengin (Fresno) to approve the allocation of \$10,000 from Work Element 152, High-Speed Rail Planning, of the Fiscal Year 2009-10 Overall Work Program to analyze heavy maintenance station location criteria established by the Authority; to utilize California Consulting to arrange meetings in Sacramento and advocate on behalf of the heavy maintenance facility location in Fresno County; and to support forming a multi-jurisdictional Steering Committee to address all issues associated with High Speed Rail planning. A vote was called for and the motion carried unanimously.

D. Establishment of Revised Timeline for Enactment of Measure "C" Regional Transportation Mitigation Fee Program [BOREN]

Tony Boren, Executive Director, reported that a decision has been made to form a Joint Powers Agency to implement the Regional Transportation Mitigation Fee Program mandated by Measure "C". The next step in the process is to take the proposed Joint Powers Agency Agreement to each COG member agencies' councils and Boards for their formal approval to participate in the JPA. It is anticipated that formation of the JPA and the enactment process (public noticing process, etc.) will take approximately six months. Therefore there is a need to postpone the RTMF enactment date requirement from July 1, 2009 to January 1, 2010. This action will relieve the cities/county of the "lack of enactment" sanction penalty originally mandated by the Expenditure Plan. Staff and PAC recommended support for the establishment of January 1, 2010 as the revised enactment date for member agencies implementing the Measure "C" Regional Transportation Mitigation Fee Program.

A motion was made by Mayor Lander (Coalinga) and seconded by Mayor Fast (Reedley) to approve the establishment of January 1, 2010 as the revised enactment date for member agencies implementing the Measure "C" Regional Transportation Mitigation Fee Program. A vote was called for and the motion carried unanimously.

E. Transportation Development Act Reductions and Over Allocation of Article 8 [BOREN]

Les Beshears (COG) reported that in May, the Board was advised that 2008/09 Transportation Development Act funds were coming in below the adopted claims due to the reduction and elimination of State Transit Assistance Funds and low sales tax deposits in the Local Transportation Fund. An estimate has been prepared to quantify those reductions and it appears that Article 8 Street and Road Claims may be reduced up to \$4.9 million. FAX's Article 4 Transit claim may be reduced up to \$2.9 million. This estimate is preliminary and includes actual deposits through May, interest earnings through March, and the State Controllers March estimate on STA. The final amounts will not be known exactly until the year end accounting is done.

There is also an issue with over allocation of Article 8. Staff allocates funding throughout the year as claims are submitted and deposits come in. Therefore, a substantial amount of Street Claims have already been paid. However, the reduction is so dramatic that the revised estimate for Article 8 in some instances may be lower than what has already been paid. Rather than require member agencies to refund Article 8 amounts, staff proposes accruing the overpayment into next year which will effectively reduce the amount available to claim in 2009/10.

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

F. Caltrans Monthly Report [CALTRANS]

James Perrault (Caltrans) introduced himself and highlighted that the 180 East project from Temperance to Academy was announced. There will be a ribbon cutting for the Mendota project. Mr. Perrault also discussed the Safe Routes to School Program.

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

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

A motion was made by Mayor Lopez (Orange Cove) and seconded by Mayor Dhaliwal (San Joaquin) 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

- | | |
|--|-------------|
| A. COG Executive Minutes of May 21, 2009 | Approve |
| B. FY 2008-09 Third Quarter Progress Report [BOREN] | Accept |
| C. PB Americas Inc. Contract Extension [BOREN] | Approve |
| D. Dowling Associates Contract Extension – On-Call Modeling Assistance [BOREN] | Approve |
| E. VRPA Technologies Contract Amendment [BOREN] | Approve |
| F. Dedekian, George, Small & Markarian Contract Amendment [BOREN] | Approve |
| G. FY 2009-10 Overall Work Program (OWP) Budget Amendment #1 [BOREN] | Approve |
| H. EcoInteractive Contract [DEVERE-OKI] | Approve |
| I. Memorandum of Understanding (MOU) Between and Among the Air District and the Eight Valley Regional Planning Agencies [DAWSON] | Approve |
| J. Status Report on Pending Legislation Affecting Proposition 42 [BOREN] | Information |
| K. Status Report on Pending Legislation Amendment - Senate Bill 406 [BOREN] | Information |
| L. Request for Cities to Draft a Resolution Declaring a Local Economic Disaster as a Result of Reductions to Water Allocations [BOREN] | Information |
| M. TTC/PAC Joint Meetings Beginning July, 2009 [BOREN] | Information |
| N. Monthly Legislative Update [FAWCETT] | Information |
| O. Regional Clearinghouse [SOBRADO] | Information |

Project	Applicant
1. <i>Head Start Program- Preschool & Early Head Start Supplemental COLA, ARRA COLA, ARRA Quality Improvement Application FY 2009-10</i>	Fresno County Economic Opportunities Commission
2. <i>County of Fresno – Community Development Block Grant, HOME Investment Partnership Program & Emergency Shelter Grant for 2009-10</i>	County of Fresno
3. <i>Self-Help Enterprises – Section 533 Housing Preservation Grants for FY 2009</i>	Self-Help Enterprises

For a summary of these items, please see the June 25, 2009 Annotated Agenda.

A motion was made by Councilmember Flores (Clovis) and seconded by Supervisor Case (Fresno County) to approve the Administrative Consent Items. A vote was called for and the motion carried unanimously.

VI. ADMINISTRATIVE ACTION / DISCUSSION ITEMS**A. Resolution Request from Supervisor Henry Perea Requesting Policy Board Opposition of the Proposed North Fork Mono Rancheria Casino off of Highway 99 in Madera County [BOREN]**

This item was pulled from the Agenda by Supervisor Perea prior to the meeting.

B. California Consulting Inc. Contract Renewal – State Lobbyist [BOREN]

Tony Boren, Executive Director, reported that California Consulting Inc. provides a Fresno COG presence in the state capitol legislative offices and coordinates the annual Sacramento "One Voice" advocacy effort. California Consulting Inc. has requested a one year extension on their contract and has agreed to lock in their fee at \$3,000 a month, (\$36,000 annually) plus \$150 quarterly reimbursement for filing the statutory lobbying report and \$1,200 for travel expense related to the "One Voice" trip. California Consulting Inc. services are paid for with member dues, therefore any financial adjustment to their contract will require a corresponding adjustment in the level of member dues. The Policy Advisory Committee voted unanimously to support extending California Consulting Inc.'s contract based on the terms identified. Staff and the Policy Advisory Committee recommend extending California Consulting Inc. contract for the period July 1, 2009 through June 30, 2010 in the amount of \$36,000 plus the incidental costs incurred for filing quarterly reports and travel.

A motion was made by Mayor Swearengin (Fresno) and seconded by Mayor Lander (Coalinga) to extend California Consulting Inc. contract for the period July 1, 2009 through June 30, 2010 in the amount of \$36,000 plus the incidental costs incurred for filing quarterly reports and travel. A vote was called for and the motion carried unanimously.

C. Strategy Research Institute, Inc. (Dr. Gary Manross) Contract Renewal [BOREN]

Tony Boren, Executive Director, reported that Strategy Research Institute (SRI) provides a variety of services to Fresno COG. In general, over the past year SRI Inc. has been participating in a number of significant projects that COG is involved with, including: Consensus related to building the Measure "C" RTMF, Consensus building as it relates to the Transit Consolidation effort identified in Measure "C", relationship building between Native American tribes and Fresno COG as required by environmental justice regulations, consensus building efforts related to adoption of the Farmland Model Conservation Program, and providing a human resource function for Fresno COG as it relates to developing evaluation criteria for personnel evaluation. Staff is also working with SRI on identifying ways that SRI Inc. can provide assistance in the areas of public affairs and public relations, as well as enhancing our lobbying efforts at both the state and federal levels. One additional benefit that goes with the COG monthly retainer fee of \$6,000 a month is that it allows the COG or member agencies to contract for additional SRI's services at a discounted price. SRI's contract is funded with Measure "C" planning funds. The Policy Advisory Committee voted to extending SRI's contract based on the terms identified. Staff and the Policy Advisory Committee recommend extending Strategy Research Institute Inc.'s contract for the period July 1, 2009 through June 30, 2010 in the amount of \$72,000.

