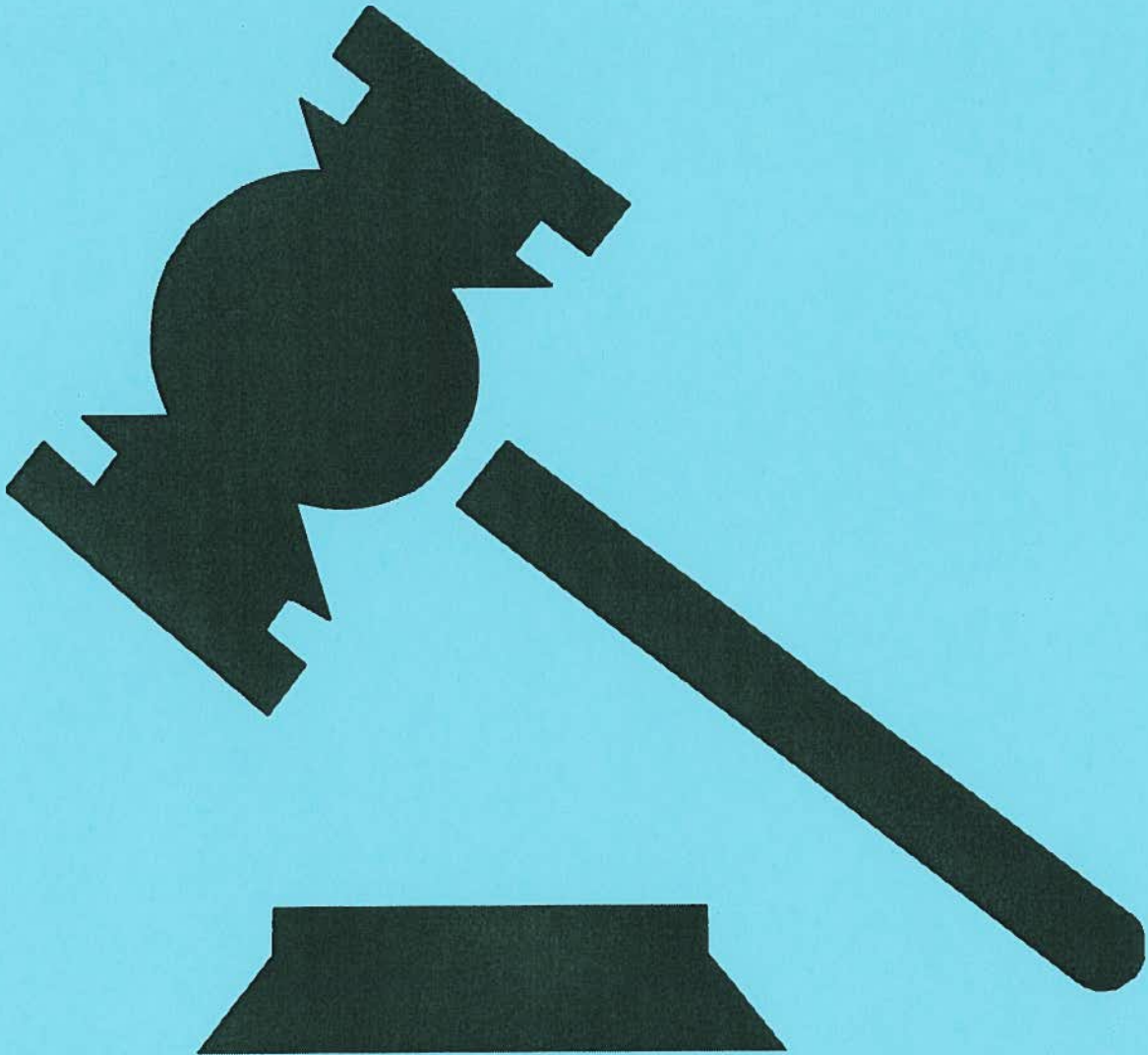




***ADMINISTRATIVE
CONSENT ITEMS
AGENDA ITEMS VI. A.-J.***

the 1990s, the number of people in the world who are undernourished has increased from 600 million to 800 million, and the number of people who are malnourished has increased from 1.2 billion to 1.5 billion (FAO 2001).

There are a number of reasons why the world's population is becoming more malnourished. One of the main reasons is that the world's population is growing rapidly. In 1990, the world's population was 5.3 billion. In 2000, it was 6.1 billion. By 2010, it is expected to be 6.9 billion. This means that there are more people in the world who need food than there were in 1990. Another reason is that the world's population is becoming more urban. In 1990, 40% of the world's population lived in urban areas. In 2000, it was 48%. By 2010, it is expected to be 58%. This means that there are more people in the world who live in urban areas, where food is more expensive and less available than in rural areas.

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EXECUTIVE MINUTES

Council of Fresno County Governments Policy Board

DATE: Thursday, October 29, 2009

TIME: 5:30 pm

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 Nathan Magsig, 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 Armando Lopez, City of Parlier
Mayor Mary Fast, City of Reedley
Mayor Amarpreet Dhaliwal, City of San Joaquin
Mayor José R. Villarreal, City of Sanger
Supervisor Susan Anderson, County of Fresno

Joanne Striebich, Caltrans
Janelle Kelley, Legal Counsel
Tony Boren, Executive Director

QUORUM: At the start of the meeting there were 12 members present representing 44.77% of the population and there was a quorum. (Clovis, Coalinga, Fowler, Kerman, Kingsburg, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma and Fresno County)

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

I. PUBLIC PRESENTATIONS

This portion of the meeting is reserved for persons wishing to address the Policy Board on items within its jurisdiction but not on this agenda. **Note: Prior to action by the Policy Board 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.

II. PRESENTATIONS

A. **Paul A. Dictos**, CPA addressed the Policy Board. Mr. Dictos asked for support in the upcoming election.

B. **Grandmother's Love, Inc.** – Leroy Brown gave a brief presentation regarding Grandmother's Love, Inc. Mr. Brown also asked for a Letter of Support from the Policy Board for the Hispanic Chamber of Commerce's Building and Construction Trade Prep Program.

QUORUM: 5:37 pm – Mayor Dominguez, Huron arrived making a quorum of 13 members present representing 45.6% of the population.

B. **Presentation – Dr. Michele Cantwell-Copher, Fresno County Office of Education – Fresno County Voluntary Preschool Master Plan (website: www.fresnocog.org)**

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

QUORUM: 5:42 pm – Mayor Silva, Mendota arrived making a quorum of 14 members present representing 46.65% of the population.

Dr. Cantwell-Copher addressed the Policy Board regarding the importance of the preschool program. An Executive Summary of the Plan was provided in the meeting package. The Office of Education has a team of people to travel to the various communities to provide information. Mayor Rodriguez (Kerman) noted that the Policy Board is very interested in helping in any way they can. Please contact Dr. Cantwell-Copher at the Office of Education for more information.

C. Fresno/Visalia DMA Market Presentation – Census Study – Univision 21-Jesse Rodriguez (website: www.fresnocog.org)

QUORUM: 6 PM – Mayor Swearengin, Fresno arrived making a quorum of 15 members present representing 99.28% of the population.

