



Policy Advisory Committee

CONSENT ITEMS
AGENDA ITEMS II. A - N.



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**JOINT
TRANSPORTATION TECHNICAL COMMITTEE
POLICY ADVISORY COMMITTEE**

EXECUTIVE MINUTES

Date: Friday, July 14, 2006
Time: 10:00 a.m.
Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201

Transportation Technical Committee Members Attending:

Janet Dailey, County of Fresno
Bruce Webber, City of Selma
John Donaldson, League of Women Voters
John Wright, City of Clovis
Jeffrey D. Webster, Fresno County Rural Transit
Agency
Paul Marquez, Caltrans

Gary Joseph, Fresno County EOC
Nicholas Paladino, Fresno Cycling Club
Scott Mozier, City of Fresno
Darrell Unruh, City of Fresno
Stan Nakagawa, County of Fresno
Debbie Hunsaker, Fresno Chamber of
Commerce

Policy Advisory Committee Members Attending:

Jose Antonio Ramirez, City of Firebaugh,
Chairman
Don Pauley, City of Kingsburg
Lou Martinez, City of Parlier
Ron Manfredi, City of Kerman
Jeff Witte, City of Clovis
Cruz Ramos, City of San Joaquin

Bill Little, City of Orange Cove
David Elias, City of Fowler
Dan Spears, City of Sanger
Jose Leon Barraza, County of Fresno
Juanita Veliz, City of Huron
Bruce Rudd, City of Fresno

Others Attending:

Margo Lerwill, Fresno County
TuFong Thao, County of Fresno
Lynn Gorman, County of Fresno
Jeff Long, FAX/COG
Barbara Goodwin, Fresno COG
Tony Boren, Fresno COG
Mike Bitner, Fresno COG

Barbara Steck, Fresno COG
Les Beshears, Fresno COG
Todd Sobrado, Fresno COG
Kristine Cai, Fresno COG
Brenda Lauchner, Fresno COG
Dottie Wright, Fresno COG

Jose Antonio Ramirez (Firebaugh), Chair of Policy Advisory Committee chaired the meeting. Everyone introduced themselves.

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

I. PRESENTATIONS

A. Public Presentations

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

There were no public presentations.

B. Presentation by Assemblymember Arambula at COG Board – July 20, 2006

This presentation was scheduled for the Board meeting on July 20, 2006.

II. CONSENT ITEMS

All items on the consent agenda are considered to be routine and non-controversial by COG staff and may be approved by one motion.

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|---|------------------|
| A. TTC Executive Minutes of June 7, 2006 | Approve |
| PAC Executive Minutes of June 16, 2006 | Approve |
| B. 2006-07 Transportation Funding Claims | Approve |
| 1. City of Coalinga, Resolution 2006-21 | |
| 2. City of Firebaugh, Resolution 2006-22 | |
| 3. City of Fowler, Resolution 2006-23 | |
| 4. City of Kingsburg, Resolution 2006-24 | |
| 5. City of Mendota, Resolution 2006-25 | |
| 6. City of Reedley, Resolution 2006-26 | |
| 7. City of San Joaquin, Resolution 2006-27 | |
| 8. City of Selma, Resolution 2006-28 | |
| 9. City of Sanger, Resolution 2006-29 | |
| C. Financial and Compliance Audit Consultant Selection | Approve |
| D. Declaration of Surplus Inventory | Approve |
| E. Adoption of 2007 Federal Transportation Improvement Program (FTIP) 2004 Regional Transportation Plan (RTP) Amendment #2, and Corresponding Conformity Analysis, Resolution 2006-30 | Approve |
| F. Administrative Amendment No. 22 to the 2004-05 through 2009-10 Federal Transportation Improvement Program | Information |
| G. The San Joaquin Valley Goods Movement Study, Phase III, Truck Model Improvement Project – Selection of the Consultant | Approve |
| H. Rail Issues Update | Information |
| I. Monthly Legislative Update | Information |
| J. Conflict of Interest Code Review – COG Board | Action if Needed |
| K. FCRTA Item -- Readoption of FCRTA's Disadvantaged Business Enterprise Program and Plan, FCRTA Resolution 2006-07 | Approve |

For a summary of these items, please see the July 14, 2006 Annotated Agenda.

Item J. – Conflict of Interest Code Review was pulled by staff pending review by Legal Counsel. Cruz Ramos (San Joaquin) requested a training session on the Conflict of Interest Code. Dave Elias (Fowler) informed the group that the Risk Management Association may be providing training. Staff will try to find out where training may be provided.

A motion was made by Don Pauley (Kingsburg) and seconded by David Elias (Fowler) to approve the Consent Items as requested. A vote was called for and the motion carried.

III. ACTION / DISCUSSION ITEMS

A. Public Hearing, July 20, 2006: Adoption of Annual Availability Advisory Percentages for Disadvantaged Business Enterprise (DBE) Participation, Resolution 2006-20

Last year the Ninth Circuit Court of Appeals overturned the California Department of Transportation's race-conscious implementation of 49(CFR) Part 26 DBE program ruling that "Evidence of discrimination in the transportation contracting industry must be documented in order to implement a DBE race-conscious program". The state was given until May 1, 2006 to provide data supporting their implementation. Subsequently, FHWA, FTA, and Caltrans issued a joint statement indicating that the Department must implement a wholly race-neutral DBE program effective May 1, 2006 because they could not provide evidence of any specific discrimination. However, the state has hired a consultant to complete a disparity study by May 2007 that may provide the required evidence of discrimination to allow them to continue implementation of their race-conscious program. The effect of all this on our program however is minimal, because our program was adopted and has been implemented on a race-neutral basis since 1999 when 49(CFR) Part 26 was published in response to the Supreme Court overturning the national DBE program. COG is no longer required to adopt a goal, however we adopt a voluntary Annual Anticipated DBE Participation Level (AADPL).

To determine our Participation Level staff contracted everyone on our bidders list requesting DBE information per federal regulations and updated the list to reflect the results. Presently we have 262 vendors of which 34 claim DBE status. This equates to a 13% Participation Level to be achieved through 100% race-neutral means. A public notice was put in the Fresno Bee noticing the July 20th public hearing identifying the Participation Level and the \$815,000 in contracting opportunities programmed in the 2006/07 budget. During 2005/06 COG did four procurements totaling \$281,000. DBE participation was \$45,000 or 16% exceeding our adopted goal of 12%.

A motion was made by Bruce Webber (Selma) and seconded by Jeffrey Webster (FCRTA) to adopt Resolution 2006-20 setting COG's 2006/07 Annual Anticipated DBE Participation Level at 13% to be obtained by Race-Neutral Methods. A vote was called for and the motion carried.

B. AB 1020: Proposal to Mandate Traffic Model Improvements

This bill establishes a process at Caltrans for evaluating transportation planning computer models and requiring local transportation planning agencies to incorporate "smart growth" measures into these models.

Specifically, this bill:

- 1) Requires Caltrans to provide the Legislature, by January 1, 2007, with a schedule for a comprehensive review and evaluation of the current models and model improvements already underway at several local and regional planning agencies;
- 2) Requires currently used models to incorporate measures that account for the influence of land use intensity and transit service on automobile ownership and vehicle miles traveled, representation of all transit lines and roadways, and land use models based on bidding for floor space and implemented on small zones or parcels;
- 3) Encourages Caltrans to develop budgeting plans for improvement of planning models and encourages peer review and updating of these models at least every ten years; and
- 4) Requires Caltrans to meet annually with affected planning agencies to evaluate their progress in "upgrading" their transportation planning models and to identify available resources to help the agencies achieve these upgrades in a timely manner.

This bill adds significant requirements to the modeling process used by Fresno COG and by our member agencies in the preparation of our Regional Transportation Plan (RTP) and in establishing conformity to our required Air Quality requirements.

The author contends transportation planning models used by local planning agencies do not adequately measure the benefits of various smart growth policies (intensified land uses, transit-oriented housing, and higher density developments). COG staff believes the authors have made their allegations about the inefficiencies of the current modeling practices based on erroneous information that is speculative and invites frequent and frivolous litigation.

The authors have also seriously underestimated the cost of the changes in the modeling process alone, stating "minor ongoing costs, probably less than \$100,000 annually starting in FY 2006-07, and moderate statewide costs, in the range of \$500,000 in FY 2007-08, to affected local planning agencies". An evaluation by several of the agencies affected by this legislation estimate the cost to be closer to more than \$1 to \$4 Million to implement the programs, and continued costs to run the models. [

Additionally, the implementation of this bill will create an unrealistic modeling expectation and invite frequent litigation. The implementation and potential litigation may result in significant increases in the cost, as well as a significant delay in the delivery, of transportation projects.

This bill was heard in the Senate Transportation and Housing committee on June 27, 2006, and we understand it may have been amended in committee to be less onerous, however any amendments are not yet available in print for proper impact analysis.

A motion was made by Don Pauley (Kingsburg) and seconded by Bruce Webber (Selma) to recommend authorizing the Chairman and the Executive Director to co-sign a letter to the Chairman of the Senate Transportation Committee opposing the June 19th version of the bill. A vote was called for and the motion carried. Caltrans abstained.

