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FAX

Agency: Fresno COG

To: Marla Day

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From: Carrol Terrazas for
Steve Samuelian

Date: 1/11/10

Re: COG - January Report

Pages (incl. cover sheet): 31

- ☐ **URGENT**
- ☐ **For Review**
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California Consulting, LLC
Fresno COG January 2010 Report

- **State Budget:** The Governor released his proposed state budget on January 8, 2010. Attached are several summaries and analysis of the State Budget including one from the California Department of Finance and a summary for Assemblymembers presented by the Assembly Budget Committee.
- **Budget Conference Call:** On January 8, 2010 California Consulting participated in a conference call for local government and transportation leaders hosted by the Governor's Office. The purpose of the call was to discuss the State budget and it was hosted and moderated by BTH Secretary Dale Bonner and DOF's Mark Hill. Attached is a summary of the conference call.
- **Special Event:** On December 1, 2009 Fresno COG and California Consulting hosted a special luncheon honoring two local leaders who have been appointed to major positions by the Governor. The event honored newly appointed Cal-TRANS Director Randy Iwasaki and newly appointed CTC Commissioner Darius Assemi. More than 90 leaders from all throughout the San Joaquin Valley and the Salinas Valley attended the luncheon/roundtable. See summary of the event attached.
- **Fresno COG "One Voice":** California Consulting has been working to gather possible advocacy issues for the annual Fresno COG Sacramento "One Voice" trip. The dates have been confirmed, we have outlined specific meetings we would like to secure with policymakers, and have scheduled a meeting with COG staff to discuss the issues list, and other details of the trip. We look forward to another productive trip to Sacramento for the annual Fresno COG Sacramento "One Voice."
- **Capitol Meetings:** Steve has continued his regular meetings in Sacramento. Most recently, Steve met with Assemblyman Arambula's Chief of Staff, Senate Majority Leader Florez's Chief of Staff, Assemblyman Villines Chief of Staff, Assemblywoman Galgiani's Chief of Staff, Assemblyman Gilmore's Chief of Staff, and Senator Roy Ashburn and his Legislative Aide. All meetings centered around the state budget and preserving and defending vital programs and funding for transportation and local governments including High

Speed Rail funding, SB 375 implementation funds, Prop. 42 protection, and other issues. Steve is also coordinating efforts with the regional League of California Cities representative in order to present a "united" front here in the Valley.

November COG Report

Subject: November COG Report**From: Steve Samuelian <steve@californiaconsulting.org>****Date: Fri, 20 Nov 2009 12:24:01 -0800****To: carrol.ca-consult@sbcglobal.net**

California Consulting, LLC
Fresno COG November Report

Water Bond: Congratulations to all of the individuals who played a major role in passage of the water bond. California Consulting sent out a detailed summary of the water bond via e-mail on Friday November 6, 2009. The entire Valley state legislative delegation as well as the Governor and the California Latino Water Coalition deserve high praise on a job well done for playing vital roles in securing passage of this legislation.

AB 118: Steve has met with the California Energy Commission senior staff in Sacramento and has organized conference calls with CEC regarding AB 118 funding. CEC will soon release approximately \$100 million per year (for the next seven years) in funding for various energy efficiency projects. Refer to e-mail sent by California Consulting on November 13, 2009 that details the program. Applications for the first round are due out just before Thanksgiving and will be due before Christmas. It will be a fast turn around.

Special Event: On December 1, 2009 California Consulting and the Fresno COG will hold a special luncheon honoring two local leaders who have been appointed to major positions by the Governor. We will honor newly appointed Cal-TRANS Director Randy Iwasaki and newly appointed CTC Commissioner Darius Assemi. The event will also include an update from Randy and Darius on valley transportation issues and a roundtable discussion of priority transportation issues for our area. The event is by invitation only and all COG member agencies (elected officials and staff) are cordially invited to attend. To RSVP contact [HYPERLINK "mailto:Carrol@californiaconsulting.org"](mailto:Carrol@californiaconsulting.org) Carrol@californiaconsulting.org or you may call her at (559) 244-0801. Hope you can join us for this great event.

HCD Parks Program: Steve met in Sacramento recently with the staff member at HCD responsible for the Housing Related Parks Program. This is a fantastic grant program that has money for cities for parks. See fact sheet attached to this report and e-mail sent out by California Consulting on this topic.

Capitol Meetings: Steve has continued his regular meetings in Sacramento with the Fresno area State Legislators and their staff as well as the Governor's Office regarding a variety of topics impacting Fresno COG.

SAFER: The SAFER grant for volunteer and paid fire department staffing, retention, and training is now available. Please contact California Consulting if you are interested in this excellent funding program.

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[Oops] Newsletter II

Subject: [Oops] Newsletter II**From:** Christopher Yang <christopher.yang3@gmail.com>**Date:** Fri, 27 Nov 2009 00:04:52 -0800**To:** carrol@californiaconsulting.org

California Consulting

NOVEMBER 26, 2009

VOLUME 1, NUMBER 1

"California Consulting works hard to represent their clients. It is their hard work ethic, responsiveness, and attention to detail that has made them so successful at securing funding for clients. I recommend them without hesitation."

Mayor Dennis Donahue, City of Salinas

More Grant Awards

In the last month California Consulting is pleased to announce that our clients have been awarded the following competitive grants that were written by California Consulting's grant writing staff:

City of Reedley - JAG - \$66,088
 City of Kerman - JAG - \$14,897
 City of Parlier - JAG - \$46,119
 City of Delano - REMOVE - \$31,350
 Colorado NW Community College, DOE - Geothermal Energy - \$430,000
 McFarland Unified School District - EETT C - \$314,859
 Fresno County - EECBG - \$3,151,300
 City of Reedley - CMAQ - Trail - \$212,472
 Kings Canyon Unified School District -3 buses - \$635,400

This brings the total of federal and state dollars California Consulting has secured for clients to \$1,347,899,019. That makes well over \$1.3 billion!

Lobbying Update

- 1) **QEIA** - California Consulting, LLC has been involved in the QEIA issue. QEIA is of great importance to school districts all over California. Working in concert with Steve Rhoads at Strategic Education Services, California Consulting has been actively engaged in the QEIA issue. See the following update:

Budget Comments on the Impact of AB 3X 56

The following is certain:

1. The QEIA revenue limit reductions are eliminated.
2. The school districts will receive their share (approximately \$60 per ADA) of the \$355 million of fiscal stabilization funds. This will be the result of the Section 28 process. This is actually independent of the bill. This should occur within 30 to 45 days. You should spend these funds. That is, use them to offset other existing general fund expenditures. For example, spend them on existing teacher salaries. Do not put them

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directly into a reserve, because you may have to pay a penalty to the feds.

3. Under AB 3X 56, the 2009-10 state aid for school districts will be reduced by approximately \$60 per ADA. Therefore, the net impact of the fiscal stabilization funds is zero.

The following is not certain:

4. The state may not receive any additional federal stabilization funds. The state may be able to apply for \$325 million, if my memory holds true. However, we do not know 1) if the feds will give us the funds, or 2) if the state will rip the funds off. You should have some type of contingency fund for this, but I would not book it until the money is received by the school district.
5. The remaining item is the \$165 million of the Title 1 funds. Everyone seems to believe that 1) school districts will get these savings when the funds are used to fund the QEIA schools, and 2) the Title 1 funds are not built into school district's existing budgets. The \$165 is made up of \$65 million of carryover funds and \$100 million from the budget Item 6110-134-0890 for Title 1. AB3X 56 will not take effect for 30 days after the Governor's signature. By that time school district should know if any of the \$100 million is built into their budgets. School districts should also know by then if the \$165 million of potential savings will be returned to school districts. If it is then school district will not lose \$60 per ADA in the federal stabilization funds, but a net of \$33 per ADA. The \$165 million is equivalent to about \$27 per ADA. School districts should not book this until they know for certainty from the CDE that 1) the savings will go back to school districts and 2) the \$100 million of the Title 1 funds are not built into their budgets. School districts need a statement from CDE. They should have that statement within 30 to 45 days. By the way, the claim is that the \$100 million will come from the 4% state set aside.