A motion was made by Mayor Lujan (Selma) and seconded by Mayor Lopez (Orange Cove) to extend Strategy Research Institute Inc.'s contract for the period July 1, 2009 through June 30, 2010. in the amount of \$72,000.

Mayor Swearengin expressed her concern with approving a \$72,000 contract without the ability to review a work plan. Supervisor Case concurred.

Mayor Lujan withdrew his motion and the Board directed staff to come back with a work plan from Strategy Research Institute, Inc.

D. Letter to Assembly Member Evans from the Coalition Against Fiscally Reckless Diversion of Gas Tax Funds - Opposition to State Government Seizures of City Street Maintenance Funds, RESOLUTION 2009-26 [BOREN]

Tony Boren, Executive Director, reported that a letter was received addressed to Assembly member Noreen Evans from the Coalition Against Fiscally Reckless Diversion of Gas Tax Funds regarding opposition to borrowing gas taxes to close the budget gap. In addition, at the request of the Policy Advisory Committee, a resolution was drafted by Staff that pledges cooperation with the League of California Cities, California Association of Counties and the Self Help Coalition in litigation challenging the constitutionality of any seizure by state government of a City/County's Street Maintenance Funds. Staff and the Policy Advisory Committee recommend the Policy Board approve Resolution 2009-26 pledging Fresno COG's support and cooperation with the League of Cities, CSAC and the Self-Help Coalition in opposing any seizure by state government of a City/County's Street Maintenance Funds.

A motion was made by Mayor Blayney (Kingsburg) and seconded by Mayor Fast (Reedley) to approve Resolution 2009-26 pledging Fresno COG's support and cooperation with the League of Cities, CSAC and the Self-Help Coalition in opposing any seizure by state government of a City/County's Street Maintenance Funds. A vote was called for and the motion carried unanimously.

E. Recommended Position on Senate Bill 716 [BOREN/FAWCETT]

Tony Boren, Executive Director, reported that the current California Transportation Development Act (TDA) of 1971 was passed out of the Senate Transportation and Housing Committee on May 12, 2009 by a vote of 6 to 3, and has been amended as of May 19, and was passed to a third reading on the senate floor as of May 26, 2009 by a vote of 24 to 14 to change the rural designation for counties with a population of 500,000 or more to urban designation, as of the 2000 federal decennial census and each decennial census thereafter. This will change Fresno County's current rural county status and therefore eliminate access to much needed TDA funding for both street and road maintenance and farm worker vanpools. Mr. Boren reviewed a draft of an opposition letter from Fresno COG, a letter of opposition sent on April 24, 2009 by CSAC, and a fact sheet highlighting the potential fiscal impact of the update. In addition, staff is working with California Consulting Inc. and Assemblyman Arambula's office to obtain an amendment to the proposed legislation that would be favorable to the impacted San Joaquin Valley counties. Staff and the Policy Advisory Committee recommend formal Policy Board opposition to SB 716 as currently drafted.

A motion was made by Mayor Fast (Reedley) and seconded by Mayor Dhaliwal (San Joaquin) to oppose SB 716 as currently drafted. A vote was called for and the motion carried unanimously.

F. California Partnership – Request for Funds [BOREN]

Tony Boren, Executive Director, gave a status update on the San Joaquin Valley Partnership's goal to acquire funding from the eight (8) Valley COG's that would help offset their losses in state funding. To date, the Partnership is still working on trying to secure these funds, and therefore, has not yet met the Board's April 30, 2009 funding contingency that requires approved contributions from the other seven (7) valley COG in order for a Fresno COG contribution of \$33,500 to be allocated. Staff agreed to keep the Board informed on the status of this matter.

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

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

Steve Samuelian (CA Consulting) reported on Sacramento lobbying activities, including the status of the State Budget, SB 375, and High Speed Rail. Mr. Samuelian also discussed his meeting with State Superintendent Jack O'Connell regarding the childcare issue.

QUORUM: Mayor Swearingin (Fresno) left at 6:51 p.m. making 14 members present representing 46.36% of the population.

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

VII. CLOSED SESSION

Conference with Labor Negotiator (Government Code Section 54957.6): conference regarding unrepresented COG staff employees; COG Executive Director, Tony Boren to act as Labor Negotiator on behalf of COG Policy Board.

The Board adjourned to Closed Session at 6:59 p.m.

VIII. OPEN SESSION -- DISCUSSION AND APPROVAL OF MEMORANDUM OF UNDERSTANDING WITH UNREPRESENTED COG STAFF EMPLOYEES

The Board reconvened to Open Session at 7:11 p.m.

Chairman Rodriguez reported that during closed session, there was a unanimous vote to approve an MOU with unrepresented COG Staff employees.

IX. OTHER BUSINESS

A. Items from Staff

Tony Boren, Executive Director, reported that a letter to Secretary Janet Napolitano was requested regarding Fresno Yosemite International Airport's Non-reimbursable Port of Entry Status. Staff requested that all Board members sign the letter so that it can be sent to Secretary Napolitano.

B. Items from Members

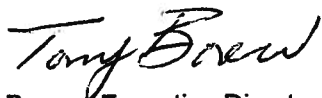
Mayor Lopez (Orange Cove) commended Mayor Silva (Mendota) for his efforts on the water issue.

Mayor Rodriguez (Kerman) announced that the Secretary of Interior would be visiting Kerman.

Supervisor Case (Fresno County) announced that the Water Rally would be held on July 1, 2009 in Downtown Fresno.

There being no further business, the meeting was adjourned at 7:20 p.m.

Respectfully Submitted,



TONY BOREN, Executive Director
Council of Fresno County Governments

\smm

Attachment A
Observers and Non-Members
COG Board Meeting
June 25, 2009

John Bailey, Proteus
Jacquie Davis-VanHuss, V Consulting
John Downs, FAX/ Fresno COG
Gerald Forde, City of Huron
Glenda Hill, City of Orange Cove
Gary Joseph, FCEOC
Jeff Long, FAX/Fresno COG
Esther Gonzalez, City of Orange Cove
Lynn Gorman, County of Fresno
Alex Lewis, NFR
Michelle Lewis, NFR
Nathan Magsig, Rescue Mission
Dennis Manning, FARRC
Alan McCuen, Caltrans
Maryann McGovran, N.FR
Samuel Norman, The Rios Company
Angie Rios, The Rios Company
Bruce Rudd, City of Fresno
Steve Samuelian, California Consulting
Jeff Sorensen, CT
Jeffrey D. Webster, Fresno County Rural Transit Agency
Rob Weyant, FCEOC Transit
Les Beshears, Fresno COG
Mike Bitner, Fresno COG
Lauren Dawson, Fresno COG
Marla Day, Fresno COG
Renee Devere-Okie, Fresno COG
Brenda Lauchner, Fresno COG
Suzanne Martinez, Fresno COG
Barbara Steck, Fresno COG
Clark Thompson, Fresno COG

Sierra Gateway Senior Residence

June 15, 2009

Council of Fresno County Government
Trinidad Rodriguez, Director
2035 Tulare Street, Ste. 201
Fresno, CA 93721

Re: Letter of Support to develop a senior affordable housing community in Fresno

Dear: Trinidad Rodriguez

My name is Chris Hunt and I am the Housing Manager at Sierra Gateway Senior Residence (SGSR) a U.S. Department of Housing and Urban Development subsidized affordable housing apartment building for seniors, here in Fresno. To qualify for residency at SGSR, seniors must be within the required income limits, be 62 years of age or older, and will pay 30% of their adjusted gross income for rent.

As you know, due to advances in medicine and health care, our senior population is living much longer, resulting in the need for more safe, clean, and secure affordable housing. Our parent company, Southern Californian Presbyterian Homes (SCPH), has been providing housing and services for seniors for the past 54 years and has built an outstanding reputation in the industry for being an advocate for seniors.

With this in mind and to fulfill the need for more affordable housing communities like SGSR, SCPH will submit a grant application to HUD to develop an additional 68 units of affordable senior housing here in Fresno. The apartments will be located at San Jose and Marty next to Sierra Gateway Senior Residence.

I would like to request from your organization a letter of support on your letterhead for our proposed community. Letters of support are an important part of our application and are included in the grant request.