C. Request for Policy Board Support of State Transportation Infrastructure Bonds, Resolution 2006-31 and 2006-32

In November, California voters will be given the opportunity to support legislation that will provide funding to address California's long neglected infrastructure needs. The \$37 billion infrastructure package is titled the "*Strategic Growth Plan*" and consists of the following components:

- \$19.9 billion -Transportation Bond (Prop 1B)
- Proposition 42 fix (Prop 1A)
- \$2.85 billion -Housing Bond (Prop 1C)
- \$10.4 billion -Education Bond (Prop 1D)
- \$4.0 billion Levee and Flood Protection Bond (Prop 1E)

The Transportation bond package (Proposition 1B) includes \$19.9 billion for safety improvements and repairs to state highways, upgrades to freeways to reduce congestion, repairs to local streets and roads, improvements to the seismic safety of local bridges, expansion of public transit, reduction of air pollution, and improvements to anti-terrorism security at ports. The bond proposal also authorizes public/private transportation partnerships, application of the Design-Build method for these projects, and legislation to streamline the environmental review process. In addition, the Legislature also passed a State Constitutional Amendment (SCA 7) to "fix" Proposition 42, by permanently dedicating the sales tax on gasoline to transportation purposes. This measure will appear on the ballot as Proposition 1A. SCA 7

will still allow the Legislature to borrow the Prop 42 funds, but only by meeting the following criteria:

- The governor must declare that the state faces a severe fiscal hardship;
- The Legislature must enact a statute authorizing the borrowing by a 2/3rds vote. At the same time, the Legislature must pass a bill specifying they will repay the loan with interest within three years;
- The state can borrow the funds no more than twice in ten years, and must repay a prior loan before borrowing;
- Any Prop 42 transportation funds that were borrowed by the state but not repaid as of July 1, 2007, must be repaid within a ten year period (no later than June 30, 2016) at payment of no less than one-tenth per year of the total amount owed.

Specifically, the transportation bond includes the following programs:

- **Corridor Mobility Improvement Account**
\$4.5 billion to relieve congestion by expanding capacity, enhancing operations, and improving travel times in high-congestion travel corridors.
- **State Route 99 Corridor Improvements**
\$1.0 billion for improvements to 400 miles of State Route 99 through the Central Valley.
- **Ports Infrastructure, Security & Air Quality**
\$3.1 billion for infrastructure improvements to seaports, land ports of entry and airports, to relieve traffic congestion along major trade corridors, and to improve freight rail facilities to enhance the movement of goods from port to marketplace. Included in this amount is \$1.0 billion for air quality improvements that will achieve emission reductions from activities related to port operations and freight movement. \$100 million of the total will also be available for port, harbor, and ferry terminal security improvements.
- **School Bus Retrofit for Air Quality**
\$200 million for school bus retrofit and replacement to reduce air pollution and to reduce children's exposure to diesel exhaust.
- **State Transportation Improvement Program Augmentation**
\$2.0 billion to augment funds for the State Transportation Improvement Program, a five-year program of capital improvements for state and regional transportation projects.
- **Public Transportation Modernization Improvement, and Service Enhancement**
\$4.0 billion for capital improvements and fleet expansion to enhance public transit, intercity and commuter rail, and waterborne transit. Projects include new capital projects, safety and modernization improvements, capital service enhancements, rehabilitation, and bus rapid transit improvements.
- **Transit System Safety, Security & Disaster Response Account**
\$1.0 billion for transit safety, security, and disaster response for projects that provide increased protection against a security and safety threat and increase the capacity of transit operations to move people, goods and emergency personnel, and equipment in the preparation for and the aftermath of a disaster.
- **State-Local Partnership Program**
\$1.0 billion in matching funds for counties that have raised local money for transportation projects.

- **Local Bridge Seismic Safety Retrofit**
\$125 million to provide matching funds to complete the seismic safety work needed on local bridges, ramps, and overpasses.
- **Highway-Railroad Crossing Safety Account**
\$250 million for railroad crossings and the construction of bridges over rail lines.
- **SHOPP**
\$750 million for highway safety, rehabilitation, and pavement preservation projects, including \$250 million for traffic light synchronization projects or other technology-based improvements to improve safety operations and the capacity of local streets and roads.
- **Local Street and Roads, Congestion Relief, and Traffic Safety Account of 2006**
\$2.0 billion (\$1 billion to cities/\$1 billion to counties) for improvements to local transportation facilities that will repair and rehabilitate local streets and roads, reduce local traffic congestion, improve traffic flow, or increase traffic safety.

Included as attachments were the funding allocation processes for each of the above identified programs and a spreadsheet that identifies the estimated funding that each county would receive from the formula based programs in the bond package.

Clearly, the unmet transportation needs throughout Fresno County and the state have been well documented through various presentations to the Policy Board over the last several years by both COG and Caltrans staff. COG staff believes that the transportation infrastructure bond (Prop. 1B) and the Prop 42 fix (Prop. 1A) holds great potential to help fund many of the unmet transportation needs faced by our local agencies and the region as a whole. Therefore COG staff recommends the Policy Board take an action of support for the Transportation Infrastructure Bond (Proposition 1B) and Proposition 1A (Prop 42 fix) as presented.

In the event the Policy Board would like to take an action of support for the entire \$37 billion bond package including the Housing, Education and Levee and Flood Protection Bonds, staff has included a summary of the Legislature's Infrastructure Bond Package as an attachment.
[BOREN]

Attention was called to the resolutions that were handed out at the meeting. COG staff recommended at minimum, the Policy Board support the transportation-related Propositions 1A and 1B on the November 2006 ballot by adopting Resolution 2006-31. Another option was to support the Infrastructure Bond package in its entirety by adopting Resolution 2006-32, or indicating whether there are individual parts of the Bond package the Policy Board would want to support or oppose.

Jose Antonio Ramirez (Firebaugh) questioned whether the State Highway Operations and Protection (SHOPP) program was included in the bond. Paul Marquez (Caltrans) responded that all federal monies coming into the State for maintenance are used to fund the SHOPP maintenance and so it is not part of the Bond package.

Don Pauley (Kingsburg) suggested there needs to be a major lobbying effort to keep the appropriate share of the money in our region. Barbara Goodwin, Executive Director explained that the State has outlined using five working committees—members from each of the Valley COGs are on the committee. Bruce Rudd (Fresno) questioned if staff has analyzed how the bond interacts and augments Measure "C" funding. Ms. Goodwin responded this has been discussed by the California Transportation Commission since there are seven valley counties that have measures in November and there needs to be a consistent message. Member agencies need to review the types of funding that will be made available and prepare project

lists for their current needs lists and submit them to Fresno COG by August 30th. This recommendation includes having COG form a working group of members and requesting California Consulting to initiate a lobbying effort to pursue projects as appropriate from the lists.

After discussion, a motion was made by Don Pauley (Kingsburg) and seconded by Cruz Ramos (San Joaquin) to recommend approval of Resolution 2006-31 to support 1A and 1B and to also include the recommendation to form a working group of members and requesting California Consulting to initiate a lobbying effort to pursue projects as appropriate from the lists.

Some committee members felt that since water is such an important issue here in the Valley and that 1E (Levee and Flood Protection Bond) should be included as well. The motion was amended by Bruce Webber to include 1E and agreed to by those who made the motion and second. A vote was called for and the motion carried.

D. Programming Activities (Obligation Plan) Status Report

The recently submitted obligation authority (OA) delivery plans have raised a concern that collectively the California region and its local agencies may not deliver the available federal program this federal fiscal year (FFY). As of May 31, 2006, local agencies have used approximately \$292 million of the projected \$752 million Obligation Authority (OA) available in current federal fiscal year (FFY). The OA delivery plans show that regions and local agencies plan to deliver many projects in late August and September, totaling approximately \$150 million. As in prior years, projects need to be submitted to the Districts by August 1st to assure obligation by the Federal Highway Administration (FHWA) by the end of the current FFY.

While the delivery plans propose to use all the local OA, history demonstrates that the State has barely used all the local OA available. The policy and procedures for managing Local Assistance Obligation Authority state that, "if any local OA is not used in a given year, the Department (Caltrans) will use the remaining OA to avoid the lapse of federal funds. The Department cannot commit to any payback of this OA unless it is considered during the development of the next fund estimate". The next fund estimate will be developed for 2008.

Application to the Fresno Region:

As of May 31, 2006 the Fresno region has a balance of \$9,745,544 of OA not yet "encumbered". The original projected target was \$9,688,305 however due to the deobligation and return of \$57,239 of funds the Fresno region has a delivered -0.6% of available funds. Because of this, staff is requesting updates and copies of each E-76 issued.

All agencies need to be aware that their target date for submitting final requests for obligations to District 6 Local Assistance may need to be advanced considerably due to the Federal Highways Administration (FHWA) delays in approving projects. FHWA has recently begun detailed reviews of each E-76 as directed by their headquarters and such reviews have been taking as long as 30 days (longer in some cases) before funds are obligated. In discussions between Caltrans and FHWA, FHWA has agreed to pre-approval of E-76s that are currently backlogged. FHWA will continue to perform a 100% review of the E-76s. Should FHWA, during their detail review reject the E-76, funds will be deobligated. This situation is expected to continue at least through the remainder of this FFY.

Additionally, FHWA continues to aggressively pursue inactive obligations. Caltrans Local Assistance has advised COG staff that deobligations will be processed during the month of July for projects that were identified inactive as of March 31, 2006 and continue to remain inactive as of June 30, 2006. If a justification was not submitted at all or if a valid justification was not provided to FHWA as to why a particular project is inactive, or if actions were not taken as identified on your agencies responses, inactive obligations will be deobligated. All agencies that

had an FHWA identified inactive obligation need to follow up with FHWA to insure that their funds will not deobligated.