2) Water Bond:

Comprehensive Water Package

The Legislature passed a comprehensive water package that will enable Californians to share, store and conserve water more effectively than we do today. The legislation enacts landmark improvements and investments in the Sacramento-San Joaquin Delta - the heart of California's water supply system - ensuring the restoration of the Delta's fragile ecosystem and enhancing water reliability for all Californians.

The comprehensive water package acknowledges that water in California is both a scarce and vital resource, and that significant problems with our aging water infrastructure and supply necessitated a broad, long-term, sustainable and balanced statewide solution. This package of legislation is the most comprehensive set of water laws in the past half-century, and is supported by an unprecedented coalition of environmental organizations, various water districts and agencies, business groups, workers and industry groups and local utilities.

All elements of the package are based on years of scientific studies and recommendations from the Delta Vision Blue Ribbon Commission and the Delta Vision Committee.

Main Elements of the Package

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Delta Governance and Planning (SB 7x 1)

- Creates new oversight agencies to ensure that Delta communities will have a voice in decisions made about the Delta's water, environment and economy.

Water Conservation - 20% Water Conservation by 2020 (SB 7x 7)

- Ensures that all California communities share the commitment of conserving water so that more water can be available for more Californians.

Improving Groundwater Elevation Management (SB 7x 6)

- Allows local communities to better understand how much water is stored underground so that local agencies and the state can ensure that communities will have the water they need to grow and thrive.

Water Investments (SB 7x 8)

- Makes crucial investments in Delta levee repair and ecosystem restoration; above-ground and groundwater storage facilities, water recycling programs and watershed protection. Also increases oversight and enforcement capability of water rights and illegal water use.

Authorizes the use of \$546 Million of funds from Prop 84 for Delta Fixes.

Water Bond (SB 7x 2)

Authorizing the placement of an \$11.14 billion bond on the November 2, 2010 statewide general election ballot.

California Consulting wishes to thank and express our gratitude to the many individuals who played a vital role in passing this legislation, the State Legislative delegation from the Valley, the Governor and his staff and the California Latino Water Coalition. They all deserve commendation and praise on a job well done.

California Consulting, LLC also wishes to acknowledge and thank our clients Mayor Victor Lopez of the City of Orange Cove, Mayor Armando Lopez of the City of Parlier, Mayor Jose Villareal of the City of Sanger and all of the leaders of the California Latino Water Coalition that worked so hard to make this water bond legislation a reality. Without the leadership of the Coalition this bond legislation would never have become a reality.

Energy Update

The San Joaquin Valley Air Pollution Control District, San Joaquin Valley Clean Energy Organization, California Consulting, LLC and others held a workshop at the Air District Fresno Office to discuss the upcoming Energy Efficiency Conservation Block Grant funding opportunity.

Video conferencing was conducted and participants viewed the workshop from the Air District Offices in Bakersfield and Modesto. As well, several individuals participated via telephone conference. More than 45 cities and counties across the Valley participated in the very successful and informative workshop.

Opening remarks were given by Tom Jordan of the San Joaquin Valley Air Pollution Control District. The workshop was moderated by Clean Energy Organization Executive Director Paul Johnson and speakers included representatives from PG & E, Southern California Gas Company, and Southern California Edison. As well, two representatives of the California Energy Commission participated via telephone.

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Other program participants included:

Katie Stevens from the California Partnership for the San Joaquin Valley who spoke of the Partnership's role in the Stimulus process. Stevens highlighted the Partnership's push for bringing additional resources to the San Joaquin Valley.

Steve Samuelian, Owner of California Consulting, LLC thanked the Air District and the Clean Energy Organization for pulling together a collaborative approach to apply for this grant money and encouraged all eligible cities and counties throughout the 8 county Valley region to apply using this collaborative approach. Samuelian also spoke of the lobbying success the Valley has achieved when working together as a united region including the \$1 billion secured for Highway 99 and the Air Quality mitigation money the Valley received from Prop. 1B.

Several city representatives applauded the "united" approach to capture this funding and agreed to be part of the overall application.

Cities with populations under 35K and counties with populations under 200K are encouraged to contact the San Joaquin Valley Air Pollution Control District, the San Joaquin Valley Clean Energy Organization or California Consulting, LLC to participate in the collaborative application.

Representatives from the California Energy Commission were pleased that the Valley was taking a partnership approach to capture these funds.

New Clients

California Consulting, LLC is pleased to welcome our newest clients the Kern Council of Governments (COG), the City of Oakdale, the City of Hughson and the Youth Action Project of San Bernardino County.

Important Grants Released Soon

PTA: <http://www.hcd.ca.gov/fa/cdbq/funds/>

Prop. 84: http://www.parks.ca.gov/default.asp?page_id=1008

SAFER: <http://www.firegrantsupport.com/safer/>

AB118: <http://www.energy.ca.gov/ab118/index.html>

EECBG: http://www.eecbg.energy.gov/about/competitive_grants.html

Calfire Tree Grant:

http://www.fire.ca.gov/resource_mgt/resource_mgt_urbanforestry.php

GREAT: <http://www.great-online.org/>

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New Staff Member

We welcome Adam Horn to our staff as our newest Project Manager. Adam is a full time staff member in our Fresno office. He has previously served in the Offices of U. S. Senator Barbara Boxer, Congressman Costa, the Maddy Institute, and Assemblyman Arambula. He is a graduate of Fresno State University.

To date, California Consulting, LLC has secured in excess of \$1 billion for our clients. The grand total of State and Federal monies secured for our clients through state lobbying and competitive Federal and State grant writing is \$1,342,500,000.

<http://www.californiaconsulting.org>

<http://www.facebook.com/group.php?gid=167533966354>

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Roundtable/Luncheon Success

Subject: Roundtable/Luncheon Success**From:** Steve Samuelian <steve@californiaconsulting.org>**Date:** Wed, 2 Dec 2009 15:17:29 -0800**To:** Carrol Terrazas <carrol@californiaconsulting.org>

Luncheon Event is Major Success

California Consulting LLC and the Fresno Council of Governments (COG) held a luncheon honoring newly appointed Cal-TRANS Director Randy Iwasaki and California Transportation Commission (CTC) Commissioner Darius Assemi on Tuesday, December 1st 2009. The event was held at the Fresno COG office Sequoia Room. The invitation-only event was attended by over 85 guests consisting of elected officials, COG representatives, city and county staff from the San Joaquin Valley and Salinas Valley areas, school district leaders, non-profits, Chamber of Commerce, and representatives of several other leading organizations.

The event began with remarks from Trinidad Rodriguez, Chairman of Fresno COG and Mayor, City of Kerman. Further opening remarks were made by Zach Scrivner, Vice-Mayor of Bakersfield. Mr. Iwasaki and Mr. Assemi were then introduced by Harry Armstrong, Mayor, City of Clovis, and Chairman of the Fresno County Transportation Authority.

Comments ensued from Cal-TRANS Director Randy Iwasaki, who spoke about issues related to Cal-TRANS and the issues concerning the central San Joaquin Valley, including Proposition 42. CTC Commissioner Darius Assemi then presented remarks concerning the efforts of the CTC to represent the transportation issues facing the San Joaquin Valley, including the opportunities offered through SB 4. The session was then opened to the audience, who were given time to ask questions to Mr. Iwasaki and Mr. Assemi.

Closing remarks were made by Fresno City Councilman, Blong Xiong. Steve Samuelian, of California Consulting, LLC, spoke about the lobbying issues facing the valley in Sacramento and how fortunate the Valley is to have Mr. Iwasaki and Mr. Assemi in leadership posts. Fresno City Council President, Cynthia Sterling, presented a certificate from her office to the honored guests. Additional certificates of congratulations and resolutions were presented to Mr. Iwasaki and Mr. Assemi from the offices of Fresno City Council members Henry T. Perea and Blong Xiong; Assemblyman Danny Gilmore; Congressman Jim Costa; and the County of Fresno.

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Wastewater Update

Subject: Wastewater Update**From:** Steve Samuelian <steve@californiaconsulting.org>**Date:** Mon, 14 Dec 2009 12:40:09 -0800**To:** Carrol Terrazas <carrol@californiaconsulting.org>

I recently met with the Senior Staff from the State Water Resources Control Board in Sacramento. I received an update on several programs related to funding for wastewater grants and loans. A summary of my meeting follows:

Small Communities Wastewater Grant: There are currently not any funds in this program but funds are provided for in the water bond that will be on the November 2010 ballot. If the water bond is approved this program will again have money. As you might know, this is an excellent program that offers \$2 million grants to small and disadvantaged communities for wastewater needs.