RECEIVED

JUN 28 2009

BY: _____
FRESNO CO



5125 N. Marty Ave. • Fresno, CA 93711
(559) 275-9633 • Fax (559) 275-9635
www.scp hs.com

Sierra Gateway Senior Residence does not discriminate on the basis of handicapped status in the admission or access to, or treatment or employment in its federally assisted programs and activities.



Sierra Gateway Senior Residence

Trinidad Rodriguez, Director
June 15, 2009
Page 2

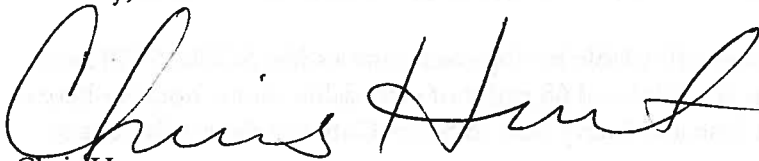
Please address your letter to the following person and please **return it in the stamped address envelope enclosed as soon as possible.**

Mr. Thomas Azumbrado, Director
U.S. Department of Housing and Urban Development
San Francisco Regional Office — Region IX
600 Harrison Street
San Francisco, California 94107-1300

RE: Letter of Support for Southern California Presbyterian Homes Application to develop more Affordable Housing for seniors in Fresno

In closing, I thank you for your support for our application and invite you to give me a call to schedule a tour of SGSR. I will let you know the outcome of our grant application.

Sincerely,



Chris Hunt
Housing manager



5125 N. Marty Ave. • Fresno, CA 93711

(559) 275-9633 • Fax (559) 275-9635

www.scphs.com

Sierra Gateway Senior Residence does not discriminate on the basis of handicapped status in the admission or access to, or treatment or employment in its federally assisted programs and activities.



Why FRESNO Needs More Affordable Senior Housing

“Demand for low-income senior complexes already exceeds supply. We never see any sort of vacancies in affordable housing.”

----- *Michael Sigala, Housing and Community Dev. Mgr for the City of Fresno*

“The scale of the problem throughout the country is enormous. There are not enough resources on the table to make sure that everybody who needs affordable housing can get it.”

“Waiting lists are common when it comes to affordable housing—for seniors and otherwise. Nationwide, there are nine people waiting for every unit of subsidized housing. The average time spent on a waiting list before getting housing is 33 months”

-----*Rick Taylor, Assoc. Director of Public Policy for Aging Services of Calif.*

The average one-bedroom, one-bath apartment costs an average \$761 in Fresno County. There are no rent controls in the Fresno/Clovis area.

The average Social Security payment is \$982.30. That one-bedroom apartment eats up almost 75% of a senior's income – well above the 30% maximum experts recommend low-income people spend on housing.

At least 11% of Fresno County's residents are 65 and older, and that number is expected to grow-----*U.S. Census Bureau.*

Who is Southern California Presbyterian Homes. (S.C.P.H.)?

Southern California Presbyterian Homes, a nonprofit corporation, was founded in 1955, as a mission outreach of the Presbyterian Church, to provide quality housing, health, and support services for senior citizens regardless of faith, race, income, or ethnicity. The organization is dedicated to serving the needs of seniors that enrich the physical, social, and spiritual dimensions of their lives----www.scphs.com.

Southern California Presbyterian Homes builds quality, affordable senior housing with a blend of federal grants, state money and tax credits. This allows low rent to seniors on a fixed income. S.C.P.H. owns and manages L.C. Hotchkiss Terrace, a 75 unit senior building in 2006 and Sierra Gateway, an 80 unit senior building in 2007. L.C. Hotchkiss Terrace in Clovis and Sierra Gateway Senior Residence in Fresno were built on land that was an eye sore to the community and now they increase the beauty and property values to the surrounding neighborhood.

Residents pay 30% of their annual adjusted gross income for rent. It is our intent and desire to assure our residents of safe, affordable housing and to promote a secure and supportive environment. We strive daily to achieve the following goals:

- Obtain the highest degree of resident satisfaction
- Promote independence and individuality while cultivating a sense of community and mutual respect
- Educate and advocate sensitivity to cultural diversity
- Facilitate an environment of open communication
- Encourage resident participation in activities
- Maintain the function and appearance of our facilities at the highest levels.

S.C.P.H. is committed to bringing attractive and safe apartment buildings for Fresno's low-income seniors that add to the quality of life for a sector of Fresno County that is commonly overlooked.

As a non-profit company it is necessary to secure a HUD grant to build affordable housing. The money funding the HUD program is tight. Every state in the U.S. is competing for the limited federal grants needed to build facilities so they can provide affordable housing for their own community's senior citizens.

H.U.D. needs to know that you support the awarding of a federal grant to S.C.P.H. who will bring affordable housing to Clovis' senior citizens. Your letter of support will convey to H.U.D that Fresno's cultural, business and political leaders see a desperate need for more affordable senior housing in their surrounding community.



Bill# Author	Topic	2YR/Dead	1st Desk	1st Policy	1st Fiscal	1st Floor	2nd Desk	2nd Policy	2nd Fiscal	2nd Floor	Conf./Conc.	Enrolled	Vetoed	Chaptered	Page #
<u>AB 153</u> Ma	High-Speed Rail Authority.							2nd Policy							
<u>AB 266</u> Carter	Transportation needs assessment.							2nd Policy							
<u>AB 304</u> Price	Child Care and Development Services Act: alternative payment programs.							2 Year							
<u>AB 315</u> De Leon	Child care and development services: alternative payment programs.							2nd Policy							
<u>AB 596</u> Evans	Community planning grants.							2 Year							
<u>AB 726</u> Nielsen	Transportation capital improvement projects.							2nd Policy							

AB 733 Galgiani	High-Speed Rail Authority.	2nd Policy	
AB 932 Torlakson	Child care and development services: facilities.	2 Year	
AB 1135 Skinner	Vehicles: registration renewal.	2 Year	
AB 1195 Brownley	Child care and development programs: advisory committee.	2 Year	
AB 1375 Galgiani	High-speed rail.	2 Year	
ACA 9 Huffman	Local government bonds: special taxes: voter approval.	1st Fiscal	
ACA 15 Arambula	Local government transportation projects: special taxes: voter approval.	1st Floor	
SB 12 Simitian	Sacramento-San Joaquin River Delta, Clean Drinking Water, Water Supply Security, and Environmental Improvement Act of 2009.	2nd Policy	

<u>SB 165</u> Lowenthal	Vehicles: parking violation.	2nd Policy [REDACTED]	
<u>SB 205</u> Hancock	Traffic congestion: motor vehicle registration fees.	2nd Policy [REDACTED]	
<u>SB 295</u> Dutton	California Global Warming Solutions Act of 2006.	2 Year [REDACTED]	
<u>SB 406</u> DeSaulnier	Land use: environmental quality.	2nd Policy [REDACTED]	
<u>SB 409</u> Ducheny	Department of Railroads.	1st Fiscal [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.	2 Year [REDACTED]	
<u>SB 575</u> Steinberg	Local planning: housing element.	2nd Policy [REDACTED]	
<u>SB 632</u> Lowenthal	Ports: congestion relief: air pollution mitigation.	2nd Fiscal [REDACTED]	

<u>SB 716</u>		Local transportation funds.	2nd Policy	
Wolk				
<u>SCA 2</u>		Revised biennial session.	1st Policy	
Wyland				
<u>SCA 3</u>		Transportation Investment Fund.	1st Policy	
Wyland				
Total Position Forms: 26				



Legislation Summary July 2009

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
AB 153 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.	06/29/2009-In committee: Hearing postponed by committee. (Refers to 6/23/2009 hearing) 07/02/09 1:30 p.m. - John L. Burton Hearing Room (4203) SEN TRANSPORTATION AND HOUSING		

<u>AB 266</u> 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.	06/11/2009-Referred to Com. on RLS.		
<u>AB 304</u> Price	Child Care and Development Services Act: alternative payment programs. The Child Care and Development Services Act, administered by the State Department of Education, provides that children up to 13 years of age are eligible, with certain requirements, for child care and development services. The act requires the department to contract with local contracting agencies to provide for alternative payment programs , and authorizes alternative payments to be made for services provided in licensed centers and family day care homes for care provided in the child's home, and for other types of care that conform to applicable law. The act prohibits payments made by alternative payment programs from	06/02/2009--Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 05/28/2009)		