Jesse Rodriguez, Univision 21 gave a presentation regarding Fresno/Visalia DMA Market. Mr. Rodriguez stressed the importance of an accurate census. Mr. Rodriguez presentation is available on our website at www.fresnocog.org. If you would like more information, please contact Maria Gutierrez at 559-430-8407.

Fresno COG Sitting As the Transportation Policy Committee

III. TRANSPORTATION CONSENT ITEMS

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

- | | |
|---|-------------|
| A. 2009-10 Transportation Funding Claims – City of Firebaugh, Resolution 2009-40 [BESHEARS] | Approve |
| B. Blueprint – Valleywide Budget Expenditure [STECK] | Approve |
| C. 2009 Call for Projects – Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds [DAWSON/DEVERE-OKI] | Information |
| D. 2009 FTIP Amendment Update [DEVERE-OKI] | Information |
| E. Formal Amendment #3 to the Regional Transportation Plan-Bus Rapid Transit [DEVERE-OKI/DOWNS] | Information |
| F. Call for Projects - Federal Transit Administration (FTA) Section 5316/5317 Program Update [SOBRADO] | Information |
| G. Caltrans Planning Grant Scope Change [TWEBSTER] | Information |
| H. Bicycle Transportation Account – Call for Projects [THOMPSON] | Information |

For a summary of these items, please see the October 29, 2009 Annotated Agenda.

A motion was made by Mayor Lopez (Orange Cove) and seconded by Councilmember Aguayo (Fowler) to approve the Transportation Consent Items as submitted. A vote was called for and the motion carried.

IV. TRANSPORTATION ACTION / DISCUSSION ITEMS

A. Congestion Management Process Report [CAI]

Kristine Cai (Fresno COG) reported that the SAFETEA-LU legislation requires that metropolitan areas with a population over 200,000 develop a congestion management process (CMP) to address the congestion issues with a systematic and regionally accepted approach. It further mandates that in ozone or CO non-attainment areas, federal funds may not be programmed for capacity increasing projects that will significantly increase single occupancy vehicles (SOV) unless such projects are addressed in an approved CMP.

Ms. Cai went on to inform the Policy Board that a CMP Steering Committee was convened in January 2009 to oversee the development of the Fresno County Congestion Management Process. The

Committee consisted of planners and engineers from member agencies, transit operators, Caltrans representative, bike/trail planners, vanpool/carpool planners as well as members of the public.

Ms. Cai referred to the Fresno County Congestion Management Process Report that was included in the meeting package and is also available on our website at www.fresnocog.org. The CMP objectives were developed based on the goals established in the 2007 Regional Transportation Plan; the Regionally Significant Road System was updated as part of the efforts; performance measures were established; a list of CMP strategies were identified and selected; and a methodology was developed to address the SOV project requirement in the SAFETEA-LU legislation.

A motion was made by Mayor Fast (Reedley) and seconded by Supervisor Anderson (County) at approve of the 2009 Fresno County Congestion Management Process Report. A vote was called for and the motion carried.

B. High Speed Rail Update [THOMPSON]

Clark Thompson (Fresno COG) reported on this item. On September 23, the California High-Speed Rail Authority approved an application for more than \$4.7 billion in federal stimulus funding for engineering, environmental review, design and construction on the state's 800-mile high-speed train system, thereby generating an investment of nearly \$10 billion when state, local and private matching funds are added. Governor Schwarzenegger formally submitted California's bid by the October 2 deadline for states to seek a share of \$8 billion set aside for high-speed train development under the American Recovery and Reinvestment Act (ARRA). The state's application includes \$466 million for Fresno to Merced and \$819.5 million for Fresno to Bakersfield for right-of-way acquisition, grade separations, utility relocation, environmental mitigation, earthwork, guideway structures, track relocation and new track.

At its most recent meeting on September 24, the Fresno COG Policy Board decided not to approve the formation of a High-Speed Train Task Force within the COG. Instead, the Policy Board determined the Task Force would be more appropriately positioned as a subcommittee of the High-Speed Rail Strategy Committee, a policy and advocacy committee recently established by the County of Fresno with leadership from Supervisors Susan Anderson and Henry Perea. The focus of the Task Force will be on technical matters related to high-speed rail issues in Fresno County, including initially the Heavy Maintenance Facility/Operations Center. The Fresno COG has issued a Request for Proposals for consultant services to assist the Task Force with its tasks.

Mr. Thompson stated that Fresno COG has issued a Request for Proposals for the High Speed Train Heavy Maintenance Facility Planning Study. Proposals are due Friday, October 30, 2009. A review committee will meet in early November and Mr. Thompson will report back to the Policy Board at the November 19th meeting with the recommendation of the consultant to provide this study.

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

C. Request by County of Fresno and City of Fresno for the Council of Fresno County Governments to Identify Potential Funding Options for Developing and Incentivizing the High Speed Rail Maintenance Facility and Downtown Intermodal Center [BOREN]

Tony Boren, Executive Director covered this item. With the passage of Proposition 1A in 2008 by California voters, the California High Speed Rail Authority is now moving forward with the transportation planning process to make High Speed Rail a reality for all of California. As part of this planning process, a determination has been made that the High Speed Rail system's Heavy Duty Maintenance facility will be located in the San Joaquin Valley (location to be determined) and that a new intermodal transportation center will be constructed in downtown Fresno.

As has been reported in the media, other regions in the San Joaquin Valley are also interested in bringing the High Speed Rail Heavy Duty Maintenance Yard to their communities, and are already working on developing comprehensive site and incentive packages to help lure the facility to their community. In addition to providing mobility benefits to residents of Fresno County, according to preliminary, conservative estimates provided by the Fresno County Economic Development Corporation, if Fresno County was successful in landing the Heavy Duty Maintenance Yard, the economic value of the jobs associated with the new facility would generate approximately \$2 billion annually in new dollars being infused into our economy.

With the above information as background, the Council of Fresno County Governments has received letters (enclosed) from the County of Fresno and the City of Fresno, requesting that COG help identify potential funding options for developing and incentivizing the California High Speed Rail Heavy Duty Maintenance Facility and Downtown Intermodal Center.

This issue was raised at the Measure "C" Steering Committee meeting and the October 2009 TTC/PAC meeting, as part of the discussion on amending the Measure "C" Short Term Program to program funding that has become available from Measure "C" project savings, the State's Prop 1B State/Local Partnership program, and State Transportation Improvement Program funds freed up from the application of Federal ARRA funds to SR 180 (Temperance Ave. to Academy Ave). The direction from both the Measure "C" Steering Committee and the PAC was for COG to look at alternative funding sources for the Maintenance Yard other than the Measure "C" Regional Program funds.

Initial staff examination of funding opportunities identifies two potential sources of funding for the High Speed Rail Maintenance Yard, these are the Measure "C" Program dedicated to Rail Consolidation (anticipated revenues over the 20 yr life of the measure: \$106 mil.) and the Measure "C" Program dedicated to New Technology: (anticipated revenues over the 20 yr life of the measure: \$37 mil.). In order to access these funds for High Speed Rail Maintenance Yard purposes, a formal Amendment to Measure "C" Extension Plan approved by the voters in 2006 would be required. A number of issues would need to be addressed prior to initiating a Plan Amendment. These include:

- How much funding is needed to develop and incentivize the High Speed Rail Maintenance Yard?
- What exactly would the funding be used for? i.e., site acquisition, improvements, rights of way, etc.
- Timing issues and the availability of actual cash flow in the Measure "C" programs and the need to possibly explore bonding scenarios.