We do not believe our member agencies desire to risk any or even a part of the \$9,745,544 that is available to our region, but the Fresno COG is not able to obligate these funds, only the designated recipients. Staff asks that our calls and correspondence to members be quickly responded to so that we can help keep the dollars available to the Fresno region. [BESHEARS/DEVERE]

This was an information/discussion item and required no further action from the Committee.

E. Contribution Agreement and Secondary Agreement Related to Congressman Dooley's \$35 million Federal Earmark Funding

As part of the FY 2001 Federal Appropriations Bill, Congressman Dooley obtained \$35 million in federal demonstration funds for construction (including related activities) of an extension of State Route 180 between Mendota and I-5. However, due to lack of an adopted route alignment and a variety of issues raised by the Federal Highways Administration, Congressman Dooley rewrote the description on the Demonstration Earmark to allow the funds to be utilized for construction, including related activities, for an extension of State Route 180 between "Fresno" and I-5. Working with Congressman Dooley, and subsequently with Congressman Costa, who replaced Congressman Dooley, a letter was signed authorizing COG to be the sponsor for the demonstration funds. Subsequently, a series of meetings were held with the State Route 180 Steering Committee to develop regional strategies for overcoming the issues raised by FHWA, as well as identifying eligible projects for the demonstration funds. The general consensus of the committee was to provide \$14 million for rehabilitation of SR 180 "Mendota East" project (Belmont/Whitesbridge to San Joaquin Valley Railroad) and allow the remaining \$21 million to be used on SR 180 (Hughes/West – Brawley Phase II) on the "condition" that the \$21 million in Measure "C" funding freed up from the transaction would be dedicated to Westside I-5 Connection projects. With that in mind the following projects were identified:

\$1 – \$4 Million	Mendota Improvements (Bass Ave. Improvements / 2 nd St. Pedestrian Over-Crossing
\$2 Million	Firebaugh Improvements (SR 33)
\$1.5 Million	Caltrans Route Adoption Study (Planning /Env. Studies- CEQA Only)
\$14 Million	Improvements to Nees Avenue (as a traversable highway) or Belmont-Shields improvements, or other alignment improvements based on the results of the Route Adoption Study

Subsequent to this funding strategy being developed, and in response to funding shortfalls being identified on the SR 180 (Hughes/West – Brawley) project. Caltrans agreed to contribute \$5.2 million in SHOPP funding to the SR 180 "Mendota East" project thereby reducing the amount of Demonstration funds required for the project to \$8.8 million and allowing \$5.2 million of the Demonstration funding to be transferred to SR 180 (Hughes/West – Brawley) project that was experiencing cost overruns. This exchange brought the total Demonstration funding available for SR 180 (Hughes/West – Brawley) to \$26,123,000. It did not effect the \$20,923,000 in Measure "C" funding available for the Westside I-5 Connection projects. Caltrans has also agreed to pick up the cost of the Route Adoption Study for the I-5 project alignment and that study is currently underway.

It is important to note that these transactions are crafted only to ensure that the funding intended specifically for the "Westside I-5 Connection" goes to the intended projects. It does not create additional funding that can be used on other projects not associated with the alignment. The federal funds must be used in a timely fashion and the Westside I-5 Connection projects are years away, hence the CA217 funding is used on SR 180 (Hughes/West – Brawley), and the Measure "C" funding that is saved is dedicated specifically to the Westside I-5 Connection projects. In sum, due to Caltrans' offer to offset the SHOPP project with funds there is a net benefit to the Transportation Authority of \$5.2 million for the SR 180 (Hughes/West – Brawley) project that would not have been available without the CA217 funding.

The agreements before the Board authorize the Fresno County Transportation Authority to encumber the remaining \$26,123,000 balance of CA217 funds on SR 180 (Hughes/West – Brawley) and requires the COG to amend the Measure "C" Expenditure plan to include the \$20,923,000 Westside I-5 Connection Projects. In the event that the Measure "C" Extension does not obtain the required 2/3 voter approval in November, the agreements require the Transportation Authority to set aside \$20,923,000 for Westside I-5 Connection projects in a dedicated public trust and legally appoint a duly sanctioned Successor Agency to fulfill the covenants of the trust and complete the Westside I-5 Connection Projects per COG's determination of the final scope for those projects. [BESHEARS]

A motion was made by Ron Manfredi (Kerman) and seconded by John Donaldson (LWVF) to adopt the contribution agreements (handed out) to authorize the Fresno County Transportation Authority to encumber \$26,123,000 in CA217 Federal Funding on SR 180 Brawley/Hughes/West Phase II and "free up" \$20,923,000 in Measure "C" funding to be programmed against projects determined by COG for the construction, including related activities, of an extension of State Highway 180 from the City of Fresno to I-5 in Fresno County. A vote was called for and the motion carried.

F. San Joaquin Valley Blueprint Update

The San Joaquin Valley Blueprint Planning Process was officially kicked off at a Valleywide summit on June 28th (see report on www.valleyblueprint.org). The event was a great success, with nearly 700 participants in attendance. The day consisted of several informative presentations followed by interactive workshop sessions aimed at engaging participants.

This month there were two Blueprint items for consideration – appointment of one elected official and five community representatives to the Blueprint Regional Advisory Committee (BRAC) and approval of a consultant contract for Blueprint Community Outreach Services. [STECK]

1. **Blueprint Regional Advisory Committee (BRAC)** – The purpose of the San Joaquin Valley Regional Blueprint Advisory Committee is to make regional recommendations pertaining to the creation of the San Joaquin Valley Regional Blueprint. The intent for each committee member is to:
 - Become a champion of the final SJV Regional Blueprint vision;
 - Advocate implementation of the SJV Regional Blueprint products to the local jurisdictions;
 - Promote the SJV Regional Blueprint strategies at the state and federal levels.

Each of the eight Valley COG Directors will recommend 5 community members to sit on the BRAC (see enclosure). In addition, one elected official from each county will be appointed (see enclosed application). Staff solicited applications from all city council members and supervisors in Fresno County. Since the deadline for applications has been extended to July 14th for both community member and elected official seats, we are only able to include

a list of applicants we have received to date. Any additions will be added to the list prior to the board package being mailed. [STECK]

A motion was made by Bruce Rudd (Fresno) and seconded by Don Pauley (Kingsburg) to recommend forwarding the applications from elected officials to the COG Policy Board for their selection of a Fresno County representative to serve on the BRAC. A vote was called for and the motion carried.

2. Blueprint Consultant Contract – Community Participation Facilitator, Fresno County Outreach

On June 1st, COG circulated a Request for Proposals (RFP) for consulting services to provide outreach activities associated with our Fresno County portion of the San Joaquin Valley Blueprint planning process. We extended the deadline for responses to June 30th when we added a task for modeling assistance. We received one response to the RFP from VRPA Technologies in association with Strategy Research Institute; Community Design + Architecture; Land Use Associates and URS Corporation. Because time is of the essence on this activity, we met with VRPA to discuss their proposal and negotiated the outreach and modeling tasks for the Blueprint project, not to exceed \$200,000. We have this amount available from our Blueprint grant in Work Element 119 of the 2006-07 OWP. Staff and VRPA will continue to refine the schedule so that work can begin in August. [STECK]

A motion was made by John Donaldson (LWVF) and seconded by Dan Spears (Sanger) to recommend that the Policy Board direct the Executive Director and the Policy Board's Chairman to enter into a contract with VRPA Technologies and their associates to provide consulting services for Fresno County's outreach and modeling activities associated with the SJV Blueprint Planning Process. The total cost of the initial contract is not to exceed \$200,000, but with a caveat recommendation that since some of the "added options" may be desirable at a later date, that the ability of including these options be granted should additional funding become available and the contract could be amended under this initial authorization. A vote was called for and the motion carried.

Staff added to this recommendation for accountability that Fresno County's Blueprint Roundtable be the advisory body to confirm whether or not such an amendment is desirable and should then be executed. Staff has also changed the signatories to the contract requirements to include the Policy Board Chairman to provide for additional accountability.

G. Measure "C" Update

At its June 22, 2006 meeting, the COG Policy Board voted to approve the 2006 Measure C Extension Expenditure Plan. Since then, COG staff has been in the process of gaining approval of the Plan by each of our member agencies. Tony Boren, Deputy Director reported that to date (7/14/06), the following fourteen cities have taken action in support of the Expenditure Plan as proposed: Fresno, Reedley, Mendota, Orange Cove, Firebaugh, Fowler, Parlier, Kingsburg, Kerman, Coalinga, Sanger, Clovis, Huron and San Joaquin. Selma is scheduled for July 17 and Fresno County is scheduled on July 18.

Following approval by our member agencies, the Fresno County Transportation Authority is scheduled to take action to adopt the Expenditure Plan at its July 19, 2006 meeting, and then formally request that the Fresno County Board of Supervisors place the tax extension on the November 2006 ballot. The Board of Supervisors meeting is scheduled for July 25, 2006. [BOREN]

This was an information/discussion item and required no further action from the Committees.

Jose Antonio Ramirez (Firebaugh) thanked staff for the "well-done" presentations they made in each of the cities.

H. Caltrans Monthly Report

Paul Marquez, Caltrans staff provided an update on Caltrans activities as follows:

- Route 269 in Huron dedicated in memory of Officer Ricardo Palacios
- Caltrans staff have volunteered to remove litter on Route 168, Shaw to Bullard on July 15th.

This was an information/discussion item and required no further action from the Committee.