	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 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.			
AB 315 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.	06/18/2009-Referred to Com. on RLS.		
AB 596 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	06/02/2009-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 05/28/2009)		

	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.		
<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.	06/16/2009-In committee: Set, first hearing. Hearing canceled at the request of author.	
<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	06/24/2009-In committee: Hearing postponed by committee. (Refers to 6/18/2009 hearing) 07/07/09 1:30 p.m. - Room	

	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.	112 SEN TRANSPORTATION AND HOUSING	
AB 932 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)	
AB 1135 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	06/02/2009-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 05/28/2009)	

	to group the information into census blocks, create a database that can compile census block data and sort it by block group, census tract, and city and county, and post the data on the department's Internet Web site.		
<u>AB 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 High-Speed Rail Authority in	06/02/2009-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 04/28/2009)	

	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.			
ACA 9 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	06/28/2009-Re-referred to Com. on APPR.		

	the proposition approved by the voters results in bonded indebtedness that includes specified accountability requirements. This bill contains other related provisions and other existing laws.		
<u>ACA 15</u> Arambula	Local government transportation projects: special taxes: voter approval. The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would alternatively condition the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects upon the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.	06/01/2009--To inactive file on motion of Assembly Member Arambula.	
<u>SB 12</u> Simittian	Sacramento-San Joaquin River Delta, Clean Drinking Water, Water Supply Security, and Environmental Improvement Act of 2009. Existing law requires various state agencies to administer programs relating to water supply, water quality, and flood management in the Sacramento-San Joaquin Delta. The Johnston-Baker-Andal-Boatwright Delta Protection Act of 1992 creates the Delta Protection Commission and requires the commission to prepare and adopt a comprehensive long-term resource management plan for specified lands within the Sacramento-San Joaquin Delta. This bill would enact the Sacramento-San Joaquin River Delta, Clean Drinking Water, Water Supply Security, and Environmental Improvement Act of 2009.	06/18/2009--To Com. on W.,P. & W. 07/07/09 9 a.m. - Room 4202 ASM JOINT HEARING ASSEMBLY WATER, PARKS AND WILDLIFE AND SENATE NATURAL RESOURCES AND WATER	

	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.			
<u>SB 165</u> Lowenthal	Vehicles: parking violation. Existing law makes it a violation for a person to park or leave standing a vehicle in a stall or space designated for disabled persons and disabled veterans unless the vehicle displays a special identification license plate or a distinguishing placard. This bill would establish a schedule of penalties, which are collected as civil penalties, for the violation of the above provision.	06/29/2009-Set, first hearing. Hearing canceled at the request of author.		
<u>SB 205</u> Hancock	Traffic congestion: motor vehicle registration fees. Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles for specific limited purposes. The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may only be used to pay for programs	06/30/2009-From committee: Do pass, but first be re-referred to Com. on L. GOV. (Ayes 9. Noes 5.) Re-referred to Com. on L. GOV. (Hearing date: June 29.) 07/08/09 1:30 p.m. - Room 444 ASM LOCAL GOVERNMENT		

	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.		
<u>SB 295</u> Dutton	California Global Warming Solutions Act of 2006. The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The state board is required to evaluate the total potential costs and total potential economic and noneconomic benefits of the plan. The state board is required by January 1, 2011, to adopt greenhouse gas emissions limits and emission reduction measures by regulation to achieve the prescribed emission reductions. This bill 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	06/08/2009-Failed Deadline pursuant to Rule 61(a)(8). (Last location was E.Q. on 5/1/2009)	

	to review the state board's implementation of these requirements, as provided. This bill contains other related provisions.			
SB 406 DeSaulnier	Land use: environmental quality. The Planning and Zoning Law establishes the Planning Advisory and Assistance Council in the Office of Planning and Research, and prescribes the membership and duties of the council. Existing law authorizes the Department of Motor Vehicles to collect a surcharge imposed on vehicle registration fees by ordinance or resolution of a local entity. This bill would change the designated membership, as specified, of the Planning Advisory and Assistance Council and would require that the council work with the Strategic Growth Council, regional agencies, and cities and counties to facilitate the implementation of regional blueprint plans. The bill would also require the council to develop and propose recommendations to specified state agencies to facilitate coordination between regional blueprint plans and state growth and infrastructure funding plans and programs that facilitate the implementation of regional blueprint plans. The bill would further require the council to report to the Legislature on regional performance measures, as specified, and on the manner in which state agencies are implementing the 5-year infrastructure plan. 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	06/23/2009-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on L. GOV. 07/01/09 1:30 p.m. - Room 447 ASM LOCAL GOVERNMENT 07/06/09 1:30 p.m. - Room 4202 ASM TRANSPORTATION	Watch	

	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, the air district, 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 all revenue received pursuant to the above provisions be used by the metropolitan planning organization, the council of governments, or a county transportation commission and a subregional council of governments jointly preparing a subregional sustainable communities strategy solely to develop and implement a sustainable communities strategy or a regional blueprint plan; the surcharge revenue that exceeds \$1 in specified jurisdictions 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 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. This bill contains other related provisions.			
SB 409	Department of Railroads.	06/10/2009-From committee:		

Ducheny	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 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.	Do pass, but first be re-referred to Com. on APPR. (Ayes 10. Noes 0. Page 1260.) Re-referred to Com. on APPR.	
<u>SB 425</u> Simitian	Personal and corporate income taxes: deductions: parking: credits: ridesharing expenses.	06/25/2009-Set for hearing July 8. (For vote only.)	

	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.	07/08/09 1:30 p.m. - Room 3191 SEN REVENUE AND TAXATION		
<u>SB 560</u> <u>Ashburn</u>	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	06/08/2009--Failed Deadline pursuant to Rule 61(a)(8). (Last location was PRINT on 2/27/2009)		

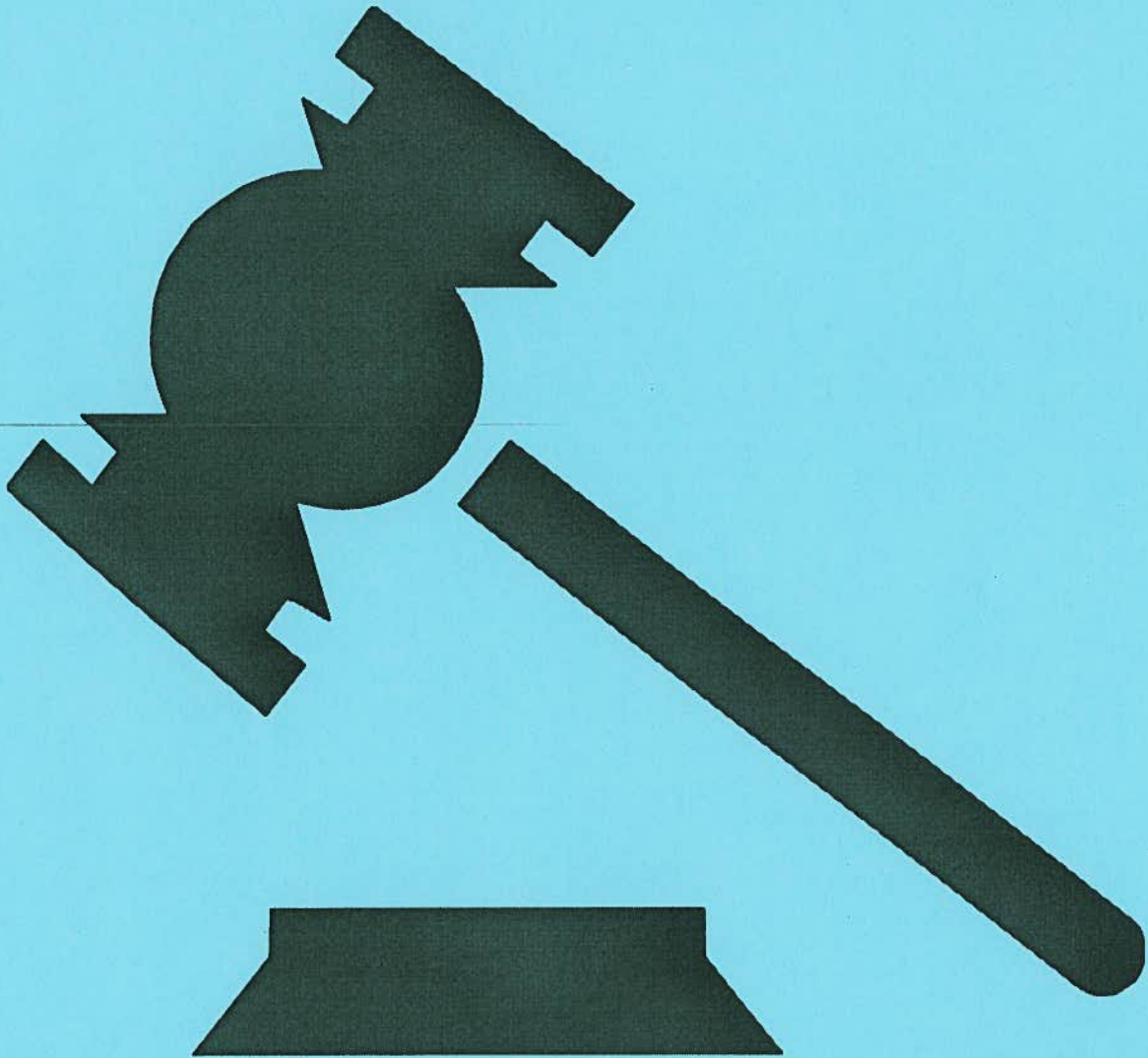
	achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. This bill would provide that greenhouse gas emission credits for counties and cities that site and permit commercial wind, solar, and biomass projects may be used as credit in the formulation of the sustainable communities strategy or an alternative planning strategy. The bill would also provide that transportation trips outside of federal lands that are directly related to activities of a federal or state military installation shall not be included in the emissions inventory otherwise required to be considered to achieve any reductions in greenhouse gas emissions. This bill contains other related provisions and other existing laws.			
SB 575 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	06/22/2009-To Com. on L. GOV. 07/08/09 1:30 p.m. - Room 444 ASM LOCAL GOVERNMENT	Watch	