AB 2356: Under this legislation there will be a slow build up of funds for wastewater needs. The money will first be targeted to severely disadvantaged communities. About \$50 million will be available. More details to follow in the coming weeks.....

Federal Money: The State Water Resources Control Board is anticipating additional federal money in the coming months. Approximately \$150 million will be available of which \$75 million must be distributed in loans. The other \$75 million of which must be distributed with at least 30% in grants and possibly more. Regarding loans, the interest rates can be lowered based on a low Median Household Income (MHI) and the grant amount can also be higher based on a lower MHI.

Priority List: Lastly, the FFAST priority projects list will once again be open in January 2010.

Please contact California Consulting, LLC should you have any questions about the above information or about your wastewater needs. Thank You.

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House Transportation Appropriations Report Earmarks

Subject: House Transportation Appropriations Report Earmarks

From: Steve Samuelian <steve@californiaconsulting.org>

Date: Tue, 15 Dec 2009 16:51:08 -0800

To: Carol Terrazas <carrol@californiaconsulting.org>

Although California Consulting, LLC is not a Federal lobbying firm, and we do not engage in Federal lobbying, I still thought the informative message from a Cal-TRANS federal representative might be helpful to you. Please let me know if you have any questions.

I hope you find this information helpful.

The House and Senate have approved HR 3288, The Transportation, Housing and Urban Development Appropriations Act. Attached is a list of California transportation earmarks.

The bill establishes an obligation limitation of \$41.07 billion for FHWA and \$8.343 billion for the FTA formula programs. The bill provides \$2.5 billion for intercity rail service and high speed rail corridor grants. It also allocates \$1.565 billion to AMTRAK for operations, capital improvements and debt service, of which, \$563 million is reserved for operations.

The bill continues funding for the earmark programs in SAFETEA-LU (PNRS, HFP, TI, and NCIIP). It also allows funds made available for Brentwood Boulevard/SR4 Improvements to be used for the John Muir Parkway Project in Brentwood California.

I do not yet have a breakdown of OA by state yet, but will pass it on as soon as I get one.

This appropriations act does not take the place of an extension of SAFETEA LU nor does it end the reduction of apportionments that we are experiencing under the existing Continuing Resolution bills (the latest of which, expires at midnight on Friday, December 18, 2009).

(See attached file: California Earmarks)

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California Earmarks 12.14.09.xls

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FFY 2009/2010 Conference 1st
December 2009

PROGRAM	Account	Project	Conference List	
			Amount	Requester(s)
HIGHWAYS	Surface Transportation Priorities	Alameda Corridor East Grade Separations, Rive side County, CA	\$ 1,348,000	Sen Boxer, Rep Calvert, Rep Bono Mack
		Alameda Corridor East Grade Separations, San Gabne Valley, CA	\$ 1,348,000	Sen Feinstein, Rep Dreier, Rep Chu
		Atlantic Boulevard South	\$ 500,000	Rep Roybal-Allard
		Bradley Ave/SR 67 nterchange	\$ 400,000	Rep Hunter
		Garfield Avenue Improvements, (Gage Avenue to Ferguson Drive)	\$ 500,000	Rep Roybal-Allard
		Golden Gate Bridge Seismic Retrofit Construct on Project, CA	\$ 1,848,000	Sen Boxer, Sen Feinstein, Rep Woolsey
		International Drive Extension/Folsom South Canal Bridge CA	\$ 500,000	Rep Lungren
		Lake Merit Improvement Project, CA	\$ 827,900	Sen Boxer
		Monterey Bay Sanctuary Scenic Trail, CA	\$ 800,000	Rep Farr
		Paramount Boulevard Improvements, Monterey Park	\$ 250,000	Rep Schiff
		Pedestrian, ADA, and Safety Improvements on Mather Fed Road Rancho Cordova	\$ 200,000	Rep Matsui
		Potrero Boulevard/SR 60 Interchange, Beaumont CA	\$ 750,000	Rep Lewis
		Rosencrans Avenue/405 Freeway Ramp Widening Project Hawthorne CA	\$ 500,000	Rep Waters
		San Gabriel Trench Project, CA	\$ 500,000	Sen Feinstein, Sen Boxer, Rep Schiff
		Schuyler Heim Bridge Replacement and SR 47 Expressway,	\$ 500,000	Rep Rohrabacher, Rep Harman
		Seventh Standard Road Grade Separation Project	\$ 400,000	Rep McCarthy
		SR 52 East/West Improvements San Diego	\$ 400,000	Rep Hunter
		State Route 180 East, CA	\$ 800,000	Sen Feinstein, Rep Costa
		Tuolumne River Regional Park Gateway Trail System	\$ 350,000	Cardoza
		Westlake Transit Improvement	\$ 500,000	Rep Becerra
		Yucca Loma Bridge/Interstate 15 Congestion Relief Project	\$ 750,000	Rep Lewis
		23/101 Freeway interchange Project	\$ 500,000	Rep Gallegly
		Total	\$ 14,973,900	
	Interstate Maintenance Discretionary	I-10 Cherry Avenue interchange San Bernardino CA	\$ 750,000	Rep Baca
		I-10 at Grove Avenue and Fourth Street Interchange and Grove Avenue Corrido , Ontario, CA	\$ 950,000	Rep Baca
		I-10/Ramon Road/Bob Hope Interchange Improvements, CA	\$ 500,000	Rep Bono Mack
		I 15/Base Line Road Interchange mprovements, Rancho Cucamonga, CA	\$ 750,000	Rep Dreier
		I-215/University Parkway Interchange Improvements n San Bernardino San Berna d no, CA	\$ 750,000	Rep Lewis
		I-580 Corridor Improvements, CA	\$ 1,000,000	Rep Taushoe, Rep McVerney
		I-805 Managed Lanes, San Diego, CA	\$ 500,000	Sen Boxer, Rep Davis
		Interchange at I-5 and French Camp Road, and Arch Sperry Road Construction, Stockton, CA	\$ 800,000	Sen Feinstein, Rep McVerney
		Ranchero Road Corridor Project, Hesperia, CA	\$ 1,000,000	Rep Lewis
		Safety and Seismic Upgrades to the Shoemaker Bridge, City of Long Beach, CA	\$ 1,000,000	Rep Richardson
		San Diego Freeway (I-405) Widening and Improvement, CA	\$ 750,000	Rep Rohrabacher
		San Diego Freeway (I-5) Widening and Improvement, CA	\$ 835,000	Rep Calvert
		SR 56 to I-5 Interchange Project, CA	\$ 1,000,000	Rep Bilbray
		Total	\$ 10,885,000	
	Transportation, Community, and System Preservation	Autumn Street Parkway, San Jose, CA	\$ 974,000	Sen Feinstein, Rep Lofgren
		Bristol Street Widening, Santa Ana	\$ 350,000	Rep Sanchez, Rep Loreita
		California State Route 119 Widening Project	\$ 400,000	Rep McCarthy
		Echo Park/Sunset Boulevard Streetscape Beautification	\$ 600,000	Rep Becerra
		El Dorado and Bromwich Sidewalk Improvements	\$ 550,000	Rep Berman
		I-5 Santa Clarita -- Los Angeles Gateway Improvement Project	\$ 750,000	Sen Boxer, Rep McKeon
		Nordahl Bridge Widening at SR 78, San Marcos	\$ 500,000	Sen Boxer, Rep Bilbray
		Park Street Pedestrian Safety Transportation Improvements, Alameda CA	\$ 300,000	Rep Stark
		Rice Avenue Interchange at US 101, Ventura County	\$ 700,000	Sen Feinstein, Rep Capps
		Rutherford Cross Road Roundabout	\$ 600,000	Rep Thompson
		Sigo San Francisco	\$ 255,000	Rep Pelosi
		Sidewalk Construction in Ashland, Cherryland, and Castro Valley Communities in Alameda County CA	\$ 600,000	Rep Lee
		State Route 71 expansion from SR-80 to I-10, Pomona, CA	\$ 300,000	Rep Napoitanano
		State Route 99 Interchange Improvement Project	\$ 500,000	Rep Lungren
		Total	\$ 7,379,000	