Questions were raised by Board members regarding the effects of reallocating the money.

Members of the Audience: Mary Savala representing the League of Women Voters, Dennis Manning, FARRC, Tom Bailey, FARRC, and Patrick J. Sweeney, CTDC addressed the Policy Board with their concerns. Bruce Rudd, Assistant City Manager, City of Fresno explained that the request is for staff to explore all funding opportunities, not only Measure C sources.

After discussion the Policy Board directed staff to explore and identify potential funding options for the High Speed Rail Heavy Duty Maintenance Yard and report back at the November meeting. A grid of all possible funding sources will be prepared. Staff was also asked to outline the public process needed.

D. Regional Transportation Plan [THOMPSON]

Clark Thompson (Fresno COG) provided an update on specific public outreach activities related to RTP stakeholder interest groups and the RTP Community Forum that was held on October 26, 2009. The Forum was well attended and many ideas came from the meeting. Councilmember Magsig (Clovis) offered his assistance in developing the Blueprint portion of the Plan.

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

E. Measure "C" Update: Amendment to Regional Transportation Plan – Short Range Program [BESHEARS]

Les Beshears (Fresno COG) informed the Policy Board of the proposed amendment to the Measure "C" Regional Transportation Plan – Short Range Program. The recommendation programs \$82.8 million in previously unprogrammed revenues to make schedule enhancements to develop shelf ready projects in anticipation of future federal or state revenues becoming available. The major schedule enhancements provide resources to design and acquire Right of Way for the SR 180/41/168 Braided Ramps, Veterans Blvd., and the next phase of SR 180 East from Academy to Trimmer.

The recommendation also breaks the SR 180/41/168 Braided Ramps into two projects and nominates the first phase (north side of SR 180) as the next logical STIP project to fill the slot created when SR 180 East Temperance to Academy was funded with a combination of ARRA and funding from the previous Measure. Construction of the first phase is proposed for 2012/13 however, considering the current state of the STIP, this schedule is likely to be postponed.

The recommendation also includes a minor project advancement, Willow Ave. - Barstow Ave. to Escalon Ave. (\$1.7 million) and minor offsetting phasing adjustments on Ventura, Peach, and Willow, to provide a more orderly implementation. The cities of Clovis and Fresno concur with these minor adjustments.

The proposal also rolls the Short Range Plan out the next two years into the Medium term plan bringing projects in from 2014/15 and 2015/16. On the urban program this includes Phase II (south side of SR 180) construction of the SR 180/41/168 Braided Ramps, Herndon Ave. - Temperance Ave. to DeWolf Ave., and Herndon Ave. - Blythe Ave. to Valentine Ave. On the rural program it includes construction for Golden State and the design for Phase III of SR180 East from Trimmer Ave. to Frankwood Ave.

During the Measure "C" sub committee and TTC/PAC discussions two alternative proposals were brought up. One was to take part of the available \$82.8 million and split it up among member agencies to offset some of the losses due to state budget cuts. This proposal was turned down. The other proposal was to set aside part of the \$82.8 million for a proposed High Speed Rail Heavy Duty Maintenance Yard Station in Fresno County. The proposal was thoroughly discussed and the consensus of the sub committee, TTC and PAC were to continue the discussion of funding for the High Speed Rail Maintenance Facility under a Heavy Duty Maintenance Yard and separate topic and proceed with staff recommendation.

There was also discussion regarding the City of Fresno's request to the Fresno County Transportation Authority to consider bonding and equate the construction schedules of Veterans and the SR 180/41/168 Braided Ramps. The Transportation Authority would like to see the Medium and Long Range plans financially constrained and formalized prior to making any decisions on Bonding. This proposal does not include bonding alternatives, nor does it formalize the Medium and Long Range Plans. However, it does provide the resources to bring both projects to a shelf ready state, and could be used as a financially constrained basis to begin exploring bonding alternatives should the Board so wish.

The 45 day review process to amend the Measure "C" Short Term Regional Transportation program began on October 2nd. Mr. Beshears advised the Policy Board that they will be asked to approve the amendment at the November 19th meeting following a Public Hearing.

A motion was made by Councilmember Magsig (Clovis) and seconded by Mayor Lujan (Selma) to continue the review process of the amendment that began with the mailing of the notice to the Policy Advisory Committee. A vote was called for and the motion carried.

F. Caltrans Monthly Report [CALTRANS]

Joanne Striebich (Caltrans) gave a brief update on Caltrans activities. Ground breaking ceremonies and ribbon cutting for 180 East will be held on December 3rd. More details will follow.

Information/discussion item. Direction may be provided at the discretion of the Policy Board.

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

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

A motion was made by Councilmember Aguayo (Fowler) and seconded by Mayor Blayney (Kingsburg) to reaffirm all actions taken while sitting as the Transportation Policy Committee.

VI. ADMINISTRATIVE CONSENT ITEMS

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

- | | |
|---|-------------|
| A. Executive Minutes – September 24, 2009 | Approve |
| B. 4D Modeling Consultant Contract for Green House Gas Targets for SB375 [BITNER] | Approve |
| C. FY08-09 Fourth Quarter Report [BESHEARS] | Accept |
| D. Farmland Conservation Model Program Update [SOBRADO] | Information |
| E. Status Report –Gary Manross, Strategy Research Institute [BOREN] | Information |
| F. Monthly Legislative Update [FAWCETT] | Information |

G. Regional Clearinghouse [SOBRADO]

Information

Project	Applicant
1. 2009 Section 202 Supportive Housing Capital Advance Grant Program	Southern California Presbyterian Homes
2. Economic Development Administration Public Works and Economic Development Program	City of Fresno

For a summary of these items, please see the October 29, 2009 Annotated Agenda.

A motion was made by Mayor Lopez (Orange Cove) and seconded by Mayor Lopez (Parlier) to approve the Administrative Consent Items as submitted. A vote was called for and the motion carried.

VII. ADMINISTRATIVE ACTION / DISCUSSION ITEMS

A. Latino Water Coalition [BOREN] –

Mayor Lujan (Selma) has requested an opportunity to speak to issues associated with the Latino Water Coalition.

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

B. Letter of Support for Joseph De Los Santos to the Board of Directors of the “Big Fresno Fair”

Mayor Lujan (Selma) went on to discuss the request for letter of support for Mr. De Los Santos' appointment by the Governor to the Board of Directors of the “Big Fresno Fair”. Mr. Lujan stated that the California Latino Water Coalition has also endorsed Mr. De Los Santos and asked that the draft letter be revised to reflect that and also that Mr. De Los Santos is the only Hispanic on the Board of Directors and that he holds the highest moral and ethical standards. Other members of the Policy Board commented on his accessibility and work with the rural communities. Staff will revise the letter of support and send to the Governor.

A motion was made by Mayor Lujan (Selma) and seconded by Mayor Lopez (Orange Cove) to approve the letter of support with revisions. A vote was called for and the motion carried.