	specified local governments, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
SB 632 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.	06/23/2009-From committee: Do pass, but first be re-referred to Com. on APPR. (Ayes 12. Noes 1.) Re-referred to Com. on APPR. (Hearing date: June 22.) 07/01/09 9 a.m. - Room 4202 ASM APPROPRIATIONS	
SB 716 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	06/29/2009-Set, first hearing. Hearing canceled at the request of author. 07/06/09 1:30 p.m. - Room 4202 ASM TRANSPORTATION	Oppose Unless Amended

	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.			
SCA 2 Wyland	Revised biennial session. The California Constitution requires the Legislature to convene in regular biennial session at noon on the first Monday in December of each even-numbered year to consider legislation and the Budget Bill. This measure would require the Legislature to convene in regular biennial session, but would require, commencing on December 6, 2010, that the sessions held in odd-numbered years be budget sessions, and sessions held in even-numbered years be general sessions. The measure would require the Legislature in the budget session to adopt budget bills for each of the two subsequent fiscal years. The measure would prohibit the Legislature, during a budget session, from considering legislation other than the budget bills and related revenue bills, except bills addressing a declared state of 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.	05/12/2009-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on RLS.		
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	04/23/2009-Set, first hearing. Hearing canceled at the request of author.		

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.

Total Position Forms: 26



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



Figure 1. Percentage correct for each group across the five conditions. Error bars represent standard error of the mean.

of the control group was significantly better than the mild group ($F(1, 14) = 10.25, p < 0.01$) and the severe group ($F(1, 14) = 10.25, p < 0.01$). The mild group was significantly better than the severe group ($F(1, 14) = 10.25, p < 0.01$). The control group was significantly better than the mild group ($F(1, 14) = 10.25, p < 0.01$) and the severe group ($F(1, 14) = 10.25, p < 0.01$). The mild group was significantly better than the severe group ($F(1, 14) = 10.25, p < 0.01$). The control group was significantly better than the mild group ($F(1, 14) = 10.25, p < 0.01$) and the severe group ($F(1, 14) = 10.25, p < 0.01$). The mild group was significantly better than the severe group ($F(1, 14) = 10.25, p < 0.01$).

Prepared for...



Work Plan

Fiscal Year 2009-10

Strategy Research Institute

Section 1.0 **Purpose Statement**

The intent of the present document is to provide the Management team of Fresno COG with a **Work Plan** that identifies some of the major projects that SRI will be assigned during Fiscal Year 2009-10.

Section 2.0 **Projects**

Following is a listing of major projects that SRI will be assigned; these will be carried out under the direction of Fresno COG's Executive Director, Tony Boren. Some of these projects are presently underway, others will be initiated at the appropriate time during the coming fiscal year.

2.1 Transit Consolidation

It has long been a goal of most public transit agencies in Fresno County to create a seamless regional transit system wherein people can traverse (navigate) from any point in the County to any destination in the County with minimal inconvenience and at a reasonable cost. Beyond providing seamless transportation, the intent is to minimize and/or eliminate the duplication of services among agencies; thus, maximizing the ROI (*return on investment*) of tax dollars earmarked for public transportation. Indeed, creating a regional transit system is a center piece of the **Blue Print** effort, which is being designed to enhance mass transit throughout the Central Valley and beyond.

In 2006, Fresno COG commissioned a **Public Transit Regional Agency Formation Study**, which concluded with a series of recommendations for short-term coordination projects, ending with a longer term vision to consolidate public transit and public

transportation services in Fresno County. Unfortunately, few (if any) of these desired outcomes have materialized, to date.

There are three primary transit services operating in Fresno County at the present time; each are administered separately. These are Fresno FAX, operated by the City of Fresno; Clovis Transit, and FCRTA (Fresno County Rural Transit Authority). Beyond that, there are specialized public transit agencies and services; some are designed to transport school children to and from schools (e.g., Southwest Transportation Agency), others provide transportation services for segments of the community with special needs (e.g., the EOC).

Deliverables:

Because SRI has a proven record of CONSENSUS BUILDING (e.g., bringing together a host of special interests, many with competing agendas, in support of the successful Measure C in 2006), SRI was assigned earlier in the year to meet with transit officials in each of the three agencies, plus with other stakeholders who will ultimately play a role in this effort if it is to materialize. SRI's directive was to determine whether or not transit consolidation is feasible in the foreseeable future. Clearly, the realization of transit consolidation is fraught with challenges; some technology-driven, others politically-driven.

At the outset of this effort, expectations were low. This is NOT a new idea; while transit consolidation has proven extremely successful throughout many regions in California and elsewhere throughout the U.S., it has NOT taken hold in the Central Valley, in particular, in Fresno County.

However, through interviews with the three transit Agencies and other stakeholders in regional transit consolidation, SRI has identified an approach that has great promise. Most of those interviewed agree that the approach that came out of this consensus building effort is realistic...thus, merits serious attention and follow-through.

Thus, one of SRI's primary efforts during Fiscal year 2009-10 will be to pursue the effort of regional transit consolidation in Fresno County; to make this collective effort among the transit agencies in Fresno County a reality.

2.2 Farmland Conservation

Farmland Conservation is embedded in a competing set of core values. On the one hand, for example, is a strong desire and

perceived need to preserve ag lands in Central Valley (which is central to the economic health of the region); on the other hand, agriculturalists, understandably, want to preserve their private property rights (e.g., the right to develop their property in any way they see fit and at any time, thus potentially taking it out of ag production). The motivations that underlie these competing perspectives are complex and central to the stakeholders' central belief system; as such, this effort represents the epitome of the need for CONSENSUS BUILDING.

In its initial stages, the movement in Fresno County toward **Farmland Conservation** went relatively smooth. However, as the process progressed, key differences and competing agendas began to surface; at the present point in time, there is little consensus regarding how best to preserve farmlands in Fresno County. As communities continue to grow and expand, and in the process take major steps to attract jobs outside the Ag Industry, there is an unavoidable encroachment on surrounding farmlands. What's become known as "**The Golden Triangle**" is an excellent example of this oxymoron (inherent paradox).