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FFY 2009/2010 - Conference List
December 2009

PROGRAM	Account	Project	Amount	Requester(s)
	Federal Lands (Public Lands Highways)	Chula Vista Nature Center Road Re-Pavement Project, Chula Vista, CA	\$ 500,000	Rep Finer
		Doyle Drive Replacement	\$ 3,704,500	Sen Feinstein, Sen Boxer
		Forest Highway 171 Widening Butte County, CA	\$ 2,450,000	Sen Boxer, Rep Harger
		Fort Baker Transportation Upgrades, CA	\$ 750,000	Rep Woosley
		Golden Gate National Parks - Park Access, Transit and Trails, CA	\$ 500,000	Rep Pelosi
		I-15/Devore Interchange Improvements, San Bernardino County, CA	\$ 2,000,000	Sen Feinstein, Rep Dreier
		Needles Highway, Needles, CA	\$ 1,000,000	Rep Lewis
		Total	\$ 10,804,500	
TRANSIT	Alternatives Analysis	Downtown LA Streetcar Environmental Review	\$ 250,000	Rep Roybal-Allard
		Total	\$ 250,000	
	Buses and Bus Facilities	Alternative Fuel Solano Express Bus Replacement, Solano	\$ 500,000	Rep Miller
				Sen Feinstein, Sen Boxer, Rep Sanchez, Rep Royce
		Anaheim Regional Transportation Intermodal Center, Orange County, CA	\$ 725,000	Rep Miller
		Bob Hope Airport Regional Transportation Center, Burbank	\$ 550,000	Rep Sherman
		Brawley Transfer Terminal Transit Station, Brawley	\$ 300,000	Rep Finer
		City of Bellflower Bus Shelters, CA	\$ 500,000	Rep Roybal-Allard
		City of Corona Dial-A-Ride, Bus Replacement	\$ 208,000	Rep Calvert
		City of Dinuba CNG Fueling Station Expansion, CA	\$ 779,200	Sen Boxer
		City of Hawaiian Gardens Bus Shelters	\$ 2,000,000	Rep Sanchez
		City of Imperial Downtown Transportation Park, CA	\$ 974,000	Sen Boxer
		City of Whittier Bus Shelters	\$ 450,000	Rep Sanchez
		Ed Roberts Campus Bus and Bus Facilities	\$ 250,000	Rep Lee
		Los Angeles Central Avenue Streetscape Bus Shelters and Lighting	\$ 700,000	Rep Becerra
		McBreen Regional Transit Center Park and Ride Facility	\$ 300,000	Rep McKeen
		Monrovia Station Square Transit Village Improvements, CA	\$ 750,000	Rep Dreier
				Rep Watson, Rep
		Municipal Transit Operators Coalition (MTOC) Bus/Bus Facilities Improvement Project	\$ 550,000	Napolitano
		Norwalk/Santa Fe Springs Transportation Center Improvements, Santa Fe Springs, CA	\$ 500,000	Rep Napolitano
		Palmdale Transportation Center Metrolink Platform Extension, CA	\$ 370,000	Rep McKeen
		Regional Transportation Management System, San Diego	\$ 900,000	Rep Davis
		Riverside Transit Agency Bus Replacement Program	\$ 1,400,000	Rep Calvert
				Rep McNamery, Rep
		San Joaquin Regional Operations Facility Construction	\$ 500,000	Cardoza
		San Jose High Volume Bus Stop Upgrade, Santa Clara County	\$ 600,000	Rep Honda
		South Bay Regional Intermodal Transit Centers	\$ 800,000	Rep Haman
		Sunline Transit Agencies Paratransit Buses and Commuter Coaches	\$ 750,000	Rep Bono Mack
		Union City Intermodal Phase 1C and 2	\$ 500,000	Rep Stark
		Yacaville Intermodal Station—Phase 2, CA	\$ 500,000	Rep Miller
		VTA Renewable Energy Conversion Project, San Jose	\$ 750,000	Rep Lofgren
		Total	\$ 17,006,200	
	Capital Investment Grants	Berkeley/Oakland/San Leandro Bus Rapid Transit Corridor Improvements Project in Alameda County	\$ 1,000,000	Sen Feinstein
		Livermore-Amador BRT, Livermore, CA	\$ 79,900	Sen Feinstein
				The President, Rep
		Metro Express-Airport Way Corridor BRT Project, San Joaquin CA	\$ 2,808,825	Cardoza, Rep McNamery
				The President, Sen
		Metro Gold Line Eastside Extension, Los Angeles, CA	\$ 9,582,551	Feinstein, Rep Roybal- Allard
		Metro Rapid Bus System Gap Closure, Los Angeles, CA	\$ 23,328	The President
		Monterey Bay Rapid Transit, Monterey, CA	\$ 2,773,038	The President
		Perris Valley Line, Riverside, CA	\$ 5,000,000	Sen Feinstein
				The President, Rep Baca, Rep Miller
		San Bernardino E Street Corridor SbX BRT, San Bernardino, CA	\$ 32,370,000	The President, Sen
		San Diego-Mid-City Rapid, San Diego, CA	\$ 2,359,850	Feinstein
				The President, Sen
		Sacramento South Corridor Phase II (FFGA) Sacramento, CA	\$ 38,000,000	Feinstein, Rep Matsui
		Third Street Light Rail-Central Subway Project, CA	\$ 6,000,000	Sen Feinstein, Rep Pelosi
		Wilshire Blvd Bus-Only Lane, Los Angeles, CA	\$ 13,558,474	The President, Sen
		Total	\$ 113,885,884	Feinstein, Rep Watson

FFY 2009/2010 - Conference List
December 2009

PROGRAM	Account	Project	Amount	Requester(s)
FERRIES	Ferry Boats and Terminal Facilities	Berkeley/Albany Ferry Service in CA	\$ 1,000,000	Sen. Feinstein, Rep. Pelosi, Rep. Lee
		Total	\$ 1,000,000	
RAIL	Grade Crossings on Designated High Speed Rail Corridors	Altamont Commuter Express Alignment Project	\$ 300,000	Rep. Cardoza, Rep. McNamery
		Metrolink Sealed Corridor Grade Crossing Improvements Los Angeles Ventura Subdivision	\$ 400,000	Rep. Sherman
		Simi Valley-Moorpark Ventura Subdivision grade Crossing Improvements, Metrolink	\$ 750,000	Rep. Gallegly
		Total	\$ 1,450,000	
	Rail Line Relocation and Improvement Program	Intermodal Terminal Facility and Truck Railroad Relocation, Sacramento, CA	\$ 750,000	Sen. Feinstein, Rep. Matsui
		Transbay Transit Center, San Francisco, CA	\$ 750,000	Rep. Pelosi
		Total	\$ 1,500,000	
	Research and Development	Caltrain—Positive Train Control System, CA	\$ 1,250,000	Sen. Feinstein, Rep. Eshoo, Rep. Speier
		Metrolink—Positive Train Control, CA	\$ 487,000	Sen. Feinstein, Sen. Boxer, Rep. Roybal-Allard, Rep. Schiff, Rep. Chu
		Total	\$ 1,737,000	
AVIATION	Airport Improvement Program	Imperial County Airport Feasibility Study, Imperial County, CA	\$ 100,000	Rep. Filner
		Total	\$ 100,000	
	Terminal Air Traffic Facilities	San Francisco, CA	\$ 21,000,000	The President
		Palm Springs International Airport, CA	\$ 2,000,000	Sen. Boxer, Sen. Feinstein, Rep. Bono Mack
		Total	\$ 23,000,000	
	Facilities and Equipment (FAA)	Glide Slope Runway 36L, Napa County Airport, CA	\$ 280,000	Rep. Thompson
		Castle Airport Instrument Landing System	\$ 520,000	Rep. Cardoza
		Total	\$ 800,000	

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Carrol Terrazas <carrol@californiaconsulting.org>

Jobs for Main Street Act of 2010

Steve Samuelian <steve@californiaconsulting.org>

Thu, Dec 17, 2009 at 1:55 PM

To: Carrol Terrazas <carrol@californiaconsulting.org>

Please see the attached document and the message below from Cal-TRANS federal representative Steve

Attached is my quick read summary of the Jobs for Main Street Act for 2010, which will most likely be passed in the House tonight. The bill proposes a second stimulus of \$27.5 billion for highways and \$8.4 billion for transit in addition, the bill will extend SAFETEA LU through September 30, 2010. The Senate will not act on this bill until January and at that time, will most likely introduce their own version. In the interim, it is expected that Congress will pass a two month extension of SAFETEA LU to allow time for the holiday adjournment and continued discussion of a jobs bill in January.