C. 2010 “One Voice” Call for Projects Update [STECK]

Barbara Steck, Deputy Director explained that Fresno COG has begun the process of planning for its eighth annual “One Voice” trip back to Washington DC where a list of priorities for our region will be presented. The 2010 “One Voice” trip will take place February 6-11, 2010. The timeline for the 2010 project selection process is as follows:

- Kick-off Meeting – Wednesday, September 9, 2009 @ 3:00 PM at COG
- Mail/Email Call for Projects – Monday, September 21, 2009
- Deadline for project submittal – Friday, October 9, 2009
- **Project Selection Committee Meeting – Wednesday, October 21, 2009 at 1:00 PM**
- **Policy Issues Discussion and Recommendation - Wednesday, October 21, 2009 at 3:00PM**
- **Project Selection and Policy Issues Follow Up meeting – Wednesday, October 28, 2009 at 3:00 PM**
- COG Policy Board Approval of Project List – Thursday, November 19, 2009

The project selection committee and policy issues discussion was held on October 21st. Ms. Steck distributed a list of recommended projects and also a draft of the policy issues that will be brought back for final approval by the COG Policy Board at the November 19th meeting.

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

D. SB 406 Update [BOREN]

Mr. Boren informed the Policy Board of the action by the Governor on this bill.

SB 406 (DeSaulnier) Land Use: Environmental Quality

SB 406 authorizes an additional fee of \$1 or \$2 on vehicle registration through an existing fee mechanism to be used for planning purposes related to SB 375 (Steinberg), Chapter 728, Statutes of 2008, and proposes new duties, membership, and funding for the Strategic Growth Council and the planning Advisory and Assistance Council. Its purpose is to provide a permanent and necessary funding source for the regional and local planning required to successfully implement SB 375 through DMV fees. Based on 2008 vehicle registration in Fresno County, an estimated \$623,032 could be raised in a one year period based on a \$1 fee collected, or \$1,246,064 based on a \$2 per vehicle fee.

On October 11, 2009, SB 406 was vetoed by Governor Schwarzenegger. His position on the bill is reflected below:

To the Members of the California State Senate:

I am returning Senate Bill 406 without my signature. Reducing greenhouse gas emissions is of utmost priority in my administration and is essential for achieving California's climate change goals. However, this bill would authorize a municipal planning organization, a council of governments, or a county transportation commission and a sub-regional council of governments, by resolution, to impose a new fee on motor vehicles registered in their jurisdiction. As I have said in prior veto messages, such an increase should be subject to voter approval. For this reason, I am unable to sign this bill.

*Sincerely,
Arnold Schwarzenegger*

This was an information/discussion item and required no further action the Policy Board.

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

Steve Samuelian of California Consulting Inc. was not present to report to the Policy Board. Information on the monthly activities was included in the meeting package and additional information was handed out at the meeting.

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

VIII. OTHER BUSINESS

A. Items from Staff

Next meeting – November 19th at 5:30 pm

Mr. Boren announced the Roundtable meeting to be held at Fresno COG on December 1 at 11:30 am featuring Darius Assemi, Commissioner, California Transportation Commission and Randy Iwasaki, State Director, California Department of Transportation. Please contact California Consulting if interested in attending.

B Items from Members

Councilmember Magsig (Clovis) thanked the Policy Board for their continued support of the Rescue Mission.

Mayor Silva (Mendota) distributed a flyer notifying the Board that the Catholic Charities Diocese of Fresno will be holding a food drive on Thursday, November 12 to Sunday, November 15 at River Park Shopping Center in the Borders parking lot on El Paso.

There being no further business, the meeting was adjourned.

Respectfully submitted,



Tony Boren, Executive Director

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****All enclosures are available on our website at www.fresnocog.org – Committees and Agendas**

**Attachment A
Observers and Non-Members
COG Board Meeting
October 29, 2009**

Tom Bailey, Fresno Area Residents for Rail Consolidation (FARRC)
Jeffrey D. Webster, Fresno County Rural Transit Agency
Dennis Manning, FARRC
Don Hubbard, Parsons Brinckerhoff
Bruce Rudd, City of Fresno
JP Sweeney, Cybertran
Mary Savala, League of Women Voters
Lynn Gorman, Fresno County
Mike Harrison, City of Clovis
Mike Prandini, Building Industry Association
Nicholas Paladino, Fresno Cycling Club
Renée DeVere-Oki, Fresno COG
Tom Webster, Fresno COG
Les Beshears, Fresno COG
Clark Thompson, Fresno COG
Barbara Steck, Fresno COG
Stephanie Maxwell, Fresno COG
Marla Day, Fresno COG



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Memorandum

Date: October 27, 2009

From: Les Beshears, Finance Director

To: Policy Advisory Committee and COG Policy Board

Subject: Declaration of Surplus Inventory

Recommendation: Authorize staff to dispose of surplus property per COG's surplus property policy

Summary:

The Council of Fresno County Governments has several pieces of used office furniture and computer equipment and would like to declare these surplus items for sale. As per COG policy, surplus items would be sold first to our members and if not purchased by member agencies, surplus property that is still useable would be made available to the general public with a public notice stating availability of the surplus property. The surplus inventory has a set minimum price and would be sold for the highest bid beyond the minimum price.

If approved by the COG Policy Board at the October 29, 2009 meeting, sealed bids will be accepted at the COG office on or before November 13, 2009 at 5:00 pm. A complete list of the inventory will be available for review and anyone interested in seeing the inventory can call Mary Lopez at 233-4148x208 to set up an appointment after the October 29th meeting.

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

COG Surplus Inventory List

Your City _____

Signature _____

Item#	Description	Asset#	Minimum	Your Bid
1	Marantz Double Cassette Deck PDM 511		\$50.00	
2	Tascam Double Cassette Deck Model 322		\$50.00	
3	1 - 15" Flat Screen Dell Analog monitor/Dell 4700 Computer 2.8Mhz, 512 Memory, 80GB Drive, CD, keyboard, mouse	D32Y051	\$75.00	
4	1 - 15" Flat Screen Dell Analog monitor/Dell 4700 Computer 2.8Mhz, 512 Memory, 80GB Drive, CD, keyboard, mouse	J363581	\$75.00	
5	1 - 15" Flat Screen Dell Analog monitor/Dell 4700 Computer 2.8Mhz, 512 Memory, 80GB Drive, CD, keyboard, mouse	7DDG661	\$75.00	
6	1 - 15" Flat Screen Dell Analog monitor/Dell 4700 Computer 2.8Mhz, 512 Memory, 80GB Drive, CD, keyboard, mouse	3DDG661	\$75.00	
7	1 - 15" Flat Screen Dell Analog monitor/Dell 4700 Computer 2.8Mhz, 512 Memory, 80GB Drive, CD, keyboard, mouse	9CDG661	\$75.00	
8	1 - 15" Flat Screen Dell Analog monitor/Dell 4700 Computer 2.8Mhz, 512 Memory, 80GB Drive, CD, keyboard, mouse	HCHG661	\$75.00	
9	1- Dell 4700 Computer 2.8Mhz, 512 Memory, 80GB Drive, CD, keyboard, mouse	7CDG661	\$50.00	
10	1- Dell 8300 computer 2.8Mhz, 512 MB, 80 GB Drive, CD, keyboard, mouse	5LQSJ41	\$50.00	
11	1- Dell 8300 computer 2.8Mhz, 512 MB, 80 GB Drive, CD, keyboard, mouse	8DB3B31	\$50.00	
12	1- generic computer		\$25.00	
13	1 - generic computer		\$25.00	
14	1 - gray office chair		\$25.00	
15	1- gray office chair		\$25.00	
16	1 - gray office chair		\$25.00	
17	1 - black executive chair		\$25.00	