I. Addendum - Draft Valley 8 County COG Memorandum of Understanding

At the May 25, 2006 Policy Board Meeting, it was reported that one positive result of the Valley COG's opposition to AB1878 (Parra) creating a San Joaquin Valley Advisory Board, has been consensus that the current Memorandum of Understanding between the eight Valley COGs needs to be revisited and modified. The purpose would be to establish a Policy Council of elected officials and to develop a process and framework for establishing formal San Joaquin Valley positions on issues where valleywide consensus exists.

Attention was called to the revised draft Memorandum of Understanding which was handed out at the meeting. The intent is to circulate the draft in July and formalize the agreement in September, including Board appointments to the Regional Policy Council. Comments on the draft are due to Fresno COG on August 21, as changes will need to circulate to all eight COGs. This schedule would allow the new Policy Council to meet for the first time at the COG's October 4-6, 2006 Policy Conference in Bakersfield. [GOODWIN]

John Donaldson (LWVF) questioned how this would interact with the Blueprint. Barbara Goodwin, Executive Director responded it would strengthen it—it is broader but will strengthen those relationships.

This was an information/discussion item and required no further action from the Committee.

IV. PAC – ELECTION OF VICE CHAIRMAN

The election for PAC Chair and Vice Chair are annually scheduled for the June meeting. At last month's PAC meeting, Jose Ramirez (Firebaugh) was elected as the PAC Chairman. David Elias (Fowler) has been serving as the Vice Chairman. Since Mr. Elias was not at the June meeting to react to a potential nomination, the vote for Vice Chair was delayed until the July meeting.

David Elias (Fowler) was present and declined the nomination. A motion was made by Dave Elias (Fowler) and seconded by Jose Ramirez (Firebaugh) to nominate and elect Ron Manfredi (Kerman) as Vice Chairman for the Policy Advisory Committee. A vote was called for and the motion carried.

V. OTHER BUSINESS

A. Items from Staff

Barbara Goodwin, Executive Director called attention to handouts regarding:

- Meeting on Roundabout Concepts on July 27, 2006 at the Holiday Inn in Visalia, CA

- RTCA: Community Assistance Arm of the National Park Service accepting applications through August 1; and
Reported there are no August committee or Board meetings scheduled.

B. Items from Members

- Lynn Gorman (Fresno County) refreshed the request from Fresno County to ask COG to form a Buffer Task Force. The COG Board had asked for it to be presented to their City Councils before they would make a decision. Ms. Gorman would like to go out to the various City Councils to present the item and requested the City Manager's assistance in scheduling the item before their City Councils. She would like it to be brought back to the COG Board in September.
- Bruce Webber requested that wall maps be put up showing the Measure "C" funded routes. Barbara Goodwin, Executive Director explained that COG is in the process of installing a plasma screen and drop down screen and the maps will soon be available on the computer to show on the screen.
- Cruz Ramos (San Joaquin) reminded committee members that those who have received funding through USRDA can listen to an explanation session Monday, July 17, 2006 at the Farm Bureau.

There being no further business the meeting was adjourned.

Respectfully submitted,



BARBARA GOODWIN, Executive Director
Council of Fresno County Governments

\dw

TRANSPORTATION FUNDING CLAIMS

Resolution 2006-33
Resolution 2006-34
Resolution 2006-35

City of Kerman
City of Orange Cove
City of Parlier

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2006-33

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE CITY OF
Kerman, 2006-07

WHEREAS, the Council of Fresno County Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Kerman has submitted a Transportation Funding Claim for its 2006-07 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Kerman has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of Kerman has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.
3. On June 22, 2006 the COG Board approved Resolution 2006-17 which found that public transportation needs within the City of Kerman and its sphere of influence will be reasonably met in 2006-07.

BE IT FURTHER RESOLVED, that the COG hereby approves the Transportation Funding Claim submitted by the City of Kerman and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Council of Fresno County Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 28th day of September, 2006.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 28th day of September, 2006.

Signed: _____
Barbara Goodwin, Executive Director

Date: 8/16/06

Claimant: City of Kerman

TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2006/07

TO: Council of Fresno County Governments
2100 Tulare Street, Suite 619
Fresno, California 93721

FROM: Applicant: City of Kerman
Address: 850 S. Madera Ave.
City: Kerman Zip Code: 93630
Contact: Tim Przybyla Phone: (559)846-9382

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment	\$	397,916
Surplus (Prior Years)	\$	
Unexpended, Held by Claimant	\$	
Other Agency	\$	

State Transit Assistance Fund

Estimate	\$	39,594
Prior Year Carryover	\$	13,329
Unexpended, Held by Claimant	\$	

Other

Audit Exception/Impairment (required General Fund Payback)	\$	
Other	\$	

TOTAL \$ **450,839**

In accordance with Title 21, Chapter 3, Subchapter 2 and 2.5 of the California Code of Regulations, it is requested that an allocation be made in the total amount of

Four Hundred Fifty Thousand Eight Hundred Thirty-Nine Dollars

(spell out amount)

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund

Authorized Signature: _____

Title: FINANCE DIRECTOR

Date: 8/17/06

Claimant: City of Kerman

PURPOSE	AMOUNT	SUB-TOTAL
1.	Bicycle & Pedestrian Facilities (Art. 3)	\$ 7,958
	(Art. 8a)	\$
	Audit Exceptions (General Fund Payback)	\$
	Unexpended Funds Held By Claimant	\$
		SUB-TOTAL \$ 7,958
2.	Regional Transportation Planning	SUB-TOTAL \$ 11,114
3.	Public Transportation (Art. 4)	\$
	(Art. 8c)	\$
	Other Agency ()	\$
	Other Agency ()	\$
	State Transit Assistance Funds	\$
	Audit Exceptions (General Fund Payback)	\$
	Unexpended Funds Held By Claimant	\$
	Other, specify ()	\$
		SUB-TOTAL \$
4.	Community Transit Service (CTSA, Art. 4.5)	SUB-TOTAL \$
5.	Streets & Roads (Art. 8a)	\$ 297,762
	Audit Exceptions (General Fund Payback)	\$
	Unexpended Funds Held By Claimant	\$
		SUB-TOTAL \$ 297,762
6.	To Be Claimed By: (Fresno County Rural Transit Agency)	\$ 114,507
	(Consolidated Transp. Serv. Agency)	\$ 19,498
	Other ()	\$
	Other ()	\$
		SUB-TOTAL \$ 134,005
7.	Reserved in Fund Pending Further Claiming	SUB-TOTAL \$

	GRAND TOTAL	\$ _____
(Claim Total Must Agree With Total On First Page)		
Minus All Unexpended Funds Held By		\$ _____
GRAND TOTAL PAYABLE TO CLAIMANT		\$ <u>450,839</u>

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Date: 8/16/06Claimant: City of Kerman**BICYCLE AND PEDESTRIAN FACILITIES**

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

Project Title and Brief Description		Project Cost
1. (Generic)	Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction;	\$ <u>7,958</u>
AND/OR		
1. (Specific)		\$ _____
2. (Specific)		\$ _____
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ _____

Revenue Source & Amount

LTF (Article 3)	\$ _____
LTF (Article 8a)	\$ _____
Other:	\$ _____
Other:	\$ _____
Audit Exception - G.F. Payback ...	\$ _____

STREETS AND ROADS CLAIM

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

Project Title and Brief Description		Project Cost
1. (Generic)	Development, Construction and Maintenance of Facilities	\$ <u>297,762</u>
AND/OR		
1. (Specific)		\$ _____
2. (Specific)		\$ _____
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ _____

Revenue Source & Amount

LTF (Article 8a)	\$ _____
Other:	\$ _____
Other:	\$ _____
Audit Exception - G.F. Payback ...	\$ _____

Date: 8/16/06

Claimant: City of Kerman

CONTINGENCY PROJECT LISTING

Should additional Local Transportation Fund or State Transit Assistance Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:

☐ **ARTICLE 3, BICYCLE & PEDESTRIAN FACILITIES**

Project Title & Brief Descriptions

Project Cost

1. Various Bicycle and Pedestrian facilities throughout \$ Amount of Add'l
the claimant's jurisdiction funds made available
in current FY.

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

☐ **ARTICLE 4, PUBLIC TRANSPORTATION**
OR
☐ **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions

Project Cost

1. \$

2. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

☒ **ARTICLE 8, STREETS AND ROADS**

Project Title & Brief Descriptions

Project Cost

1. Development, Construction and Maintenance of Facilities \$ Amount of Add'l
throughout the claimant's jurisdiction funds made available
in current FY.

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2006-34

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE CITY OF
ORANGE COVE, 2006-07

WHEREAS, the Council of Fresno County Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Orange Cove has submitted a Transportation Funding Claim for its 2006-07 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Orange Cove has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of Orange Cove has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.
3. On June 22, 2006 the COG Board approved Resolution 2006-17 which found that public transportation needs within the City of Orange Cove and its sphere of influence will be reasonably met in 2006-07.

BE IT FURTHER RESOLVED, that the COG hereby approves the Transportation Funding Claim submitted by the City of Orange Cove and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Council of Fresno County Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 28th day of September, 2006.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 28th day of September, 2006.