(See attached file: 12162009 HR 2748 GENERAL PROVISIONS.doc)

Ken De Crescenzo

Federal Liaison

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Jobs for Main Street Act of 2010 (HR 2847).doc
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Jobs for Main Street Act of 2010 (HR 2847)
Transportation Elements Summary
Page 1 of 3

The House will be voting on a proposed "STIM 2" bill before the end of the week. In addition to providing expedited stimulus funding the bill also extends SAFETEA LU through FFY 2010. The bill will be introduced as an amendment to an existing bill. It is not likely that the Senate will take up this bill until January at the earliest, and will likely introduce its own proposal. However, the House proposal does lay a foundation for the upcoming discussion.

SAFETEA-LU EXTENSION:

- Uses excess TARP funds to supplement the program
- Extends SAFETEA-LU Titles I, V, and VI through September 30, 2010.
 - Includes HOV, and NEPA Delegation Programs
- Authorizes appropriations at 2010 pre-rescission levels (ends 1/3 apportionment penalties of the current continuing resolutions)
- Formula program funds distributed to states in the same program ratios as FY 2009.
- Earmarked Programs
 - Funds coming to a state under the Mag Lev, High Priority Projects and Transportation Improvement programs will be distributed to the core programs (other than HPP) under Equity Bonus procedures (no loss to State, but ends earmark funding)
 - Opens Projects of National and Regional Significance and National Corridor Infrastructure Improvement Program funds to competitive distribution by US DOT under existing SAFETEA-LU rules (ends funding for earmarks under these programs)
- Extends Title II Safety and Title III Transit programs (affects CHP and OTS)
- Sets FY 2010 Obligation limits at \$42.47 billion and \$10.34 billion for Highway and Transit programs respectively.
- Allows crediting of interest to the HTF
- Sets federal share of highway projects authorized to up to 100%

GENERAL PROVISIONS OF THE STIMULUS PORTION OF THE BILL:

- The bill is similar to the Recovery Act in purpose and distribution formulas.
- Key differences are:
 - Funding amounts for Transit, Aviation, and Rail
 - Absence of discretionary programs like TIGER or High Speed and Intercity Rail.
 - Ratcheting up of use it or lose it clauses from obligation to award and reduction of time limitations
- Like the Recovery Act, there is no proposed relief from existing DBE, Buy America, programming, contracting, or other federally mandated project development and delivery requirements.
- Continues existing Recovery Act 1201 Maintenance of Effort requirements and penalties.
 - Refines definition of state funds to exclude those funds not at the control of a state governmental agency
 - Appears to eliminate 1511 project certification
- Continues existing Recovery Act reporting requirements

Jobs for Main Street Act of 2010 (HR 2847)
Transportation Elements Summary
Page 2 of 3

MODAL PROGRAM STIMULUS PROVISIONS:

Federal Highway Administration: \$27.5 billion (California Share estimated at \$2.555 billion)

- o \$27.5 billion (subject to program takedowns described below) made available to States for projects and activities eligible
 - For restoration, repair, and construction, or
 - Surface Transportation Program {23 USC 133 (b)}, or
 - Passenger and Freight Rail and Port Infrastructure under 23 USC 601(a)(8)
 - Funds apportioned to states (after takedowns for programs described below) by the following blend of formulas
 - 50% by STP Apportionment formula to states (40% lane miles, 25% Vehicle Miles Traveled, and 35% tax payments to HTF)
 - 50% by ratio of obligation limitation for FY 2008
- o Must be apportioned within 21 days of enactment
- o Project priorities:
 - Completion within 3 years
 - Economically distressed areas under 1965 Public Works Act
 - Equitable geographic distribution of funds and appropriate balance of addressing rural and urban needs
- o Use it or lose it:
 - 50% of funds must be awarded within 90 days of apportionment
 - Remainder must be awarded within 1 year
 - States may request a one year extension if they can prove to Secretary that they have encountered extreme conditions affecting the bidding environment.
- o Set Asides for State Apportionments
 - 3% Transportation Enhancements
 - 30% to be suballocated within each state by population per modified STP distribution
- o Federal share is up to 100%
- o Other program takedowns from the \$27.5 billion:
 - \$310 million for Indian Reservation Roads {23 USC 204}
 - \$170 million for park roads and parkways {23 USC 204}
 - \$60 million for Forest Highways
 - \$60 million for Ferry Boats
 - \$10 million for Refuge Roads
 - \$20 million for highway surface transportation and technology training {23 USC 140(b)}
 - \$20 million for Disadvantaged Business Enterprises Bonding Assistance {49 USC 332(e)}

Federal Transit Administration \$8.4 Billion

- o Transit Capital Assistance \$6.15 billion
 - Used for transit capital improvements as defined in 49 USC 5302(a)

Jobs for Main Street Act of 2010 (HR 2847)
Transportation Elements Summary
Page 3 of 3

-
- Up to 10 percent of the funds may be used for operating expenses
 - \$100 million set aside for greenhouse gas reduction transit grants
 - Remainder to states as follows:
 - 80% for 5307 program grants apportioned to states by 5336 formula
 - 10% for 5311 program grants apportioned by the 5311 program formula
 - 10% apportioned to states by the 5340 formulas (Growing States and High Density States formulas)
 - The federal share is up to 100 percent at the discretion of the recipient.
 - o Use it or lose it:
 - 50% of funds must be **awarded** within 90 days of apportionment
 - Remainder must be **awarded** within 1 year
 - States may request a one year extension if they can prove to Secretary that they have encountered extreme conditions affecting the bidding environment.
 - o Fixed Guideway Infrastructure Investment: \$1.750 billion
 - For capital expenditures under 49 USC 5309 (b)(2) Fixed Guideway Modernization
 - Apportioned using formulas in 49 USC 5337
 - Funds cannot be comingled with funds available under Formula and Bus Grants account.
 - The federal share is up to 100 percent at the discretion of the recipient.
 - Same use it or lose it requirements as elsewhere in the bill – 90 days based on contract award, etc.
 - o Capital Investment Grants \$500 million
 - For Major Capital Investment Grants under discretionary allocation by US DOT Secretary.
 - Priority given to projects that can award within 90 days of enactment

Federal Railroad Administration: \$800 million

- o AMTRAK: \$800 million for fleet modernization
 - Funds cannot be used to subsidize operating losses.
 - Funds must be **awarded** within 60 days of enactment.

Federal Aviation Administration: \$500 million

- o For Grants In Aid to Airports
 - Discretionary distribution by FAA
 - Priority to projects that can be completed within 2 years of enactment
 - Grants must be **awarded** by FAA within 120 days of enactment
 - Up to 100 percent federal share

Copy of CALCOG letter to ARB

Subject: Copy of CALCOG letter to ARB

From: Steve Samuelian <steve@californiaconsulting.org>

Date: Fri, 18 Dec 2009 13:29:10 -0800

To: Carrol Terrazas <carrol@californiaconsulting.org>

See attached important CALCOG letter to ARB.