Deliverables:

Given SRI's proven skill set involving CONSENSUS BUILDING among stakeholders, many with competing agendas, the Institute has been assigned to help stakeholders on both sides of this complex issue work through these issues toward finding a middle ground, thus, leading to development of a **Farmland Conservation Model Program**, but without impinging upon the rights, needs, and/or collective desires of either set of stakeholders. SRI will arrange and conduct (or facilitate) a series of meetings designed to BUILD CONSENSUS among stakeholders with competing agendas and, at the end of the proverbial day, find a middle ground wherein Farmlands can be conserved and protected, but without compromising private property rights.

2.3 Enhance Fresno COG's Public Affairs/Public Relations Capabilities

Until now, Fresno COG has largely depended upon the FCTA for handling much of its public affairs and outreach. However, the Agency is sufficiently large and involved in the community that it should begin handling more of these activities internally. Indeed, this was part of the justification for including ½ of 1% administrative

overhead in the Measure C expenditure plan, which was authorized by the local electorate in 2006, with 78% voter support.

Deliverables:

Fortunately, Fresno COG has staff in place with many of the skills and contacts in the local media outlets that is needed for developing a highly sophisticated Public Affairs Department. SRI has the expertise needed for staff development in this critical area.¹ By the end of the fiscal year, Fresno COG staff will have increased their level of proficiency for promoting Fresno COG and its mission.

¹SRI's Chairman/CEO, Gary Manross has been an executive in the largest Public Relations firm in the world, Hill & Knowlton, Inc. Dr. Manross was an Associate Professor in the California State University system, teaching Public Relations, Advertising, and Marketing at both the undergraduate and graduate levels, as well as Political Communications at UCLA. He's been a journalist for an award-winning metropolitan daily newspaper in the mid-west and has worked in Public Relations for several major organizations (refer to his resume, which is attached as an Addendum to the present **Work Plan**).

2.4 Support Fresno COG's efforts through its Lobbyist

Fresno COG has an excellent lobbyist on board in **California Consulting, LLC**. One of the more recent accomplishments of the COG's lobbyist, for example, involves SB716.²

However, this is an excellent example of why it can be important to shore up Fresno COG's lobbying efforts through an aggressive, systemic, and well thought out **public relations/public outreach effort**. To do this well, it is essential to reach BEYOND the local media outlets to media outlets that have state and national reach and influence.

No such program is in place at Fresno COG at the present time; and, by definition, such a resource goes beyond the professional services delivered through Fresno COG's lobbyist, or any other lobbying firm.

Deliverables:

Fortunately, SRI has a great deal of experience in partnering with lobbyists in order to enhance their effectiveness in Sacramento and the nation's capital.³ SRI will orchestrate, in cooperation and coordination with California Consulting, outreach efforts designed to secure desired outcomes that will benefit Fresno COG and its member agencies.

2.5 Enhance Relations between Fresno COG and Native American Tribes

There is a federal mandate for Fresno COG to build and maintain a constructive and mutually beneficial relationship with the Native American Tribes located within its jurisdiction and service area. Many of the issues of mutual interest to the Tribes in Fresno County and Fresno COG involve public transportation. To date, the COG has

² Had the language of SB716 not been amended, virtually every small community in Fresno County would have lost the ability to use some portion of their LTF funds for maintaining and repairing local streets in their respective communities or for farm worker van pools; rather, 100% of these funds would have to be used for public transit. As written, this legislation would have resulted in a loss of almost \$6 million to Fresno County and the 13 cities in Fresno County that are impacted. Working closely with the County staff, among others, California Consulting was able to get the language of SB716 amended, thus maintaining status quo.

³ Even before founding SRI over 20 years ago, Dr. Gary Manross worked closely with award-winning State lobbyists in Sacramento on behalf of the largest state trade association in the United States, the **California Association of Realtors®**. Today, he works closely with the State Lobbyist in Sacramento for the largest regional park District in the United States, the East Bay Regional Park District, and has done so since SRI was initially commissioned to work with the District in 1987.

spent significant amounts of money on certified mail and other efforts to build bridges between our respective organizations, with little feedback and/or success.

Deliverables:

SRI has been assigned to advancing the COG's efforts in a manner that builds better communication and cooperation with the Native American Tribes in Fresno County. To date, SRI has made contact with each Tribe and has received constructive feedback; the next step will be to develop an **Action Plan** for formalizing communication between each Tribe and the COG. This action plan will be formulated and implemented by the end of the upcoming fiscal year.

SRI is perfectly positioned to do this, since it has worked with Native American tribes elsewhere in California (e.g., the Rincon San Luiseño Band of Mission Indians, San Diego County) and other states (e.g., the Puyallup Indian Nation, Tacoma, Washington).

2.6 Assist in Developing a 'Performance-based' Salary Structure for Fresno COG

Fresno COG has transitioned to a "performance based" salary structure for its employees; as a result, there is a need to develop a Performance-Based Evaluation Criteria to be utilized when evaluating employee performance. SRI has been assigned to assist in developing such criteria.

SRI provides professional services in HR; in fact, the Institute demonstrated its expertise in this discipline in 2007, when the Institute was directed to conduct a Compensation Parity Study, in which SRI staff compared Fresno COG's compensation and benefits for each Fresno COG employee category with ten (10) Agencies including other COGs and government agencies that are comparable to Fresno COG. The results of their study were submitted, with specific recommendations, to the Fresno COG Board of Directors, subsequently adopted, and used as the basis for the Agency's present compensation package.

Deliverables:

Due to having conducted a Compensation Parity Study for Fresno COG, SRI is well versed in the Agency's compensation package, thus well positioned to assist the Agency in developing a "performance based" salary structure over the upcoming fiscal year.

2.7 High Speed Rail

The passage of California's High Speed Rail Bond in 2006, in conjunction with the High Speed Rail funding provided by the American Recovery and Reinvestment Act, has created an environment where planning for High Speed Rail facilities in Fresno County needs to begin to take on an accelerated pace, in order to take advantage of both of these funding sources. To date, there are a number of public and private stakeholder interest groups that are engaged in various pieces of this planning process. However, in order to be as effective as possible, it makes sense that all of the stakeholders begin to work together collaboratively in order to most effectively influence an outcome that will be beneficial to all. Specific issues associated with High Speed Rail in Fresno County include:

- Site planning for the future High Speed Rail Station in downtown Fresno
- Developing a unified lobbying and media campaign focused on securing the High Speed Rail Maintenance yard and operations facility in Fresno County
- Working closely with the High Speed Rail Authority staff to ensure that the alignment that is selected for Fresno County, is consistent with the overall goals and values of both the City and County of Fresno.
- The issue of relocation and consolidation of the Burlington Northern, Santa Fe rail tracks through the City of Fresno has direct implications for High Speed rail. It is critical that rail consolidation and its long term relationship with High Speed Rail be taken into account as part of the planning process.

In all of these areas, Strategy Research Institute's skills and talents at regional consensus building can be of great value and help us obtain our overall regional goals as they relate to High speed Rail.

Section 3.0 **Additional Benefits to Fresno COG and its member Agencies**

Besides the specific projects that have either been assigned to SRI, or will be assigned as the fiscal year unfolds, there are several additional benefits being provided to Fresno COG members. These were NOT part of the contractual relationship between Fresno COG and SRI; rather, they are added benefits that have been offered by SRI, voluntarily. These professional services benefit the smaller, rural communities more than the two major cities, the Cities of Fresno and Clovis, and Fresno County; nonetheless, these same benefits are fully available to every member. These include:

3.1 SRI does NOT charge for its out-of-pocket expenses

Unlike other consulting firms, SRI does NOT pass its out-of-pocket expenses on to Fresno COG for travel, food, housing, etc. As a result, the lion's share of the monthly retainer is used to cover these expenses; given this reality, the amount of the monthly retainer is extremely modest when compared to the amount of professional services being rendered to Fresno COG.

3.2 **Significantly reduced rate structure for professional services offered through SRI**

SRI is well known for its success in nurturing Cities, Counties, Special Districts, JPA's and other types of agencies in the public sector in helping them realize their respective goals and objectives.

Typically, this involves updating the agency's **General Plan** and/or Master Plans; promoting **Economic Development and Redevelopment**; and assisting with securing the requisite support for funding measures placed before their local electorate including, but not limited to, G.O. Bonds, sales tax measures, TOT's (essentially a 'bed tax'); CFD's; 218 Special Benefit Assessments such as Landscape & Lighting, LMDs, LLADs, and-the-like. Two that most Fresno COG Board members are familiar with include Measure C, a successful \$1.7 billion sales tax which ultimately secured 78% voter support, and (before that) a successful Landscape Maintenance initiative for the City of Clovis.