Signed: _____
Barbara Goodwin, Executive Director

Date: 7/07/06

Claimant: CITY OF ORANGE COVE

TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2006/07

TO: Council of Fresno County Governments
2100 Tulare Street, Suite 619
Fresno, California 93721

FROM: Applicant: CITY OF ORANGE COVE
Address: 633-6TH STREET Zip Code: 93646
City: ORANGE COVE, CA Phone: 559-626-5170
Contact: ODI ORTIZ

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment	\$ <u>303,610</u>
Surplus (Prior Years)	\$ _____
Unexpended, Held by Claimant	\$ _____
Other Agency	\$ _____

State Transit Assistance Fund

Estimate	\$ <u>30,210</u>
Prior Year Carryover	\$ <u>11,015</u>
Unexpended, Held by Claimant	\$ _____

Other

Audit Exception/Impairment (required General Fund Payback)	\$ _____
Other	\$ _____

TOTAL \$ 344,835

In accordance with Title 21, Chapter 3, Subchapter 2 and 2.5 of the California Code of Regulations, it is requested that an allocation be made in the total amount of

(spell out amount)

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund

Authorized Signature: *Odin Ortiz*
Title: Finance Director
Date: 7/13/06

Date: 7/7/06

Claimant: CITY OF ORANGE COVE

BICYCLE AND PEDESTRIAN FACILITIES

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

Project Title and Brief Description	Project Cost
1. (Generic) Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction;	\$ <u>6,072</u>
AND/OR	\$ _____
1. (Specific)	\$ _____
2. (Specific)	\$ _____
(add sheets if necessary)	
TOTAL PROJECT COSTS	\$ _____

Revenue Source & Amount

LTF (Article 3) \$ _____
LTF (Article 8a) \$ _____
Other: \$ _____
Other: \$ _____
Audit Exception - G.F. Payback .. \$ _____

STREETS AND ROADS CLAIM

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

Project Title and Brief Description	Project Cost
1. (Generic) Development, Construction and Maintenance of Facilities	\$ <u>199,089</u>
AND/OR	\$ _____
1. (Specific)	\$ _____
2. (Specific)	\$ _____
(add sheets if necessary)	
TOTAL PROJECT COSTS	\$ <u>199,089</u>

Revenue Source & Amount

LTF (Article 8a) \$ _____
Other: \$ _____
Other: \$ _____
Audit Exception - G.F. Payback .. \$ _____

Date: 7/7/06

Claimant: CITY OF ORANGE COVE

CONTINGENCY PROJECT LISTING

Should additional Local Transportation Fund or State Transit Assistance Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:

() **ARTICLE 3, BICYCLE & PEDESTRIAN FACILITIES**

Project Title & Brief Descriptions

Project Cost

1. Various Bicycle and Pedestrian facilities throughout..... \$ Amount of Add'l
the claimant's jurisdiction funds made available
in current FY.

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

() **ARTICLE 4, PUBLIC TRANSPORTATION**
OR
() **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions

Project Cost

1.

2.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

(X) **ARTICLE 8, STREETS AND ROADS**

Project Title & Brief Descriptions

Project Cost

1. Development, Construction and Maintenance of Facilities..... \$ Amount of Add'l
throughout the claimant's jurisdiction funds made available
in current FY.

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2006-35

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE CITY OF
PARLIER, 2006-07

WHEREAS, the Council of Fresno County Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Parlier has submitted a Transportation Funding Claim for its 2006-07 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Parlier has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of Parlier has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.
3. On June 22, 2006 the COG Board approved Resolution 2006-17 which found that public transportation needs within the City of Parlier and its sphere of influence will be reasonably met in 2006-07.

BE IT FURTHER RESOLVED, that the COG hereby approves the Transportation Funding Claim submitted by the City of Parlier and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Council of Fresno County Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 28th day of September, 2006.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 28th day of September, 2006.

Signed: _____
Barbara Goodwin, Executive Director

Date: 6/15/06Claimant: CITY OF PARLIER**TRANSPORTATION FUNDING CLAIM
FOR FISCAL YEAR: 2006/07**

TO: Council of Fresno County Governments
2100 Tulare Street, Suite 619
Fresno, California 93721

FROM: Applicant: City of Parlier
Address: 1100 E. PARLIER
City: Parlier, CA Zip Code: 93648
Contact: Patricia Barboza Phone: (559) 646-3545 X-222

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment \$ 406,167
Surplus (Prior Years) \$ _____
Unexpended, Held by Claimant \$ _____
Other Agency \$ _____

State Transit Assistance Fund

Estimate \$ 40,415
Prior Year Carryover \$ 14,979
Unexpended, Held by Claimant \$ _____

Other

Audit Exception/impairment (required General Fund Payback) \$ _____
Other \$ _____

TOTAL \$ 461,561

In accordance with Title 21, Chapter 3, Subchapter 2 and 2.5 of the California Code of Regulations, it is requested that an allocation be made in the total amount of

Four Hundred Sixty One thousand Five Hundred Sixty One

(spell out amount)

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund

Authorized Signature: _____

Title: City ManagerDate: 6/15/06

Date: 06/15/06

Claimant: City of Parlier

TRANSPORTATION FUNDING CLAIM DETAIL

PURPOSE	AMOUNT	SUB-TOTAL
1. Bicycle & Pedestrian Facilities (Art. 3)	\$8,123	
(Art. 8a)	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
		SUB-TOTAL \$8,123
2. Regional Transportation Planning		SUB-TOTAL \$11,344
3. Public Transportation (Art. 4)	\$	
(Art. 8c)	\$	
Other Agency ()	\$	
Other Agency ()	\$	
State Transit Assistance Funds	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
Other, specify ()	\$	
		SUB-TOTAL \$
4. Community Transit Service (CTSA, Art. 4.5)		SUB-TOTAL \$
5. Streets & Roads (Art. 8a)	\$295,795	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
		SUB-TOTAL \$295,795
6. To Be Claimed By: (Fresno County Rural Transit Agency)	\$126,397	
(Consolidated Transp. Serv. Agency)	\$19,902	
Other ()	\$	
Other ()	\$	
		SUB-TOTAL \$146,299
7. Reserved in Fund Pending Further Claiming		SUB-TOTAL \$0
	GRAND TOTAL	\$ 461,561
(Claim Total Must Agree With Total On First Page)		
Minus All Unexpended Funds Held By		\$
GRAND TOTAL PAYABLE TO CLAIMANT		\$ 461,561

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Date: 6/15/06Claimant: City of Parlier**BICYCLE AND PEDESTRIAN FACILITIES**

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

Project Title and Brief Description	Project Cost
1. (Generic) Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction;	\$8123
AND/OR	
1. (Specific)	\$
2. (Specific)	\$
(add sheets if necessary)	
TOTAL PROJECT COSTS	\$70,000

Revenue Source & Amount

LTF (Article 3)	\$20,000
LTF (Article 8a)	\$
Other: traffic congestion relief	\$50,000
Other:	\$
Audit Exception - G.F. Payback	\$

STREETS AND ROADS CLAIM

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

Project Title and Brief Description	Project Cost
1. (Generic) Development, Construction and Maintenance of Facilities	\$295,795
AND/OR	
1. (Specific)	\$
2. (Specific)	\$
(add sheets if necessary)	
TOTAL PROJECT COSTS	\$295,795

Revenue Source & Amount

LTF (Article 8a)	\$
Other:	\$
Other:	\$
Audit Exception - G.F. Payback	\$

Date: 6/15/06Claimant: City Of Parlier**CONTINGENCY PROJECT LISTING**

Should additional Local Transportation Fund or State Transit Assistance Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:

() ARTICLE 3, BICYCLE & PEDESTRIAN FACILITIES**Project Title & Brief Descriptions****Project Cost**

1. Various Bicycle and Pedestrian facilities throughout..... \$ Amount of Add'l
the claimant's jurisdiction funds made available
in current FY.

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

() **ARTICLE 4, PUBLIC TRANSPORTATION**
OR
() **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions**Project Cost**

1.

2.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

ARTICLE 8, STREETS AND ROADS**Project Title & Brief Descriptions****Project Cost**

1. Development, Construction and Maintenance of Facilities..... \$ Amount of Add'l
throughout the claimant's jurisdiction funds made available
in current FY.

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

**Council of Fresno County Governments
Fourth Quarter Progress Report for FY 2005-06
Ending June 30, 2006**

WE 110 - Regional Streets and Highways

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

Accomplishments:

- Participated in the Statewide California Federal Programming Group (CFPG) established to provide a linkage between State, Federal, and Regional Transportation Planning Agencies involved in transportation programming activities.
- **Continued use** of the *California Transportation Improvement Program System* (CTIPS) and involvement in program updates.

WE 111 - Regional Transportation Modeling

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

Accomplishments:

- Provided various model data to consultants, member agencies, and Caltrans.
- Continued participation in the Caltrans led Statewide Modeling/Information Sharing Group. Helped coordinate the San Joaquin Valley Regional Transportation Planning Agencies (RTPAs) Modeling/Air Quality Coordinating Committee. This committee was established to provide interagency transportation conformity consultation. The meetings are attended by representatives of the eight Valley RTPAs; the Federal Highway Administration (FHWA); Caltrans; the California Air Resources Board (CARB), the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD); and the United States Environmental Protection Agency (USEPA).
- Kept the road network database up-to-date. The database is used for modeling and other reporting purposes.
- Participated in the Valley-wide Truck Model Steering Committee, and coordinated grant application for Valley-wide truck model - phase III. Awarded the contract for Phase III to Cambridge Systematics.
- Continuing the land use update for traffic model to year 2003 conditions by updating land use information utilizing 2000 Census data and local data.
- Participated in the Freeway Deficiency Study Modeling effort.

Intelligent Transportation Systems (ITS) are also included in the Regional Transportation Modeling Overall Work Plan (OWP). ITS can be thought of the use of advanced technology to improve the safety, capacity and efficiency of the transportation system. Studies have shown that most transportation problems can be more cost effectively solved using ITS than traditional capacity increasing projects (infrastructure).