Legislation Summary November

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 #
AB 153 Ma	High-Speed Rail Authority.	2nd Policy													
AB 266 Carter	Transportation needs assessment.	2nd Policy													
AB 304 Price	Child Care and Development Services Act: alternative payment programs.	2 Year													
AB 315 De Leon	Child care and development services: alternative payment programs.	2nd Policy													
AB 596 Evans	Community planning grants.	2 Year													
AB 726 Nielsen	Transportation capital improvement projects.	2nd Policy													

<u>SB 205</u> Hancock	Traffic congestion: motor vehicle registration fees.	2nd Fiscal [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.	Vetoed [REDACTED]
<u>SB 409</u> Ducheny	Department of Railroads.	1st Floor [REDACTED]
<u>SB 425</u> Simitian	Personal and corporate income taxes: deductions: parking: credits: ridesharing expenses.	1st Fiscal [REDACTED]
<u>SB 455</u> Lowenthal	High-speed rail.	2nd Floor [REDACTED]
<u>SB 560</u> Ashburn	Regional transportation plans: sustainable communities strategy.	2 Year [REDACTED]
<u>SB 575</u> Steinberg	Local planning: housing element.	Chaptered [REDACTED]
<u>SB 632</u>	Ports: congestion relief: air	2nd Floor

Lowenthal	pollution mitigation.	
SB 716 Wolk	Local transportation funds.	Chaptered
SCA 2 Wyland	Revised biennial session.	1st Policy
SCA 3 Wyland	Transportation Investment Fund.	1st Policy
Total Position Forms: 27		



Legislation Summary November 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.	07/02/2009-In committee: Set, first hearing. Hearing canceled at the request of author.		
AB 266 Carter	Transportation needs assessment. Existing law creates the California Transportation Commission, with various duties and responsibilities relative to the programming and allocation of funds for transportation capital projects. Existing law requires the commission to submit, by December 15 of each year, an annual report to the Legislature summarizing the commission's prior-year decisions in allocating transportation capital funds and identifying timely and relevant transportation issues facing the state. This bill would require the commission, on an every-5-year basis, to develop an assessment of the unfunded costs of programmed state projects and federally earmarked projects in the state, as well as an assessment of available funding for transportation	06/11/2009-Referred to Com. on RLS.		

	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. Child Care and Development Services Act: alternative payment programs. The Child Care and Development Services Act, administered by the State Department of Education, provides that children up to 13 years of age are eligible, with certain requirements, for child care and development services. The act requires the department to contract with local contracting agencies to provide for alternative payment programs , and authorizes alternative payments to be made for services provided in licensed centers and family day care homes for care provided in the child's home, and for other types of care that conform to applicable law. The act prohibits payments made by alternative payment programs from exceeding the applicable market rate ceiling, but allows alternative payment programs to expend more than the standard reimbursement rate for a particular child, provided that the aggregate payments for services purchased by the agency during the contract year do not exceed the assigned reimbursable amount as established by the contract for the year. This bill would delete that authority to expend more than the standard reimbursement rate for a particular child. The bill, in addition, would require an alternative payment program to establish a program of electronic banking for payments 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.				06/02/2009-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 05/28/2009)	
<u>AB 304</u> Price						06/18/2009-Referred to Com. on RLS.

<u>AB 596</u> Evans	Community planning grants. Existing law establishes the Strategic Growth Council that is required to take actions with regard to coordinating programs of member state agencies to improve air and water quality, improve natural resource protection, increase the availability of affordable housing, improve transportation, meet the goals of the California Global Warming Solutions Act of 2006, encourage sustainable land use planning, and revitalize urban and community centers in a sustainable manner. This bill would establish the Community Planning Grant and Loan Fund and would authorize the council to expend the revenues in the fund, upon appropriation by the Legislature, to carry out the Community Planning Grant and Loan Program which this bill would establish. The bill would require the council to expend these funds to provide competitive grants and loans to support community planning by providing grants and loans for projects to improve sustainability and livability of California's communities by reducing communities' contributions to global warming. This bill contains other related provisions.	06/02/2009-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 05/28/2009)		
<u>AB 726</u> Nielsen	Transportation capital improvement projects. Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program process. Existing law provides for 75% of funds available for transportation capital improvement projects to be made available for regional projects, and 25% for interregional projects. Existing law describes the types of projects that may be funded with the regional share of funds, and includes local road projects as a category of eligible projects. This bill would state that local road rehabilitation projects are eligible for these funds.	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 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.	10/11/2009-Vetoed by the Governor		
<u>AB 932</u>	Child care and development services: facilities.	06/02/2009-Failed Deadline		

Torlakson	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.	pursuant to Rule 61(a)(5). (Last location was APPR. on 05/28/2009)	
<u>AB 1135</u> Skinner	Vehicles: registration renewal. Existing law requires an owner of a vehicle to submit an application for renewal of a vehicle registration to the Department of Motor Vehicles no later than midnight of the expiration date. This bill would require the owner of a vehicle, upon application for renewal of a vehicle registration, to report the current odometer reading of the vehicle. The bill would require that information, except for the name and address of the vehicle owner and the vehicle license plate number, to be public information. The bill would also require the department to group the information into census blocks, create a database that can compile census block data and sort it by block group, census tract, and city and county, and post the data on the department's Internet Web site.	06/02/2009-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 05/28/2009)	
<u>AB 1195</u> Brownley	Child care and development programs: advisory committee. The Child Care and Development Services Act, administered by the State Department of Education, requires the Superintendent of Public Instruction to administer child care and development programs, which offer a full range of services for children from infancy to 13 years of age who are eligible for child care and developmental services. Existing law requires the Governor to appoint an advisory committee to assist the State Department of Education in developing a state plan for child development programs pursuant to that act. This bill would require the advisory committee to assist the department in the development of a plan to implement any new federal grant funds made available after March 1, 2009, for child care and development programs and early childhood education.	06/02/2009-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 05/14/2009)	

AB 1375
Galgiani

High-speed rail.

Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. This bill would revise and recast these provisions by repealing and reenacting the California High-Speed Train Act. The bill would continue the High-Speed Rail Authority in existence to make policy decisions relative to implementation of high-speed rail consistent with Proposition 1A. The bill would create the Department of High-Speed Trains within the Business, Transportation and Housing Agency, which would implement those policies. The bill would transfer certain of the existing powers and responsibilities of the authority to the department, and would specify additional powers and duties of the authority and department relative to implementation of the high-speed rail project, including the annual submission of a 6-year high-speed train capital improvement program and progress report to the Legislature. The director of the department would be appointed by the authority, who would serve at the pleasure of the authority, and the Governor would be authorized to appoint up to 10 executive employees of the department who would be exempt from civil service and serve at the pleasure of the director. The bill would provide for acquisition and disposition by the department of rights-of-way for the high-speed rail project. The bill would enact other related provisions.