Steve Samuelian Manager California Consulting, LLC Central Valley Office 1530 E.
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CALCOG Letter to ARB 12.15.09.pdf

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CALIFORNIA ASSOCIATION OF COUNCILS OF GOVERNMENTS

Sent Via E-Mail: eaac@calopa.ca.gov

MEMBER AGENCIES

Association of Bay Area Governments
 Association of Monterey Bay Area Governments
 Butte County Association of Governments
 Calaveras Council of Governments
 Coachella Valley Association of Governments
 Contra Costa Transportation Authority
 Council of Fresno County Governments
 Council of San Benito County Governments
 El Dorado County Transportation Commission
 Humboldt County Association of Governments
 Kern Council of Governments
 Kings County Association of Governments
 Lake County/City Area Planning Council
 Los Angeles County Metropolitan Transportation Authority
 Madera County Transportation Commission
 Mendocino Council of Governments
 Merced County Association of Governments
 Metropolitan Transportation Commission
 Orange County Transportation Authority
 Placer County Transportation Planning Agency
 Sacramento Area Council of Governments
 San Bernardino Associated Governments
 San Diego Association of Governments
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 San Luis Obispo Council of Governments
 Santa Barbara County Association of Governments
 Santa Cruz County Regional Transportation Commission
 Shasta County Regional Transportation Planning Agency
 Southern California Association of Governments
 Stanislaus Council of Governments
 Tahoe Regional Planning Agency
 Transportation Agency for Monterey County
 Tulare County Association of Governments
 Tuolumne County Transportation Council
 Ventura County Transportation Commission
 Western Riverside Council of Governments

CONSTITUTIONAL MEMBERS

California State Association of Counties
 League of California Cities

December 15, 2009

Economic and Allocation Advisory Committee (EAAC)
 California Air Resources Board
 1001 I Street
 Sacramento, CA 95814

RE: Support for Recommendations to the California Air Resources Board From the Economic and Allocation Advisory Committee

To Whom It May Concern:

The California Association of Councils of Governments (CALCOG) is pleased to support recommendations contained within the draft recommendations to the California Air Resources Board (ARB) by the Economic Allocation and Advisory Committee (EAAC), dated December 14, 2009.

Specifically, CALCOG supports recommendation #11:

"...that ARB devote a significant share of allowance value toward financing of public and private investment oriented toward achieving low-cost emissions reductions, adaptation, and environmental remediation."

We do, however, encourage adding language to Recommendation #11 specifically identifying use of the allowance revenue to support transit and non-motorized investment and SB 375 implementation at the regional and local level. Coordinating land use and transportation planning/implementation, as called for in AB 32, will work synergistically to reduce greenhouse gas emissions, and should be given high priority for use of allocation value.

CALCOG includes among its members all of the 18 Metropolitan Planning Organizations (MPOs) charged with the responsibility under SB 375 of preparing sustainable communities strategies (SCS) to reduce greenhouse gases to achieve a regional target to be set by the ARB as part of their federally mandated regional transportation plans (RTP) (and to supplement the plan with an

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alternative planning strategy (APS) if the RTP/SCS does not achieve the regional targets).

The Committee report acknowledges this obligation and it is listed among the possible uses for investments on page 44 of the draft report:

"...Investing in land use planning and implementation of CARB-approved SB 375 Sustainable Communities Strategies (SCS) could allow local governments to structure communities more efficiently; for example, by better integrating residential and commercial zoning to reduce the amount of driving necessary to access daily needs. Outdated and unwieldy local plans often block the market demand for high density, which would in turn lead to reduced greenhouse gas emissions and a variety of other benefits. Using allowance revenue to allow regions to create SCS plans and local governments to update their general plans and zoning to implement the SCS plans can remove these barriers and ensure that developers can create communities that reduce per capita transportation related greenhouse gas emissions. To ensure consistency in application of funds to implementation of SB 375, such use of allowance value should be consistent with SGC guidelines and RTAC recommendations.

The committee report footnote references a study estimating the costs:

75 The California Council of Governments estimates the costs to regions at \$10 million annually after this start up period. The League of California Cities' survey estimated the cost of bringing all California general plans up to date and consistent with the SCS at \$500 million, with an additional \$50 million required annually for ongoing updates.

We want to emphasize the urgency with which it is necessary to identify and commit funds to cover these costs and note that the SCS (and possible APS) plans are specifically mandated by SB 375 and are part of the AB 32 Scoping Plan. Moreover, in the work that has begun to develop these plans regions are finding that their original cost estimates (which means the costs to do the SCS/APS beyond their existing federal planning obligations) may understate by as much as 50 percent of what is actually required so that the true annual cost could be substantially higher than the \$10 million stated in the referenced survey.

In addition, we strongly support the Committee's additional recommendation to use revenues for public transit. Transit systems across the state are experiencing unprecedented funding shortages due to the complete diversion of state transit funding, and current local sales tax shortages.

Funding for transit is imperative to not only meet the goals of AB 32 and SB 375, but also to cover the increased costs that may result as transportation fuels are integrated into the cap-and-trade program. Transit and the development of SCSs (and possibly APSs) are connected purposes impacting the feasibility of innovative land use projects which

feature location design and density which will rely more on public transit and pedestrian trips and reduce vehicle trips. The level of projected transit service may significantly influence that feasibility as well as the potential to reduce vehicle trips.

We look forward to working with the Committee and the Air Resources Board to review these recommendations and their implementation.

Respectfully submitted,



Rusty Selix
Executive Director

CC: adunn@arb.ca.gov and mzaragoz@arb.ca.gov .

Local Government Omnibus Bill

Subject: Local Government Omnibus Bill

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

Date: Thu, 31 Dec 2009 16:59:29 -0800 (PST)

Please review the proposed Local Government Omnibus bill attached and let me know if you have any comments, suggestions, or feedback on or before January 8, 2010.

Thank you.

Steve Samuelian

Manager

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Local Government Omnibus Act 2010 12.29.09.doc

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Senate Local Govnt. Omnibus Act 2010 12.29.09.doc

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Subject: Governor's January 2010 Budget Proposal (Preview)

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

Date: Mon, 4 Jan 2010 16:10:15 -0800 (PST)

California Consulting has been closely monitoring the discussions and conversations surrounding the Governor's proposed budget due to be released this Friday. The following observations are based on my conversations and insight given to me by Members and Staff at the State Capitol:

The State is facing a budget deficit of more than \$20 billion.

The Governor is expected to call for major reductions in local mass transit programs and also call for an expansion of oil drilling off the Santa Barbara coast. The Governor is also expected to ask the federal government for approximately \$8 billion in assistance.

If the \$8 billion in federal aid is not delivered the Governor is expected to severely reduce or possibly eliminate CalWORKS, the state welfare program as well as the in-home health care services program for the disabled and elderly poor. He also will likely eliminate two tax breaks for large corporations that the Legislature recently passed.

The Governor is also expected to propose extending a reduction in the state payroll that is scheduled to expire in the Summer of 2010. The reduction has translated into 200,000 state workers getting furloughed three days per month or the equivalent of a 14% pay cut. The Legislature would have the option of extending the furloughs or imposing layoffs or some form of a combination of both.

MASS TRANSIT:

This issue is of major concern to COG's, Rural Transit Agencies, and local governments across California. The \$1 billion in mass transit and other transportation money the Governor may propose cutting is supposed to be "off limits" to the state for the purposes of plugging budget deficits. Previous court rulings have declared previous attempts to be illegal. The Governor may propose to get around those court rulings through a complex tax swap. The swap would eliminate the existing sales tax on gasoline and at the same time a new per-gallon excise tax would be imposed. The price at the pump would drop about 5 cents per gallon. However, the swap would effectively gut Prop. 42 that protects how current gas taxes are spent. Public transit including buses, rail and other forms of mass transportation now receive 20% of all gas sales tax. After the swap, that requirement would no longer be in existence. The tax swap could also damage schools as it would result in the share of tax revenues they are entitled to under state law dropping by more than \$800 million.

The Governor has been a friend to local governments throughout his time in office and a special friend to the San Joaquin Valley.

We will continue to monitor these developments and work with his staff to support his proposal where we can. On items in his proposal that we cannot support (prop. 42 tax swap if it is in his proposal), we will work hard to share the concerns of our clients and advocate for changes in the proposal.

Once the proposal is officially released we will send out a new update with the details.

Thank You.

Steve Samuelian

Governor's State of the State Address - Press Release below

Subject: Governor's State of the State Address - Press Release below
From: steve samuelian <a-consulting@sbcglobal.net>
Date: Wed, 6 Jan 2010 13:38:54 -0800 (PST)

Office of the Governor

PRESS RELEASE

For Immediate Release:
Wednesday, January 6, 2010

Contact: Aaron McLearn
Andrea McCarthy
916-445-4571

***Gov. Schwarzenegger Lays out Priorities, Urges Continued Bipartisan Teamwork in State of the State Address ***

Today, Governor Arnold Schwarzenegger delivered his annual State of the State address before a joint session of the California legislature. The Governor reflected on the teamwork that brought California through the worst recession since the Great Depression in 2009 and laid out his vision for California in 2010.