Especially in a time when literally every public agency is being impacted, in no small way, by the downturn in the economy, these services are invaluable. Clearly, most (if not all) cities are in search of new revenue streams and/or enhancements to existing revenue streams.

So long as SRI is under contract with Fresno COG, the Institute is offering deep discounts to all of its member agencies (the County and the 15 cities in Fresno County) for professional services provided by and/or through the Institute. This includes a 30% discount for scientific surveys and 40% discount for such professional services as facilitating meeting for consensus building, public outreach (public relations), Human Resources, and a host of professional services available through the Institute.

Two cities that are taking advantage of these discounted professional services are:

- The **City of Mendota**. The City of Mendota is moving forward with creating its own Police Department; SRI is assisting in this concerted effort. Feel free to talk with Mayor Robert Silva to confirm the quality of services being delivered to the City of Mendota.
- The **City of Selma**. The City of Selma placed a Measure on the local ballot, asking local voters to authorize an increase in their TOT (bed tax). They did NOT use a professional consultant in this effort; it failed. SRI will be helping the City place a similar Measure on the ballot in the near future. The City did use the professional services of a consultant on another funding mechanism; however, the fee was excessive (which is why they chose to move forward without benefit of a professional consultant on its TOT). Even years later, SRI's fee will be about half that of what the City paid in its earlier effort. Feel free to talk with Mayor Dennis Lujan to confirm this scenario.
- While not a member of Fresno COG, the Institute has granted these same deep discounts to yet another agency involved in public transportation in rural Fresno County, whose CEO is on the Board of the FCTA. This is **Southwest Transportation**, which buses almost half of the school-age children in Fresno County to and from public school. To date, SRI has conducted four (4) studies for Southwest and provided professional consulting; as a result, the Agency has been able to resolve a serious problem in recruiting bus drivers. Feel free to talk with Kirk Hunter regarding the quality of SRI's services on behalf of Southwest Transportation.

SRI has been approached by other members of Fresno COG that want to talk advantage of these deep discounts. Here again, SRI will NOT be charging for any out-of-pockets.

3.3 Promises made, Promises Kept

In negotiating its contract with Fresno COG for the 2008-09 fiscal year, SRI promised to open an office in metropolitan Fresno. The purpose for this was two-fold: (i) to enhance the delivery of services to Fresno COG and its members, and (ii) to demonstrate a serious commitment to the region. On January 1, 2009, SRI opened a regional office in Fresno. It is located at 7489 N. First Street, Suite 102, Fresno, CA 93720.

Section 4.0 **Summary Conclusion**

Included as addenda to the present **Work Plan** for SRI for the upcoming 2009-10 fiscal year are three documents.

Addendum 'A' contains a Matrix in which each of the projects are identified, with a summary statement and sense of timing regarding deliverables.

Addendum 'B' contains a BACKGROUNDER on SRI.

Addendum 'C' contains the resume for SRI's Chairman/CEO, Dr. G. Gary Manross, Ph.D., who will continue to oversee the Institute's activities on behalf of Fresno COG.

Prepared in July 2009

Addendum 'A'

SRI Project Matrix, with Deliverables and Sense of Timing

Project	Deliverables	Sense of Timing
Transit Consolidation	Formalize Model & Initiate Start-up Phase	Start-up Phase completed in 2009; project on-going
Farmland Conservation	Arrange and conduct (or facilitate) Consensus Building activities associated with development of the Fresno County Farmland	Measureable Progress by year-end
Enhance Fresno COG's PR/Outreach	Staff Development and Support	On-going
Support Lobbying Efforts	Initiate and Coordinate Public Outreach (e.g, media coverage) to support California Consulting	On-going
Enhance Relations with Native American Tribes	Develop Action Plan , arrange meetings with Tribes, assist in implementing Action Plan	By Year-end
HR (Performance-based Salary Structure	Develop Performance-based Salary Structure for Fresno COG	By Year-end
High Speed Rail		

Addendum 'B'



Background...

An Institute for Consensus Building

**STRATEGY
RESEARCH
INSTITUTE**

SRI is involved in all forms of **CENSUS BUILDING** among stakeholders and stakeholder groups/organizations, many with competing agendas.

The Institute is comprised of a team of **behavioral scientists** (both quantitative and qualitative researchers), **strategic planners**, and their support staff. Each member of SRI's professional staff is proficient in the most advanced scientific methodologies and each one has earned advanced degrees from premier academic institutions including U.C. Berkeley, The Annenberg School for Communication at the University of Southern California (USC), New York University (NYU), among others.

SRI is routinely commissioned to assist Clients with **Economic Development and Redevelopment**; updating **General Plans** and **Master Plans**; **Grant Writing**; as well as **Public Affairs** and **Public Outreach**.

We help cities, counties, Special Districts, JPA's, among other types of agencies in the public sector, secure new and/or increased revenue streams to address a variety of **fiscal challenges**; these include, but are not nearly limited to:

- G.O. Bonds (General Obligation Bonds).
- Sales Tax Measures.
- 218 Special Benefit Assessment Districts and/or secure the requisite support for increasing the Agency's annual assessments; these include, for example, Lighting & Landscape Assessments, LMD's, LLAD's, among others.
- CFD's (Community Facilities District)
- TOT (essentially, Bed Tax)

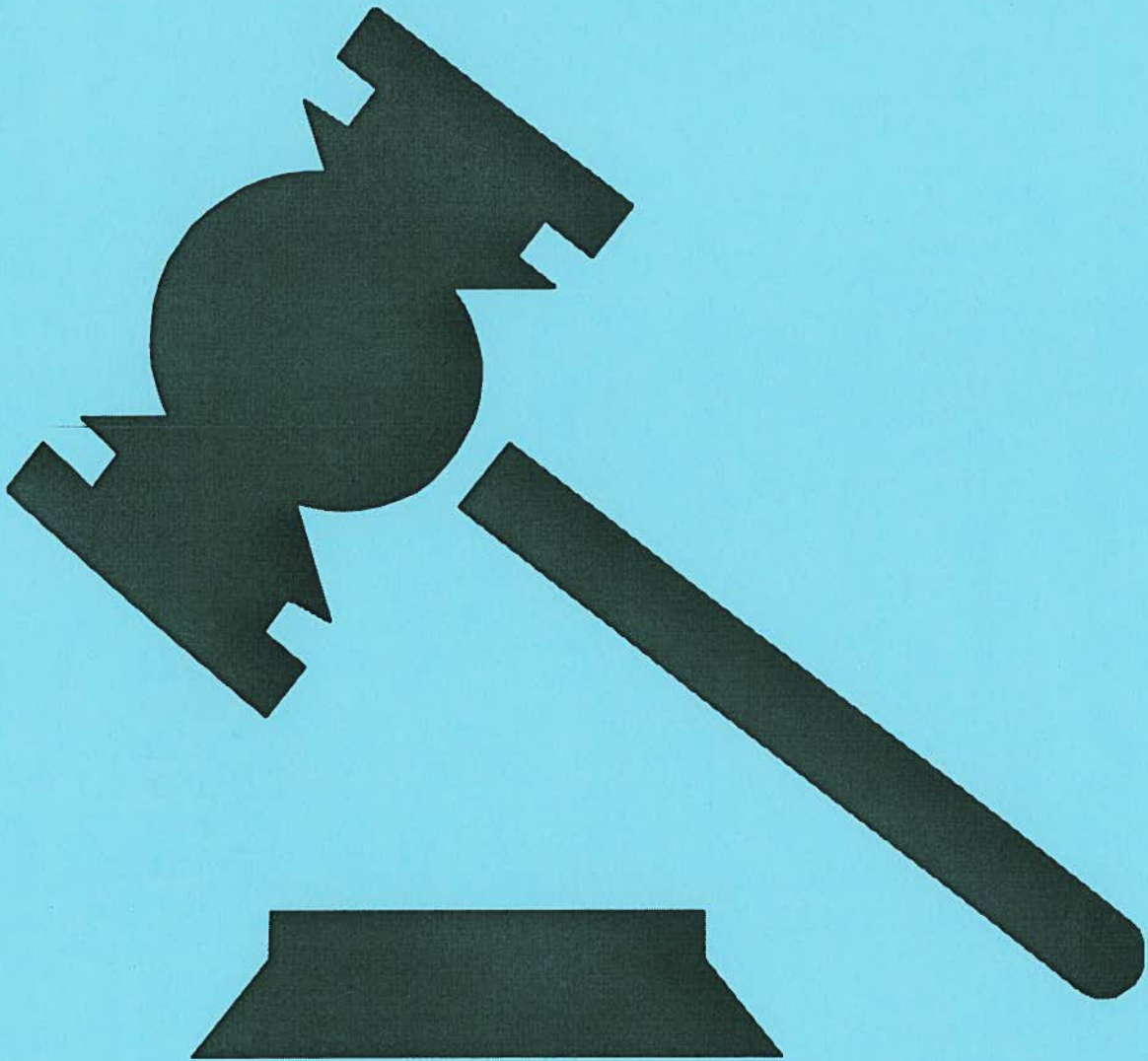
In other words, we are experts at nurturing social change (both in the short-term and long-term) and at helping our Clients achieve their goals and objectives, especially those having to do with realizing desired *behavioral outcomes* (e.g., making specific voting decisions or purchase decisions).