06/02/2009-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 04/28/2009)

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 the proposition approved by the voters results in bonded indebtedness that includes specified accountability requirements. This bill

08/31/2009-From committee: Be adopted. (Ayes 12. Noes 5.) (August 27). Read second time. To third reading.

ACA 15 Arambula	contains other related provisions and other existing laws. 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.		
SB 12 Simitarian	Resources: Sacramento-San Joaquin Delta Council. Existing law generally provides that the state, or a county, city, district, or other political subdivision, or any public officer or body acting in its official capacity on behalf of any of those entities, may not be required to pay any fee for the performance of an official service. Existing law exempts from this provision any fee or charge for official services required pursuant to specified provisions of law relating to water use or water quality. This bill would expand the exemption to other provisions relating to water use, including provisions that require the payment of fees to the State Water Resources Control Board (board) for official services relating to statements of water diversion and use. This bill contains other related provisions and other existing laws.	09/09/2009-From Conference Committee: Be adopted. (Ayes 8. Senators Steinberg, Pavley, Padilla, and Florez, Assembly Members Bass, Huffman, Caballero, and Solorio. Noes. 0. Page 2351.) 11/02/09 66 SEN CONFERENCE REPORTS AT THE DESK	Watch	
SB 165 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.		
SB 205 Hancock	Traffic congestion: motor vehicle registration fees. Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor	08/27/2009-Set, second hearing. Held in committee and under submission.		

	Vehicles for specific limited purposes. The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may only be used to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee and are consistent with a regional transportation plan, and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the countywide transportation planning agency to adopt a specified expenditure plan.			
<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 to review the state board's	06/08/2009-Failed Deadline pursuant to Rule 61(a)(8). (Last location was E.Q. on 5/1/2009)		

<u>SB 406</u> DeSaulnier	implementation of these requirements, as provided. This bill contains other related provisions. Land use: environmental quality. The Planning and Zoning Law establishes the Planning Advisory and Assistance Council in the Office of Planning and Research, and prescribes the membership and duties of the council. 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, 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 require the council to begin to perform the above functions and duties when sufficient funding, as determined by the council, exists from the revenue transmitted to it by metropolitan planning organizations, councils of governments, or county transportation commissions and subregional councils of governments jointly preparing subregional sustainable communities strategies. This bill contains other related provisions and other existing laws.	10/11/2009-Vetoed by the Governor 11/02/09 59 SEN GOVERNOR'S VETOES
<u>SB 409</u> Ducheny	Department of Railroads. Existing law creates the Department of Transportation in the Business, Transportation and Housing Agency, with various powers and duties relative to the intercity rail passenger program, among other transportation programs. Existing law creates the High-Speed Rail Authority, with various powers and duties relative to development and implementation of a high-speed passenger train system. Existing law creates the Public Utilities Commission, with various powers and duties relative to railroads, among other responsibilities. This bill would create the Department of Railroads in the Business, Transportation and Housing Agency, and create the positions of director and deputy director within the department, to be appointed by the Governor, as specified. The director would be subject to Senate confirmation. The bill would transfer to the department responsibility for various state railroad programs currently	09/01/2009-Read second time. To third reading. 11/02/09 78 SEN SENATE BILLS-THIRD READING FILE

	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.			
<u>SB 425</u> Similtian	Personal and corporate income taxes: deductions: parking: credits: ridesharing expenses. The Personal Income Tax Law and the Corporation Tax Law allow various deductions in computing the income that is subject to the taxes imposed by those laws. Existing law allows an employer to deduct its expenses in carrying out a parking subsidy and a parking cash-out program, as defined, for employees. This bill would disallow a deduction for expenses of specified employers for parking subsidies unless all employees provided with a parking subsidy are offered a parking cash-out program in accordance with a specified statute. This bill contains other related provisions and other existing laws.	08/27/2009-Held in committee and under submission.		
<u>SB 455</u> Lowenthal	High-speed rail. Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor. This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate. The bill would require the members of the authority, at a scheduled board meeting, to cause to be prepared an overall project schedule with project delivery milestones on a quarterly basis, and to approve a quarterly contract status report, beginning at the first board meeting after March 1, 2010. The bill would also require the members of the authority to approve all contract amendments at a scheduled board meeting. This bill contains other related provisions and other existing laws.	07/24/2009-Placed on inactive file on request of Assembly Member Torrico.		
<u>SB 560</u>	Regional transportation plans: sustainable communities	06/08/2009-Failed Deadline		

Ashburn	strategy. Existing law requires certain transportation planning activities by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires metropolitan planning organizations to adopt a sustainable communities strategy as part of their regional transportation plan, which is to be designed to achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Existing law generally requires transportation planning and programming activities by the metropolitan planning organization to be consistent with the sustainable communities strategy, with certain exceptions. Existing law, to the extent the sustainable communities strategy is unable to achieve the greenhouse gas emissions reduction targets, requires the affected metropolitan planning organizations to prepare an alternative planning strategy showing how the targets may be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. This bill would provide that greenhouse gas emission credits for counties and cities that site and permit commercial wind, solar, and biomass projects may be used as credit in the formulation of the sustainable communities strategy or an alternative planning strategy. The bill would also provide that transportation trips outside of federal lands that are directly related to activities of a federal or state military installation shall not be included in the emissions inventory otherwise required to be considered to achieve any reductions in greenhouse gas emissions. This bill contains other related provisions and other existing laws.	pursuant to Rule 61(a)(8). (Last location was PRINT on 2/27/2009)
SB 575 Steinberg	Local planning: housing element. 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, subject to specified requirements, as part of a 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	10/11/2009-Chaptered by the Secretary of State, Chapter Number 354, Statutes of 2009 Watch

	from automobiles and light trucks in the region. Existing law, to the extent the sustainable communities strategy is unable to achieve the greenhouse gas emissions reduction targets, requires the affected metropolitan planning organization to prepare an alternative planning strategy showing how the targets may be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. Existing law requires the metropolitan planning organization to conduct at least 2 informational meetings in each county within the region for members of the board of supervisors and city councils on the sustainable communities strategy and alternative planning strategy, if any. Existing law provides that the purpose of the meetings is to present a draft of the sustainable communities strategy to the members of the board of supervisors and the city council members in that county and to solicit and consider their input and recommendations. This bill would instead provide that the purpose of the meeting or meetings is to discuss the sustainable communities strategy and alternative planning strategy, if any, including the key land use and planning assumptions, with the members of the board of supervisors and the city council members in that county and to solicit and consider their input and recommendations. The bill would require the Tahoe Metropolitan Planning Organization to use the Regional Plan for the Lake Tahoe Region as its sustainable communities strategy, if specified requirements are met. This bill contains other related provisions and other existing laws.			
<u>SB 632</u> Lowenthal	Ports: congestion relief: air pollution mitigation. Existing law regulates the operation of ports and harbors. This bill would require the Ports of Long Beach, Los Angeles, and Oakland, beginning January 1, 2010, to assess their infrastructure and air quality improvement needs, including, but not limited to, projects that improve the efficiency of the movement of cargo, reduce congestion impacts associated with the movement of cargo, and reduce pollution associated with the movement of that cargo. This bill contains other related provisions and other existing laws.	07/13/2009-Placed on inactive file on request of Assembly Member Torrico.		
<u>SB 716</u> Wolk	Local transportation funds. Existing law requires that 1/4% of the local sales and use tax be transferred to the local transportation fund of the county for allocation, as directed by the transportation planning agency, to various transportation purposes. Existing law specifies the allowable uses for local transportation funds, and generally	10/11/2009-Chaptered by the Secretary of State, Chapter Number 609, Statutes of 2009	Neutral	