Accomplishments:

- Did extensive research on ITS systems, documentation, best practices and case studies with the objective of learning as much as possible to position myself as a resource on ITS-related matters.
- Met with several ITS stakeholders within Fresno County to discuss ITS-related projects and issues and identify opportunities for collaboration to increase awareness of ITS technologies and solutions.

- Joined the Fresno County ITS Working Group. A group designed to share knowledge and identify opportunities for collaboration that further the adoption of ITS technologies in Fresno County and the entire region.
- Built consensus and established the need among other ITS stakeholders to develop a program to educate decision-makers on the benefits of and problems that could be solved with ITS technologies.
- The Fresno COG is facilitating the Traffic Operations Center (TOC) working group comprised of stakeholders in the Fresno TOC to find ways to leverage the TOC for the benefit of the entire region. Group members include the cities of Fresno and Clovis, Caltrans, Fresno County, FAX, and other emergency service providers such as police, the Highway Patrol, and the Fire Department. While this group started to focus on the Fresno TOC, it is our desire to see this group evolve into a forum to pursue the 'regionalization' of transportation-related matters and agencies.
- Sacramento Region 511 operators have invited the eight San Joaquin Valley MPOs to participate in the SacRegion 511 system. A 511 system is also known as a traveler information system and exists to inform travelers on such things as weather, road conditions, transportation alternatives and more. Participation in the system is limited to the SacRegion 511 phone system. We have completed the phase where options and costs are explored and are currently starting to engage in dialog with the eight other MPOs. State transportation officials are providing a great deal of assistance in this process.

NOTE: Why is this yellow section in WE 111? It is not a part of this section!

WE 112 - Regional Traffic Monitoring

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

Accomplishments:

- Coordinated the *Traffic Counts Program* and provided technical assistance to member agencies.
- Provided traffic counts in response to public requests.
- Working on an RFP to review and enhance our traffic monitoring program

WE 113 – COGCG Measure “C” Expenditure Plan

Objective: To update and/or monitor the Fresno COG Measure "C" Expenditure Plan as required, and to provide ongoing traffic analysis and modeling for the Fresno County Transportation Authority and Caltrans in support of the project implementation. This is a delivery plan of state and local highway projects within Fresno County using the proceeds of the ½ percent local sales tax in conjunction with other federal, state and local highway funding.

Accomplishments:

The next update of the Expenditure Plan is scheduled for completion in Early 2007.

WE 114 – Measure C Reauthorization

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

Accomplishments:

- Prepared Draft Expenditure Plan for 2006 ballot
- Developed public information process for presenting Draft Expenditure Plan to the public
- Scheduled presentations on Expenditure Plan to clubs and organization who were interested
- Prepared ballot materials for November 2006 election
- Fresno COG's Policy Board approved an extension to the facilitator contract to assist with public information developments

WE 119 – San Joaquin Valley Regional Blueprint Planning Process

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

Accomplishments:

- Entered into a Memorandum of Understanding with the eight Valley COG's outlining our relationship as we move forward with the Blueprint.
- Utilizing the System Development of Informed Consent, Potentially Affected Interests were identified by category and level of priority for the successful implementation of the San Joaquin Valley Regional Blueprint Project.
- A Citizen Participation Plan has been developed and adopted by the eight San Joaquin Valley Council of Governments (COGs).
- The institutional structure of a San Joaquin Valley Blueprint Regional Advisory Committee (BRAC) has been developed. BRAC membership applications are being accepted at this time. The BRAC will advise and interface both the San Joaquin Valley Blueprint products and the San Joaquin Valley Partnership products.
- Local Blueprint Roundtable is being established according to guidelines in the Citizen's Participation plan.
- San Joaquin Valley COGs are in the process of assessing San Joaquin Regional Modeling capability and possible Modeling enhancements.
- Circulated an RFP to solicit proposals for a Community Participation Facilitator to assist Fresno COG with outreach and modeling tasks associated with the Blueprint

WE 120 - Regional Public Transportation Planning - Urban

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

Accomplishments:

- *Demand-Responsive Service Evaluation:* Staff continues to monitor and evaluate the paratransit services provided under contract with MV Transit. Service is monitored for productivity, cost effectiveness, contract compliance, as well as compliance with ADA regulations.
- *Management Information Systems:* Staff continues to develop and maintain various MIS programs and services. Major work included maintaining the Siemens GPS/AVL Radio System, and refinement of the Automatic Passenger Counting systems reporting functions.

- *National Transit Database Report:* National Transit Data Base (NTDB) annual operating statistics for FY2005-06 are being compiled for the report to the Federal Transit Administration. NTDB data collection is an ongoing process. A recent change in NTDB reporting requirements have more than doubled the number of surveys required.
- *Coordinate with Air District:* Staff reviews Air District's plans and rule making and attends workshops on topics related to transit planning. Staff also works closely in developing funding request strategies from the SJVUAPCD for related TCM's such as alternative fuels funding and transit pass subsidy funding.
- *Review Development Proposals:* Staff continues to work closely with the development community in order to promote pedestrian and transit-friendly development through review and comment on development proposals.
- *Community Outreach and Public information:* FAX information continues to be maintained on the World Wide Web at <http://www.fresno.gov/index.html>. Staff continues to work with major employers to promote public transit, and to find creative ways to increase transit's market share. Staff has participated in several community outreach activities with various local agencies.
- *Social Service Transportation Advisory Council (SSTAC):* The SSTAC completed the Annual Unmet Transit Needs process and its recommendation that there are no unmet transit needs in Fresno County was approved by the COG Policy Board after a public hearing on June 22, 2006.
- *Clean Air Express Vanpool Program:* Staff continues to oversee the downtown Fresno commuter vanpool program that has been expanded to twelve vanpools. The program has increased to 19 vanpools.
- *Service Coordination:* FAX continues to include transit service schedules and information for Clovis Stageline in the FAX Schedule Guide.
- *Regional Agency Formation Study:* The Steering committee met to discuss the study progress and to consider appropriate peer agencies for evaluation. The peer agency evaluation is expected to be completed during August 2006.
- *Transit Master Plan:* Staff continues to work with the MAHA, Fancher Creek Development, and the City of Fresno to negotiate a satisfactory scope of services. Significant disagreement between the parties has delayed the execution of the contract with KHA.
- *Fresno Downtown Transportation Infrastructure Study (DTIS):* The DTIS is a City of Fresno planning effort that is being managed by COG/FAX staff. The DTIS contracts have been signed and the initial project steering committee meeting is planned for August.

WE 121 – Southeast Asian Transit Ridership Awareness Project

121

Through a Caltrans Environmental Justice Grant, the Council of Fresno County Governments and Lao Veterans of America Institute aim to increase transit ridership in the low income and minority Hmong and Laotian communities by increasing awareness of the service.

Accomplishments:

- Staff is working with Caltrans and Lao Veterans of America Institute staff to facilitate contract agreement on this Environmental Justice Grant. Work on the project cannot commence until this is accomplished.
- Staff continues to work with Caltrans to pursue Fund Transfer Agreement. This project has been "in the pipeline" for 9 months and we have yet to receive the papers necessary from Caltrans to move this forward.
- Received Fund Transfer Agreement from Caltrans and entered into contract with Lao Veterans of America Institute (sub-recipient) so that they can proceed with their project.
- Consulted with sub-recipient regarding their progress and their billing procedures with COG.

WE 123 – Fresno-Madera County Freeway Interchange Deficiency Study

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

Accomplishments: Released the Request for Proposal for the Freeway Deficiency Study Phase II.

WE 125 – Public Transportation Infrastructure Study

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

Accomplishments:

Completion of Phase I of the study is anticipated by May 2006. The completed work includes:

- Task 1: Review of Current Plans and Studies;
- Task 2: Conduct Peer Evaluation;
- Task 3: Land Use and Infrastructure Assessment ; and
- Task 4: Conduct Public Workshops have been completed.

The final report was presented to the COFCG Policy Board at its June 22 meeting, and was subsequently presented to the County board of Supervisors. The first phase of the PTIS has been completed, and the final documents are now available on the COFCG and FAX websites.

WE 130 - Regional Public Transportation Planning - Rural

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

Accomplishments:

- The COFCG's Social Service Transportation Advisory Council completed its annual "Unmet Transit Needs" process during the Fourth Quarter. Mass mailings were sent to nearly 600 interested individuals and parties of record. Three community outreach meetings were held in late February and earlier March for the Eastern, Central, and Western areas of Fresno County to further facilitate public comments. Staff analyzed the comments that were received on the matter of "unmet transit needs" during the Fourth Quarter. A final Staff Report, with recommendations were approved by the SSTAC and forwarded through the advisory committees for Board consideration and action following their June 22, 2006 Public Hearing. The process proved very successful. Three additional services shall be implemented in 2006-07: Biola Transit; Juvenile Justice Campus Transit; and Kings County Area Transit's inter-county Medical Transit service expansion from twice a week service to three times a week (Monday, Wednesday, and Friday) between

Hanford (in Kings County) through Laton and Selma to the medical hospitals in Fresno to the Children's Hospital - Central Valley (in Madera County).

- Staff determined that the previously scheduled update of the *Short Range Transit Plan* for the Fresno County Rural Area should be postponed to next year to coincide with the Metropolitan Area Short Range Transit Plans. Staff realized that significant changes to each transit plan will be necessary when the voters consider the Measure C (1/2 cent sales tax) Expenditure Plan during the November 2006 General Election.
- The Urban and Rural Consolidated Transportation Service Agencies Operations Programs and Budgets were finalized and approved by the Board at their June 22, 2006 Meeting.