"This coming year can be summarized in one word: priorities. As we face another round of fiscal challenges, we must get our priorities straight and keep them straight. Creating jobs and getting our economy back on track, protecting education, reforming our tax and pension systems and putting an end to our boom and bust budget cycle must all be priorities," said Governor Schwarzenegger. "I know that if we can recreate the teamwork we built last year and focus together on these priorities, California, already seeing clear signs of recovery, will emerge from these difficult times stronger and more vibrant than ever."

In his speech, the Governor announced two new California initiatives: the California Jobs Initiative, designed to create jobs and ensure California is a better partner to the economy, and Operation Welcome Home, a program to ensure returning veterans are provided access to the services and opportunities they deserve. In addition, the Governor announced a historic shift in California's priorities by proposing a

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Governor's State of the State Address - Press Release below

constitutional amendment to ensure that the state never again spends a greater percentage of funds on prisons than on higher education.

The Governor also continued to push the priorities he has been advocating for years, including fighting for California's fair share of federal funding, tackling tax and pension reform and reducing prison costs. The Governor went into detail on each priority and provided specific proposals, which include:

***/Constitutional Amendment to Increase Higher Education Funding**

/* While this budget year will pose many challenges, the Governor drew the line at education and called for a historic realignment of California's priorities. He announced that he would work to protect California's schools and to shield higher education from further cuts. The Governor called on the legislature to help him make California's education system a higher priority than prisons. Specifically, he proposed:

- *** A constitutional amendment to ensure California cannot spend a greater percentage of General Fund (GF) dollars on its prisons than on higher education.

- o** Under the Governor's initiative, no less than ten percent of GF dollars would be allocated to fund public institutions of higher education and no more than seven percent would be allocated to support the state prison system. These mandatory limits would begin in the 2014-15 fiscal year.
 - o** The Governor announced that the amendment will include a provision that allows the California Department of Corrections and Rehabilitation the authority to contract with private entities - while retaining all authority - to build or operate prisons and manage or transfer inmates. This would save the state billions of dollars per year.

Click here for additional information on the Governor's proposal

http://go.emaildirect.com/p_ga4x2nq3yjfubjq3ba4t2uyxya4x6uts|avubuexga4e6uq3rdrc2nerd28unyhrv

****/Jobs and Economic Growth/****

The Governor made it clear that his number one priority in 2010 is fostering a business-friendly economy and creating jobs. In his speech, he outlined measures he will present to the legislature to achieve that priority including:

- *** The California Jobs Initiative, a program to pump jobs into California by creating or retaining up to 100,000 jobs and providing training to 140,000 individuals to enable them to retain their current positions or compete for higher paying jobs.
- *** A measure to streamline the permitting of construction projects that already have a completed environmental impact report.
- *** A proposal to extend and expand the \$10,000 homebuyer tax credit to include the purchase of existing homes in addition to new residences for first-time homebuyers.
- *** A proposal to eliminate sales taxes on green tech manufacturing

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Governor's State of the State Address - Press Release below

equipment.

- * A proposal to eliminate frivolous lawsuits that punish California's small businesses.

Click here for additional information on the Governor's proposal

http://go.emaildirect.com/p_ga4x2nq3yifubjq3ba4t2uyxya4x6utsjavubuexga4e6uw3rdrc2nerd28unyhrv

***/Budget and Tax Reform**

/*For years, Governor Schwarzenegger has been calling for structural reforms in how California budgets and spends its money, and this year is no exception. In 2009, California's economic growth declined 2.8 percent, but our tax revenues were down more than 8 times that much - reinforcing the fact that our budget woes are self-inflicted wounds.

The Governor called on the legislature to work with him to fix California's broken tax system and take up the bold reforms proposed by the bipartisan Commission on the 21st Century. Restructuring our tax system will help ensure California has a stable, reliable revenue stream to fund the state's vital programs and services.

Click here for additional information on the Governor's proposal

http://go.emaildirect.com/p_ga4x2nq3yifubjq3ba4t2uyxya4x6utsjavubuexga4e2jqxrdrc2nerd28unyhrvj

***/Pension Reform**

/*In 1999, the legislature boosted lifetime pensions for government employees without setting aside enough money to pay for them. Now annual pension costs are up over 2,000 percent just in the last ten years and will keep on growing and crowding out other programs unless we take action. Every dollar needed to meet underfunded pension promises is a dollar taken from higher education, environmental protection, parks and recreation and other important programs. To protect programs and taxpayers, the Governor called on the legislature to make pension reform a priority this year and to pass legislation reducing pension burdens going forward.

Click here for additional information on the Governor's proposal

http://go.emaildirect.com/p_ga4x2nq3yifubjq3ba4t2uyxya4x6utsjavubuexga4e2jqxrdrc2nerd28unyhrvj

***/Federal Funds**

/*The Governor is committed to building a more fair and equitable financial relationship with the federal government. California must be reimbursed for overspending mandated by federal regulations and relieved of the costly burdens placed on our programs that restrict us from living within our means.

- * The Governor will fight for a permanent shift in the monetary relationship between California and the federal government.

- * Being a border state, California has a heavier financial burden when it comes to security, but the federal government is not sharing that burden fairly. The Governor will fight to restructure this inequitable funding arrangement.

- * While the Governor has always been a strong supporter of health care reform, the legislation currently being debated in Congress will pile billions of dollars in additional costs on California.

The Governor followed up his December 22, 2009 letter to Speaker

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1/6/2010 2:39 PM

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January 2010 State Budget Report

Subject: January 2010 State Budget Report
From: Carrol Terrazas <carrol@californiaconsulting.org>
Date: Sat, 09 Jan 2010 22:16:44 -0800
To: <houry@californiaconsulting.org>

Today the Governor released his 2010-11 proposed State Budget. As part of this e-mail please find the following:

1. My notes from today's Budget Conference call.
2. Here is a link to the Department of Finance budget summary:
http://www.dof.ca.gov/budget/historical/2010-11/governors/documents/Supplementary_Budget_Summary.pdf
3. An attachment which is the Assembly Budget Committee's summary of the budget that was just released to Assembly Member's and staff a few minutes ago at the Capitol.

California Consulting participated in a conference call with top state leaders including:

Secretary Dale Bonner, BTH
Mark Hill, California Department of Finance

The participants on the call outlined the state budget proposal the Governor released today.

Key components of the proposal are as follows:

There has been a 30% reduction in revenues to the State.

Governor has called a special session of the Legislature because of \$20 billion deficit (\$6 billion this year and \$14 billion next year). Special session will not deal with entire state budget but only with select items that Governor wants to deal with now that can save money and be done quickly. About \$8.9 billion of the solution would be taken up in the special session under the Governor's proposal.

Governor would like to keep K-12 at generally at current levels and give a slight increase to higher education

Overall:

\$8.5 billion cuts: Major cuts to Medi-cal, Corrections, IHSS,
\$7 billion in federal money that California has requested and the Governor believes the state deserves.
\$4 billion in alternative funding
\$600K in additional revenue that is not new taxes.

Transportation area: Gov. proposes starting in 2010-11 to eliminate gas tax that funds Prop. 42 and public trans. account revenues and replace it with \$2 billion in excise taxes that will fully re-pay the streets and highway accounts and off set some debt service and assist the general fund and inner city rail from that pot of money. HUTA stays the same but the new excise tax replaces Prop. 42. The excise tax could be used for any local street and roads. Under Prop. 42 previously the money had to be used for maintenance. New funds would be under same regulations as HUTA not the same regulations as Prop. 42. Different protections would apply to new money, the new money would have HUTA protections not Prop. 42 protections. It is generally about a \$1 billion

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January 2010 State Budget Report

hit to transit funding. Result is a five cent reduction per gallon in cost of gasoline will help consumers, truck drivers, will stimulate the economy, etc.

Mark Hill from Department of Finance says he believes this tax swap proposal will require a 2/3's vote of the Legislature.

Large Prop. 1B expenditures in proposed budget as well as significant High Speed Rail expenditures. Even Traffic Congestion Relief Fund. "Capital" projects will be funded in the budget out from the "bonds" not from general fund dollars.