SCA 2 Wyland	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, for counties that had a population of less than 500,000 as of the 1970 decennial census, but that have a population of 500,000 or more as of the 2000 decennial census or at a subsequent census, would require the local transportation funds apportioned to the urbanized areas of those counties to generally be allocated for public transit purposes and not for street and road purposes, except that cities in those counties with a population of 100,000 or fewer would be exempt from this requirement. Local transportation funds apportioned to the nonurbanized areas in those counties would remain available for allocation to street and road purposes and for other specified purposes. The bill would delay, until July 1, 2014, the application of these new provisions in counties where they apply. The bill would exempt Ventura County from these provisions and instead authorize the Ventura County Transportation Commission to submit, by December 31, 2011, a report to the Legislature analyzing options for organizing a public mass transportation services in the county and for expenditure of revenues in the local transportation fund, along with a recommended legislative proposal. If a legislative proposal is not enacted by the end of the 2011-12 Regular Session of the Legislature, local transportation funds in Ventura County would be available solely for transit purposes beginning July 1, 2014. The bill, in counties and areas of counties where local transportation funds may be allocated to local streets and roads, would also authorize allocation 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 and after all of the capital and operating funds necessary to meet unmet transit needs that are reasonable to meet are allocated. The bill would make other related changes.		
	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	05/12/2009-From committee with author's amendments. Read second time. Amended. Referred to Com. on RLS.	

	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 2 subsequent fiscal years. The measure would require the Legislature, during a budget session, to meet only to conduct oversight and review of the revenues and expenditures of the state and to consider Budget Bills, budget implementation bills, as defined, and related revenue bills, except the Legislature could consider urgency statutes. This bill contains other related provisions and other existing laws.			
SCA 3 Wyland	Transportation Investment Fund. Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund (TIF) for allocation to various transportation purposes. Article XIX B authorizes this transfer to be suspended in whole or in part for a fiscal year during a fiscal emergency pursuant to a proclamation by the Governor and the enactment of a statute by a 2/3 vote in each house of the Legislature, subject to various restrictions. This measure would delete the provisions authorizing the transfer of revenues to the TIF to be suspended during a fiscal emergency. The measure would also prohibit a loan of TIF revenues under any circumstances, and would prohibit any statute that would reduce the extent to which these tax revenues are deposited into the General Fund for transfer to the TIF for transportation purposes.	04/23/2009-Set, first hearing. Hearing canceled at the request of author.		
Total Position Forms: 27				



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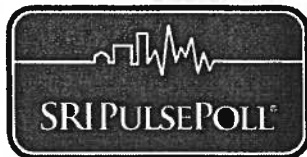
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MEMORANDUM

To: Tony Boren
Executive Director

Date: November 9, 2009

Subject: Status report for November 2009

The intent of the present document is to provide you with a Status Report regarding SRI's activities, to date, during the month of November 2009. Since the deadline for this status report is 11-10-09, much of what I'll be reporting will take place later in the month, of course.

Farmland Conservation:

To date, we've completed more two dozen (24) interviews regarding **Farmland Conservation**; each of the interviewees have referred us to several additional individuals. As stated in last month's Status Report, we will continue the interviewing process until one of two things occur: (i) we've interviewed everyone who has been referred to us, or (ii) nothing new is being learned from the interviews...which is to say, the facts, concerns, and/or recommendations that come out of these interviews are too repetitive (nothing new is being learned).

The major accomplishment that has come out of these interviews since last month is that we've moved from the **EXPLORATORY** stage to the **CONFIRMATION** stage in the process. In other words, we believe we've found a viable MODEL for realizing the goals and objectives inherent to **Farmland Conservation**; thus, we are now in the process of "testing" this model on individuals who we are being referred to both inside and outside the Ag Industry (e.g., those in the Ag Industry, developers, local government officials, the business community, among others).

Until we have concluded whether or not the model is, indeed, viable, we will NOT bring it forward. The wisdom of this approach is that we've enhanced the initial model in several ways as a result of feedback from those whom we have interviewed since moving into the **CONFIRMATORY** stage of the process. While we've made significant progress, to date, it's not possible to predict precisely when the interviewing process will end; as noted above, it will end when we've already interviewed everyone who is being referred to us as being important to the study or when we've concluded that a viable model for Farmland Conservation has, indeed, been identified.

While the substance (content) of the interviews will remain completely confidential, as agreed and promised, we will report below the names of those who have been interviewed and/or referred, to date.

An Institute for CONSENSUS BUILDING

Those who have been interviewed, to date, are (listed in alphabetic order, by last name):

- **Rick Ballantyne**, Executive Director of LAFCo
- **Paul Betancourt**, Farmer & Past President of Fresno County Farm Bureau
- **Nat DiBuduo**, Allied Grape Growers
- **Lynn Gorman**, AICP. Deputy Director of Planning.
Fresno County Department of Public Works and Planning
- **Carol Hafner**, Fresno County Agriculture Commissioner
- **Debbie Jacobson**, Farmer
- **Ryan Jacobson**, Executive Director, Fresno Farm Bureau
- **Holly King**, Agri-Business Consultant, formerly with Great Valley Center
- **Greg Kirkpatrick**, Farmland Conservation Strategies
- County Supervisor **Phil Larson**
- **Sayre Miller**, prominent farmer in Clovis
- **Deb Nankivell**, Fresno Business Council
- **Ken Newby**, retired from Deloitte & Touche, member of the Fresno Business Council
- **Leland Parnagian**, Fowler Packing
- County Supervisor **Henry R. Perea**
- **Mike Prandini (and Jeff Roberts)**, BIA
- **Pat Ricchiuti**, PR Farms
- **Gary Robinson**, farmer in Coalinga; President of Kings County Farm Bureau
- **Jeanette Southerlin**, County Director and **Dan Munk**, U.C., UC Cooperative Extension
- **Shawn Stevenson**, Harlan Ranch
- **Ed Thompson**, California Director & Senior Associate,
American Farmland Trust
- **Chris Valdez**, California Grape Tree Fruit League
- **John Wright**, former Planning Director for Clovis and currently active in a variety of community projects
- **A.J. Yates**, farmer near Kerman, former Deputy Secretary of Agriculture for State of California

Others to whom we have been referred and who we will be attempting to interview include the following (again, listed in alphabetic order, by last name):

- Three remaining County Supervisors (Supervisor **Susan Anderson**, Chair of the Board of Supervisors; Supervisor **Judy Case**; Supervisor **Debbie Poochigian**.)
- Assembly Member **Juan Arambula**
- **Lee Ayers**, involved with Fisheries industry, The Tree Tops Group, former City Mgr. of Sunnyvale
- **Ray Beach**, Madera County Planning
- **Barry Bedwell**, President, California Grape & Tree Fruit League
- **Keith Berghthold**, Assistant Director - Planning, City of Fresno
- **Mark Borba**, owner of Borba Ranch