WE 150 - Other Modes - Aviation, Non-Motorized & Rail

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

Accomplishments/Aviation:

- Monitored aviation issues and legislation important to Fresno County.
- Ongoing participation as a member of the RTPA Aviation System Planning Working Group.

Accomplishments/Non-Motorized:

- Monitored bikeway issues and legislation important to Fresno County.
- Staff sits as a voting member representing the San Joaquin Valley on Caltrans Bicycle Advisory Committee.

Accomplishments/Rail:

- Monitored rail issues and legislation important to Fresno County.
- Monitored activities of the California High-Speed Rail Authority and other activities related to high-speed rail in California.
- Conducted a meeting of the COG Rail Committee on June 9, 2006. Agenda items included the BNSF/Caltrans Rail Figarden Siding Project, the High-Speed Rail Funding and Planning Status, information on the most recent meeting of the San Joaquin Valley Rail Committee, information on the Measure C Extension and rail consolidation in Fresno, and information regarding the San Joaquin Valley Regional Blueprint Planning project.
- Attended a meeting of the San Joaquin Valley Rail Committee in Sacramento on May 11, 2006. Primary agenda items at the meeting included a presentation by Zoe Richmond concerning California Operation Lifesaver and a resolution requesting Bakersfield-Visalia-Fresno-Merced passenger rail service on the Union Pacific Corridor. Regular agenda items included an Amtrak/Caltrans marketing report, an Amtrak California Corridor report, and a Caltrans Division of Rail report, including State and Federal Amtrak budgeting issues. The next meeting of the San Joaquin Valley Rail Committee is scheduled for July 13, 2006 in Martinez.
- Continued efforts with Fresno Area Residents for Rail Consolidation (FARRC) and other interested citizens and organizations regarding the potential rail consolidation project in Fresno and other projects.

WE 170 - Regional Transportation Plan

Objective: To develop and publish on a triennial basis the Regional Transportation Plan (RTP) for Fresno County which addresses at a minimum a twenty-three year planning horizon. The plan shall include both long-range and short-range strategies and actions for implementing an integrated intermodal transportation system. The plan will address the federally required Transportation Equity Act for the 21st Century (TEA 21) five planning emphasis areas as enumerated in the Planning Issues Section and the Federal Highway

Administration/Federal Transit Administration Region Nine FY 2004 Emphasis Areas for Metropolitan and Statewide Transportation Planning.

Awaiting formal guidance on implementation of provisions and requirements of the new Federal Surface Transportation Act, The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU),

Accomplishments:

- The Final 2004 RTP was approved by the COG Policy Board at its July 22, 2004 meeting. The document was formally approved by FHWA on October 4, 2004. Amendment No. 01 to the 2004 RTP was approved by the Policy Board on June 30, 2005 and formally approved by FHWA on August 12, 2005. A public hearing for Amendment No. 02 to the 2004 RTP was held June 22, 2006 following a 30 day public review period.
- Developed strategy to approach the preparation of the 2007 RTP according to guidelines set forth in SAFETEA-LU. Will coordinate RTP with San Joaquin Valley Regional Blueprint planning process.

WE 172 - Congestion Management Planning

Objective: To respond to federal congestion management planning requirements (Federal TEA-21 requirements).

Accomplishments:

- Conducted research on congestion management activities and reports provided by other MPOs.

WE 180 - Air Quality Transportation Planning

Objective: To maintain a coordinated transportation/air quality planning process consistent with the goal of attaining and maintaining federal and state air quality standards.

Accomplishments:

- Worked on an on-going basis with local, State, and Federal agencies regarding air quality and transportation issues.
- Continued participation in the Statewide Air Quality/Conformity Working Group.
- Continued to participate with the other seven Valley TPAs in the San Joaquin Valley Modeling and Air Quality Committees to address pertinent transportation, modeling, air quality, and conformity analysis issues.
- Continued contract administration for the Valley-wide Air Quality Planning and Coordination consultant. Managed the efforts of the air quality consultant (including strategy and review of all materials) on behalf of the eight Valley TPAs.
- Managed the contract for the Valley-Wide Air Quality Policy Services consultant.
- Participated in conference calls with staff from ARB, EPA, FHWA, Caltrans, and various members of the other San Joaquin Valley TPAs.
- Attended and participated in San Joaquin Valley Clean Cities Coalition Board Meetings.
- Attended and participated in Operation Clean Air meetings.
- Attended Air District Board meetings and workshops.
- Presented air quality updates to the San Joaquin Valley TPA Director's Association.
- Approved 2006 CMAQ Call for Projects.
- Developed and held public hearings on the 2006 Conformity Determination.

- Participated in development of recommendations from the San Joaquin Valley Partnership Air Quality Work Group.
- Continued work with the Air District on implementation of the Indirect Source Review (ISR) Rule.

WE-220 – Transportation Program Development

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

Accomplishments:

- COG staff continues to work with its member agencies in an effort to develop a financially constrained transportation improvement program.
- Correspondence with Caltrans regarding delivery of the Obligation Plan for FFY 2005/06.
- On April 27, 2006 the Division of Transportation Programming at Caltrans approved Formal Amendment 21 to the 2004 FTIP.
- COG staff developed the Draft 2007 FTIP, placed document out for a 30 day public review, and held a public hearing for comments on June 22, 2006.

WE 310 - Intergovernmental Coordination

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

Accomplishments:

- Continued to provide staff support to the Association for the Beautification of State Route 99. Organized bimonthly meetings for the Association, assisted with correspondence, conducted research, and prepared staff reports.
- Continued efforts towards implementing the *2000 Highway 99 Beautification Plan* by recommending the adoption of a draft Highway Beautification Overlay Zoning District by the Cities of Kingsburg, Selma, Fowler, Fresno, and Fresno County.
- Continued monitoring other SR 99 beautification efforts such as the Great Valley Center's Highway 99 Project and Caltrans' *Highway 99 Plan*.
- Provided ongoing support to member agencies of the Abandoned Vehicle Abatement Service Authority in the establishment of this new program in Fresno County. Issues discussed over the course of the quarter include election of Chair and Vice-Chair of the Authority and a determination of time standards and personnel costs for use in calculating program costs.
- Staff continues to outreach to the Native American Tribal governments, both federally and non-federally recognized, in Fresno County to solicit their input and to seek their participation in COG activities. Staff continues to provide all of the tribes with ongoing meeting notifications and any other pertinent information that may be of interest to the tribes.
- Convened Fresno "One Voice" task force to review past successes and plan for February 2006 visit to Washington DC
- Called for "One Voice" projects from member agencies and community organizations. Convened selection committee and selected top five priorities of COG Board approval

- Participated in the coordination of a monthly “Professional Development Roundtable” aimed at public and private agency education and networking.
- Provide follow up on February 2006 “Sacramento One Voice” trip in which a 24 person delegation traveled to the State’s Capitol.
- Met with COG Policy Board members at special meetings in their communities to solicit input on the SJV Regional Blueprint Planning Process.
- Continued outreach with staff and administrators of member agencies to gather input for the Blueprint.

WE 311 - Public Information and Participation

Objective: To provide the public with information on activities, meetings, planning documents and reports, and to seek advice from the public on COG's planning activities. This work element is intended to highlight the COG's desire to encourage more public participation in the transportation planning process, consistent with TEA 21 requirements. This will include public involvement in the development stages of plans and programs as well as throughout the adoption process. COG’s newly adopted Public Involvement Procedures will be consulted and followed during each phase of plan or program development.

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

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

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

Fresno COG staff plans to use the Environmental Justice studies performed by the Kern Council of Governments and the Mid-Ohio Regional Planning Commission as models for our efforts in this area. The detailed tasks outlined at the end of this work element reflect the anticipated work activities of our staff.

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

Accomplishments:

- Prepared agenda packages, reports, and notices for COG’s three monthly public meetings.

- Developed legislative reports for Fresno COG's monthly public meetings. Tracked legislative items and supplied additional legislative information as requested by COG and member agency staff.
- Filled requests for information about Fresno COG and/or their member agencies and updated various listings.
- Designed and printed various graphic design materials for Fresno COG staff as requested.
- Developed a 2006 Measure C Extension Expenditure Plan PowerPoint Presentation for staff to utilize. Also personalized the presentation for each City Council meeting presentation scheduled in July and August of 2006.
- Began developing individual Measure C project maps/lists for local jurisdictions.
- Prepared and sent news releases to the media regarding the 2006 Measure C Extension Expenditure Plan, One Voice Sacramento, the San Joaquin Valley Regional Blueprint, and the California Partnership for the San Joaquin Valley
- Began downloading content for the new Fresno COG website. Redesigned portions of the current website
- Continued involvement in the Valley Blueprint process, including participation on the Valleywide Outreach committee, the selection of an outreach consultant team, and hosting the San Joaquin Valley Blueprint Summit.
- Reformatted the new Fresno COG brochure
- Began the update of the Fresno COG Citizen's Guide
- Began review and update of the Fresno COG Transportation Guide, consulting with transit and rideshare personnel, as well as users of the systems and the guide.
- Began formatting the COG Outlook newsletter originally scheduled to go out in early August. It was rescheduled to go out September 15th. Staff is considering a new format and wider circulation.

Environmental Justice Study:

The COFCG's Environmental Justice Task Force, whose members include representatives from community based organizations that represent low-income, minority, elderly, disabled, Native American, and farmworker communities as well as representatives from local government agencies, Caltrans, and FHWA, met on a monthly basis from March of 2004 through spring of 2005.