Local Government: Most of local government programs will remain the same as last budget. Mandates continue to be suspended.

Use red light cameras as speed enforcement tools and for state to derive \$300 million (split 85% to state and 15% to local governments).

Corrections: Prisoners that serve short terms in state prisons will be shifted to jails. Saves state \$400 million.

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Rule 9410 (Employer Based Trip Reduction)

Rule 9410 requires larger employers to establish employee trip reduction programs. These programs are designed to encourage employees to reduce single-occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes.

Applicability (Section 2 of Rule 9410)

This rule applies to employers with 100 or more eligible employees at a worksite. A worksite is defined as a central location and other facilities within one mile. Some employees are excluded from being counted for this rule, such as:

- Those who report to work before 6am or after 10am
- Part-time, seasonal, and temporary employees
- Employees who home garage their work vehicles
- Farm workers, field personnel, and construction workers
- Independent contractors and volunteers
- Emergency health and safety employees
- Employees who are on-call for at least 50% of their work time every year

Rule 9410 requirements are phased in over several years, and the District is providing employers with guidance, trainings, online tools, and turnkey resources to make implementation of Rule 9410 as easy for employers as possible (Sections 5 – 7 of Rule 9410)

Registration: Employers will need to register with the District by July 2010. Forms and online registration tools will be available by May 1, 2010.

Employer Trip Reduction Implementation Plan (ETRIP): The ETRIP is a menu-based approach, and employers choose the options that will work best for their worksite. Each ETRIP measure helps create an environment where it is easier for employees to choose to use ridesharing or alternative transportation. Each ETRIP measure has a point value, and employers' ETRIPs must meet specified points targets. Examples of ETRIP measures include ride-share bulletin boards, onsite lunch service, monetary incentives, and being a Healthy Air Living partner. ETRIP requirements are phased in over a three-year period to allow adequate time for planning.

ETRIP Phase	Submit ETRIP to the District by:	Implement starting:
Phase 1: "Marketing" & "Program Support" Strategies	September 1, 2011	January 1, 2012
Phase 2: "Services & Facilities" Strategy	September 1, 2012	January 1, 2013
Phase 3: "Transportation, Alternative Schedules, and Incentives" Strategy	September 1, 2013	January 1, 2014

Commute Verification and Annual Reporting: Employers will need to annually conduct Commute Verification that finds out how eligible employees traveled to and from work during a one-week period. Commute Verification results are for informational purposes, and there is no mandated employee participation level in ridesharing and alternative transportation. Commute Verification begins in 2014, with results reported annually starting in 2015.

For more information on Rule 9410, visit: www.valleyair.org/tripreduction.htm
Email tripreduction@valleyair.org

**San Joaquin Valley Air District
Rule 9410 (Employer Based Trip Reduction)**

**DRAFT Commute Verification Form
(January 2010)**

<u>Commute Verification Form</u>										
Commute Verification Form Number: _____ Date: _____										
	Monday		Tuesday		Wednesday		Thursday		Friday	
	Got to work	Left work	Got to work	Left work	Got to work	Left work	Got to work	Left work	Got to work	Left work
Single occupant car, truck, or motorcycle	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Carpool, 2 people	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Carpool, 3 or more people	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Vanpool, 6 or more people	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
• Public transit, or • Bicycle, or • Walk, or • Electric vehicle, or • Telecommute, or • Compressed schedule non-work day	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
• Did not work today, or • Did not work in the San Joaquin Valley today	☐		☐		☐		☐		☐	

**Rule 9410:
Employer Based Trip Reduction
SAMPLE ETRIP (January 2010 Draft)**



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

Employer name:
Worksite Address:
Contact person and phone:
Number of Eligible Employees:

ETRIP Point Targets	Tier One Worksite	Tier Two Worksite
Total Points Goal	44	66
Minimum points per strategy		
Marketing Strategy	6	10
Program Support Strategy	6	8
Services and Facilities Strategy	8	10
Transportation, Alternative Schedules, and Incentives Strategy	14	20
<i>Additional Points Needed (from any measure or combination of measures)</i>	10	18

Phase 1 (ETRIP due September 1, 2011 – Implement by January 1, 2012)		
Marketing Strategy		Points
Tier One: 6 points Tier Two: 10 points	Healthy Air Living Partner	6 ☐
	Employer rideshare event	5 ☐
	Alt. Transportation meetings (semiannually)	5 ☐
	Alt. Transportation focus groups (semiannually)	5 ☐
	Onsite transit information center	3 ☐
	Alt. Transportation bulletin boards	3 ☐
	Attendance at a marketing class	3 ☐
	Employer rideshare newsletter (quarterly)	3 ☐
	"Best Workplaces for Commuters" Recognition	3 ☐
	Rideshare flyer (quarterly)	1 ☐
	CEO communication	1 ☐
	Employer-adopted alt. transportation policy	1 ☐
	Rideshare orientation for new employees	1 ☐
	Rideshare agency registration	1 ☐
Other approved strategy:		☐
Total Marketing Strategy:		
Program Support Strategy		Points
Tier One: 6 points Tier Two: 8 points	Internal ride matching	5 ☐
	Internal Guaranteed Ride Home service	
	For Production Workers	5 ☐
	For staff who are not Production Workers	5 ☐
	Personalized commute assistance	5 ☐
	Ride match bulletin board	3 ☐
	External employee ride matching services	3 ☐
	External Guaranteed Ride Home service	3 ☐
Other approved strategy:		☐
Total Program Support Strategy:		

Rule 9410:
Employer Based Trip Reduction
SAMPLE ETRIP (January 2010 Draft)



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

Phase 2 (ETRIP due September 1, 2012, Implement by January 1, 2013)			
Services and Facilities Strategy		Points	
Tier One: 8 points Tier Two: 10 points	Onsite food service, or food service within ¼ mile of worksite	7	☐
	Onsite child care	7	☐
	Showers and/or Lockers onsite	7	☐
	Onsite break room and kitchenette	5	☐
	Electric vehicle recharging	5	☐
	Onsite bike repair	2	☐
	Onsite ATM	2	☐
	Onsite vending machines	2	☐
	Bike racks	2	☐
	Health facilities	2	☐
	Employer provided bicycles	2	☐
	Fitness area and/or classes	2	☐
	Employer organized lunch delivery (twice/month)	1	☐
	Direct deposit	1	☐
	Check cashing	1	☐
	Break and/or lunch activities	1	☐
	Dry cleaning	1	☐
	Postal service, or post office within ¼ mile of worksite	1	☐
	Onsite picnic tables	1	☐
	Maps to local conveniences	1	☐
Other approved strategy:		☐	
Total Services & Facilities Strategy:			

When the Phase 3 ETRIP is submitted, Employers will also select additional measures from any phase to meet "Additional Points Needed."

- Tier One: 10 points
- Tier Two: 18 points

Phase 3 (ETRIP due September 1, 2013, Implement by January 1, 2014)			
Transportation, Alternative Schedule, and Incentives		Points	
Tier One: 14 points Tier Two: 20 points	Compressed Work Week		☐
	A: For percentage based on all Eligible Employees	A	B
	B: For percentage based on all Eligible Employees except Production Workers		
	75% participation rate	15	8
	50% participation rate	12	6
	25% participation rate	9	4
	10% participation rate	6	2
	Telecommuting program	9	☐
	Comprehensive Vanpool program	8	☐
	Comprehensive Carpool program	8	☐
	Comprehensive Bicycle program	7	☐
	Shuttles	5	☐
	Flex time schedules		
	For Production Workers	3	☐
	For staff who are not Production Workers	3	☐
	Staggered work schedules	3	☐
	Monetary incentive	12	☐
	Extra time off	7	☐
	Vanpool subsidy	5	☐
	Transit subsidy	5	☐
	Bicycle subsidy	5	☐
	Startup incentive	3	☐
	Discount transit passes	3	☐
	Discounted/free meals (once/month)	3	☐
	Preferential parking	1	☐
	Points program	1	☐
	Prize drawing (quarterly)	1	☐
	Other approved strategy:		☐
Total Transportation, Alternative Schedules, & Incentives Strategy:			

HEALTHY AIR LIVING

www.healthyairliving.com

Make one change for clean air!