SRI's approach to predicting likely behavior (e.g., voting behavior and/or consumer behavior) is based upon measuring CORE VALES, which is driven by one's CENTRAL BELIEF SYSTEM. In a nutshell, what we do is build empirically-based **decision-making** models.

Our documented success over the past two decades is accounted for by the fact that in working with Clients, we **NEVER attempt to MANIPULATE** any target population; for example, voting behavior or purchase decisions. Instead, we use the appropriate scientific and communication management tools to determine what their COLLECTIVE WISHES and DESIRES are...then go about nurturing our Client in helping them respond to these collectives wishes and desires. Especially in cases where **SUPER MAJORITY** (2/3^{rds}) voter support is needed...SRI's approach to CONSENSUS BUILDING is vital.

Biographical sketches of SRI professional staff and professional references on behalf of our Institute are available upon request.





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



Figure 1. Map of the study area in the south-east of England. The locations of the three study sites are indicated by dots.

STUDY AREA AND STUDY ANIMALS AND METHODS

STUDY ANIMALS AND METHODS

Three study sites were selected in the south-east of England (Figure 1). The sites were chosen to represent a range of habitats and to ensure that the study was representative of the wider population of the species.

Summary of SB 716

- Section 999232.1(a) Counties > 500,000 as of the 2000 federal census are divided into urbanized and rural sections to determine eligibility.
- Using federally designated Urbanized/Nonurbanized federal decennial census areas is ambiguous to 99231 definitions for areas of apportionment resulting in the criteria to determine any areas eligibility differing from the formula used to apportion the funds.
- There is no provision for Counties falling under section 99232.1(a) to apportion 99234 Art. 3 Bike & Ped.
- Section 99232.1(b) seeks to postpone the change until July 1, 2013 however it applies to agencies that reach the threshold as of the 2010 decennial census, which would exclude us. A subsequent amendment to postpone till 2015 is under discussion. Without voicing support, we have suggested that the 2010 reference may be a typo that should be corrected to 2000.
- An Urbanized Area is a statistical geographic entity designated by the Census Bureau, consisting of a central core and adjacent densely settled territory that together contain at least 50,000 people, generally with an overall population density of at least 1,000 people per square mile, which for Fresno County as of the 2000 U.S. Census includes nearly all of the cities of Fresno and Clovis and nearby unincorporated areas, and is subject to change with each subsequent decennial census.
- Urbanized Clusters including Reedley/Dinuba and Selma/Kingsburg/Fowler may eventually pass the urbanized threshold.
- A subsequent amendment is under discussion to develop a sliding scale by which urbanized areas must use money for transit.
 - 50,000 -74,999 - 33% for Transit
 - 75,000- 99,999 - 67% for Transit
 - 100,000 and over - 100% for Transit
- 99400(f) makes cost for Farmworker Vanpools eligible for claims after the Unmet Transit Needs have been met on an equal priority with 99400(a) Streets and Roads.
- 99401.5 requires Farmworker Vanpools to be considered in the Unmet Needs public hearing.

Section 99232 Amendment 1 strikes out any change to 99232 leaving the original 1970 exemption in place.

Section 99232.1 is added that changes the threshold in 99232 from the 1970 federal decennial census to 2000 with an exception, an attempt to make the change effective in 2013 or 2015.

In Brief

99232.1 (a) *"each county with a population of 500,000 or more as of the 2000 federal decennial census, the apportionment to the areas within the urbanized areas of the county, as defined for purposes of the 2000 federal decennial census, shall be available solely for claims for Article 4 (99260) and Article 4.5 (99275). "*

"In a county subject to this section, the apportionment outside the urbanized area of the county may be used for claims of Article 4 (99260), Article 4.5(99275) and Article 8(99400), providing the allocations under Article 8 shall be subject to the unmet needs process of 99401.5

99232.1 (b) *"For a county that becomes subject to this section as a result of the 2010 decennial census, this section shall not apply to that county until July 1, 2013. "*

Analysis

The 99232 states "the amount representing the apportionments of areas of all operators shall be available solely for claims for Section 99234" (Art. 3 Bike & Ped), Article 4 (Transit 99260), and Article 4.5 (SS Transit 99275). The added section 99232.1 makes no mention of 99234 Art. 3 Bike & Ped. This would require we either change our methodology for allocating Art. 3 from the apportionment criteria defined in 99231 to a discretionary lump sum off the top per 99234(d) or make a finding that the dollars can be better used in other eligible articles per 99233.3.

The federal definition of Urbanized Area (UZA)

An Urbanized Area is a statistical geographic entity designated by the Census Bureau, consisting of a central core and adjacent densely settled territory that together contain at least 50,000 people, generally with an overall population density of at least 1,000 people per square mile.

Using federally designated Urbanized/Nonurbanized federal decennial census areas to determine eligibility is ambiguous to 99231 definitions for areas of apportionment resulting in the criteria to determine an area eligibility differing from the formula used to apportion the funds. In Fresno County's case the urbanized area goes beyond Fresno and Clovis' adopted city limits to include parts of the unincorporated city limits and also included unincorporated county islands within the city limits. Practically speaking, it may be simple to determine eligibility by the decennial census and use the annual Dept. of Finance population numbers to do the actual apportionment however there is always the outside possibility of some advocacy group in the unincorporated sphere mounting a technical challenge to the annual apportionment finding. Reconciling the 99231 definitions of areas of apportionment with methodology used by the Census Bureau to calculate Urbanized/Nonurbanized areas is presently problematic on an annual basis.

Section 99400

Adds

"(f) Acquisition or lease of vans and related equipment for a farmworker vanpool program for purposes of farmworker transportation to and from work."

Analysis

99400(a) eligible purpose's (a) through (f) with (a) being Streets and (f) being Farmworker Vanpool. The statute is mute on the prioritization of (a) through now (f) therefore Streets and Farmworker Vanpool priority is determined by the local agency however 99401.5 gives Farmworker Vanpool a higher public visibility.

Sect. 99401.5

Language added in brief

"Prior to making any allocation for purposes for purposes of subdivision (f) of Section 99400, the transportation planning agency shall annually do all the following."

"(b)(4) an analysis of the need to acquire or lease vans and related equipment for a farmworker vanpool program pursuant to subdivision (f) of Section 99400."

"(f) The transportation planning agency shall not allocate funds for purposes of subdivision (f) of Section 99400 until all of the capital and operating funds necessary to meet the unmet transit needs that are reasonable to meet are allocated. The transportation planning agency shall not reduce funding to existing public transportation services, specialized transportation service, or facilities for the exclusive use of pedestrians and bicycles in order to allocate funds for purposes of subdivision (f) of Section 99400."

Analysis

Claims for Farmworker vanpool must now be considered in the unmet needs process, however they cannot encroach on the budgeted needs for Art. 4 Transit, Article 3 Bike & Ped, or Article 4.5 SS Transit. There is no language to imply that Farmworker vanpool is now on a higher priority than Streets and Roads except for the fact that Farmworker vanpool must be publicly addressed in the unmet need finding.