- **Paul Buxman**, Reedley, organic grower (artist/painter)
- **Blake Carlson**, Kingsburg
- **Bill and Carol Chandler**, Selma Grapes
- **Manuel Cunha**, Nisei Farm League
- **John Diener**, west side grower
- **Russell Efird**
- **Phil Erro**, President, San Joaquin Valley Resource Conservation and Development Council
- **Daniel Errotabere**
- **George Finney**, Retired Ex-Director, Tulare County Association of Governments
- **Larry Fortune**, Fortune Associates
- **Greg Gatzka**, Planning Director, Kings County
- **Glen Goto**, Raisin Bargaining Association
- **Coke Hallowell**, involved in the Ag Industry (husband owns Chevy dealership)
- **Jeff Harris**, formerly BIA Ex. Director, now Wilson Homes
- **John Harris**, Harris Ranch
- **Alan Kasparian**, Grape Grower in West Fresno, Director for AFT
- **Dave Koehler**, Executive Director, San Joaquin River Parkway
- **Barry Kreibel**, CEO of Sun Maid Co-op, Kingsburg
- **Dave Loquaci**, farmer in Madera
- **David 'Mas' Masumoto**, farmer on east side, Fowler
- **Marvin Meyers**, Prominent farmer on west side of Fresno County
- **Don Mills**, Manager of Kings County Water Agency
- **Joel Nelson**, President of California Citrus Mutual, Exeter
- **Brian Pacheco**, Kerman dairyman
- **Jerry Prieto**, Chaired *Landscape for Choice* - Retired
- **Dennis Prosperi**, Madera County
- **Gary Robinson**, former head of Kings County Farm Bureau
- **Trinidad Rodriguez**, Chairman of the Policy Board, Fresno COG
- **Mary Savala**, League of Women Voters
- **Alfreda Sebasto**, formerly Chief of Staff of Jim Costa
- **Bill Smithcamp**, Wawona Foods
- **Soapie Thompson**, Tulare County Conservation Trust
- **Riley Walter, Esq.**, Attorney connected to the Ag Industry
- **Stuart Woolf**, Westside Farmer
- **A.J. Yates**, Farmer near Kerman
- **Nick Yovino**, former Director of Planning, City of Fresno

Now that we've been able to identify what appears to be a viable model for realizing Farmland Conservation not only in Fresno County, but throughout the Central Valley, we will soon create a somewhat detailed **Work Plan for Farmland Conservation**; this will include each step in the process and tentative dates for moving from one stage to the next stage until the stated objectives has been realized or until it has been concluded that it is NOT feasible to realize this extremely complex and politically sensitive objective. We anticipate that we will complete this Work Plan by month's end; if not, certainly by the end of the calendar year (December 2009).

As noted in last month's status report, given the fact that people feel strong about the issues inherent to Farmland Conversation, and given that the proverbial wheels nearly came off the wagon only a couple of months ago, we're confident that this process will go a long way toward **Building CONSENSUS** among stakeholders, many with competing agendas. The process we are following has been proven to be extremely effective. Given the feedback we've received, to date, we're confident the present exercise will be no exception.

Transit Consolidation in Fresno County:

As called for in the **Work Plan for Transit Consolidation in Fresno County**, the next step is to form an **Exploratory Committee**; then, set the first meeting of that Committee. Toward that end, we've crafted an invitation to be sent to those who will be asked to serve on the Exploratory Committee. This invitation will be sent out by Fresno COG's Executive Director, Tony Boren, to PROFESSIONALS in public transportation who are employed by the public agencies that will be looking into public transit consolidation; these include the City of Fresno, the City of Clovis, the Fresno County Rural Transit Authority, and the Southwest Transportation Agency. The main objective for this Committee will be to work through the technical issues inherent to transit consolidation BEFORE moving the process forward.

John Downs has prepared an RFP (*Request for Proposals*) for the express purpose of retaining the professional services of consulting firm that specialized in such matters. The RFP has been sent out to a list of firms who are qualified to provide these professional services. The deadline for responding to the RFP is 5:00 p.m. Pacific Standard Time on November 24, 2009; the tentative date for awarding a contract is January 28, 2010.

SRI's role will be to FACILITATE the meetings of the **Exploratory Committee**; and, all subsequent Committees (e.g., the **Formation Committee**, when it is created) as the process unfolds...much like we did for the Measure C Steering Committee. While the Exploratory Committee will focus on technical issues inherent to transit consolidation, the Formation Committee will FOCUS ON building consensus among stakeholders, including the numerous political elements inherent to transit consolidation in Fresno County.

Performance-based Salary Structure for Fresno COG:

SRI staff, who are experts in Human Resource Management, have developed a methodology for consideration by Fresno COG that is designed to move the Agency to a **PERFORMANCE-BASED compensation arrangement**. Part of this package involves review documents to be used when evaluating employees. SRI's Mary Ann Williams (SRI's HR expert) and Dr. G. Gary Manross met with two members of the COG management team, Barbara Steck and Les Beshears, to review BOTH the

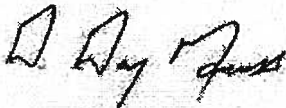
performance-based compensation structure and the documents that are needed in administering this type of system.

SRI staff is incorporating changes in the documents submitted to Fresno COG, which were called for during this recent meeting. While SRI is making these revisions to the documentation, Barbara and Les will meet with Tony Boren to address certain matters of interest that came out of the initial meeting. Once we receive feedback and directives from COG's management team, we will move forward, accordingly.

California Partnership for the San Joaquin Valley:

Tony Boren and I met with Mike Dozier, Executive Director of the Partnership, and Jen Paul, Communications Director, to discuss where our Institute may be positioned to assist in helping the organization realize its goals and objectives. Mr. Dozier identified an area where he believes SRI can make a meaningful contribution; we agreed to meet later in the month to develop this project in appropriate detail. A more thorough description and discussion of this collective effort will be included in the December 2009 status report.

Respectfully submitted,



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MEMORANDUM

DATE: November 19, 2009
TO: Policy Advisory Committee
COG Policy Board
FROM: Todd Sobrado, Planner
SUBJECT: Regional Clearinghouse Consent Calendar

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

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

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

FUNDING: Proposed funding levels are as shown below:

Applicant	Federal Funds	Other/ Applicant Funds	Total Funds
Fresno County Employment Opportunities Commission - Head Start-Preschool and Early Head Start 2010 Refunding Application	\$29,592,358	\$7,398,090	\$36,990,448

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

Regional Clearinghouse Number: *RCH # 05-2009-161*
Project Title: *Head Start Preschool and Early Head Start 2010 Refunding Application*
Applicant Agency: *Fresno County Economic Opportunities Commission*
Contact Person: *Naomi Quiring-Mizumoto*
Address: *1920 Mariposa Mall, Fresno, CA 93721*
Phone: *559-263-1205*
Federal Catalog #: *93-600*
Status: *Continuation*
Area of Impact: *Fresno County*
Federal Funding Agency: *Administration for Children and Families/DHHS*

FUNDING:

\$29,592,358	Federal
\$7,398,090	Applicant
\$0	State
\$0	Local
	Other
\$36,990,448	TOTAL

Fresno County EOC Head Start Preschool and Early Head Start 2010 Refunding Application - \$29,592,358 – Federal, \$7,398,090 - Local