Accomplishments:

Staff began drafting the final copy of the Environmental Justice report.

Staff is awaiting findings from consultant in order to complete the Environmental Justice report.

WE 312 - COGView Internet Home Page

Objective: To create a source providing easy access to government and other information for Fresno County residents, member agencies, and perspective business interests using the latest technology of the World Wide Web. To enhance potential economic development and increase public knowledge and involvement in COG activities.

Accomplishments:

- Traffic Modeling, Air Quality, and Conformity issues are regularly updated on the COGView home page.
- COGView maintains minutes and agendas for the Fresno COG, Technical Advisory Committee Meetings, the Policy Advisory Meetings and the Policy Committee Meetings.
- Continued to provide *COG Outlook Newsletter* on the COGView web site.
- Updated information on Reasonable Available Control Measures (RACM) and Best Available Control Measures (BACM) to the website.
- Posted the draft 2004 Regional Transportation Plan, the 2004-05 to 2009-10 Federal Transportation Plan and the 2004 Transportation Conformity Determination on the web site.

- Updated the Ridesharing/vanpooling section of the COGView web site.
- Added section on Environmental Justice, the Public Transportation Infrastructure Study and the Freeway Deficiency Study.
- Added a One-Voice section to the Website.
- Created a Measure "C" re-authorization website
- Posted December 2005 Conformity finding on website

Update:

The major COGView website upgrade is in testing with most programming having been completed. In addition to testing, we are loading documents onto the site as well as working with COG staff to review and train. The site is to be completed in it's entirety before being released to the Public.

WE 320 - Technical Assistance to Members

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

Accomplishments:

Rural Communities Collaborative of Fresno County (RCCFC): Served on RCCFC Steering and General Committees. The RCCFC is a volunteer organization geared toward helping rural communities to become self-sufficient through increased social and economic development. The Collaborative acts as a catalyst in identifying available federal, state, and local resources available to serve local community needs and provides access to and dissemination of those resources.

WE 330 – Outside Technical Assistance

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

Accomplishments:

- No activity this quarter.

WE 340 – Traffic Demand Management Program

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

Accomplishments/Ridematching:

- Currently have over 900 registered users in the *Carpool/Vanpool Online Matchlist* program at www.Valleyrides.com. Maintained this current and active database of commuters, referring callers to the online system or inputting information for clients.
- Worked with other TDM agencies, employers and vanpool agencies to facilitate matches and refer clients. These agencies include: CSU Fresno, South Valley Rideshare, San Joaquin Commute Connection, Fresno Area Express and Enterprise Rideshare.

- Continued servicing the city of Fresno's Downtown Vanpool Program. Staff receives calls and emails requesting information on available seats on one or more of the 18 available vanpools, and either refers commuters to an appropriate vanpool or places them on the waiting list for upcoming vanpool opportunities. As the program experiences changes and growing pains COG staff handles vanpoolers concerns and issues regarding the program.

Accomplishments/Information Services:

- Filled requests for transit referrals; park and ride lot information; vanpool subsidies and referrals; transportation guides; bikeway maps; and additional bikeway information.
- Began updating the Valleyrides section of the Fresno County Transportation Guide.

Accomplishments/Administration:

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

WE 350 - Fresno Regional Data Center

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

Accomplishments

- Assisted 80 individuals from governmental agencies, businesses, and the public, in their information needs.
- Monitored, prepared and distributed newly released Census 2000 and other data to member agencies and the public.
- Developed socio-economic data for alternative land use scenarios for consultants' traffic impact studies and special studies.
- Provided demographic information for COG-prepared documents and presentations including Measure C, Blueprint Planning Grant, San Joaquin River Transportation Study, and Environmental Justice Study.
- Update of base socio-economic model data.
- Prepared Affiliate State Census Data Center activity report as required.

WE 910 – COG Administration

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

Accomplishments:

- Staff monitored funding levels, expenses and budgets. Development of the 2006/07 Overall Work Program is scheduled to begin in January.
- Supervised planning staff activities and progress on work assignments.
- Coordinated preparation of agendas, related materials and committee schedules.

WE 911 - OWP and Budget

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

Accomplishments:

- Staff monitored funding levels, expenses and budgets. Development of the 2006/07 Overall Work Program is scheduled to begin in January 2006.

WE 912 - Local Transportation Funds Administration

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

Accomplishments:

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

WE 913 - Valley RTPA Coordination

Objective: To ensure a coordinated and comprehensive approach to transportation and air quality planning among the eight San Joaquin Valley transportation planning agencies and the San Joaquin Valley Unified Air Pollution Control District.

Accomplishments: COG staff and the Director continue to work with the other seven San Joaquin valley RTPAs on issues that have valleywide significance including air quality, pursuit of Interstate designation for SR 99.

- Worked with all Valley COGs to submit a proposal to Caltrans to develop a coordinated San Joaquin Valley Regional Blueprint planning effort.
- Upon notification by BT & H that we were successful in our funding application for the Blueprint, began intensive coordination with other Valley COGs to begin the preliminary planning of this two year project.
- Attend "Consent Building Workshop" at UC Merced with other Valley COG representatives in preparation for work on Blueprint.

WE 914 – State Route 99 Consensus Building

Objective: To develop and demonstrate an approach, which can be used to establish public and private sector consensus on transportation issues associated with the State Route 99 corridor.

To build a much needed valleywide consensus on how to improve the State Route 99 corridor so it can best support economic vitality in the most economically depressed region in California.

To incorporate the concepts of the Directors Policy on Context Sensitive Solutions on the State Route 99 corridor. This project will also support Business, Transportation and Housing Agency Secretary's specific request that stakeholder consensus be developed on whether or not to support designation of State Route 99 as an Interstate route and how to modernize Safety Roadside Rest Stops to meet the needs of 21st century travelers.

Accomplishments:

- The SJV COGs and the California Partnership for the San Joaquin Valley both unanimously adopted the Route 99 Corridor Business Plan in December of 2005.
- Four kiosks have been ordered for rest stops in Tulare and Stanislaus Counties off of the State Route 99 Corridor. Wireless internet service is also being installed. The kiosks are part of an effort to upgrade rest stops in our region. The kiosks will be used to generate local revenue by allowing local interests to communicate with travelers about local communities, recreational opportunities and businesses around the San Joaquin Valley.
- "Greenstop for California's Central Valley Design Competition" was conducted from early January through mid-April 2006. This international competition will select a design and design team for a self-sustainable and "off the grid" roadside rest area. The site being used for purposes of the competition is the Philip S. Raine Safety Roadside Rest Area along Route 99 in Tulare County. The goal of this competition is to serve as a pilot project that will create a new model that could be replicated elsewhere in the state. The competition will address the redevelopment of the existing rest area, and will include interpretive elements that provide opportunities for visitors to better understand the unique qualities and products of the region. Prizes include a \$10,000 Grand Prize and other awards.
- The Highway 99, Interstate and GreenStop web pages are being updated.
- Caltrans indicated that language in House Resolution 3 (HR3) would make State Route 99 (SR 99) an official "Future Interstate", and signage could be posted saying as much. Segments of SR 99 are being analyzed to determine which of them to pursue first. The State of California will have to make a determination whether it wishes to pursue design exceptions to implement the interstate. Language is also included in HR 3 to designation SR 99 a High Priority Corridor. Funding would be available as such. SJV COGs and the California Partnership for the San Joaquin Valley unanimously agreed to ask the State to move forward with the interstate designation process with conditions.

WE 920 – Fresno County Rural Transit Agency Administration

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

Accomplishments:

- During the Fourth Quarter, Staff processed claim reimbursement for provided transit service.
- Staff also performed a variety of administrative functions concerning: general administration; accounting; risk management; procurement; and statistical analysis.
- In the Fourth Quarter, the Agency introduced five new twenty-two passenger Ford cut-a-way vans that were converted to run on compressed natural gas (CNG). Staff did an in-progress vehicle inspection of our three new thirty-five passenger Blue Bird Buses at the plant in Georgia. The vehicles will be driven to the vendor in Sacramento in late July. The identification lettering will be completed by mid-August. We anticipate CHP inspection and service introduction late in the First Quarter of 2006-07.

WE 930 – Fresno County Transportation Authority Administration

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

Accomplishments:

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

WE 940 - Freeway Service Patrol

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

Accomplishments:

- Administered the FSP tow contracts. This primarily included reviewing and paying invoices for towing services and radio use, both on a monthly basis, and paying for radio repairs and miscellaneous supplies (i.e. brochures) on an as-needed basis.
- Ongoing coordination and communication with the Freeway Service Patrol Statewide Oversight Committee and with Caltrans Traffic Operations, including annual program benefit/cost evaluations.
- Attended a meeting of the Oversight Committee on April 21, 2006. Primary agenda items affecting Fresno County's program included the Caltrans FY 2006-07 allocation to participating agencies and CHP, data collection and the status of latest benefit cost report.

WE 945 – Abandoned Vehicle Abatement Program

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

Accomplishments:

- Ongoing communication with AVA Service Authority members regarding issues related to establishment of this new program in Fresno County, particularly regarding eligible expenses for reimbursement and reporting requirements.
- Conducted a quarterly meeting of the AVA local agency staff on May 4, 2006. Agenda items included a general discussion of program operations, timely submittal of quarterly reports and fund claims, current and future program operations issues, and the standard \$47.00 hourly rate.
- Calculated payment amounts to eligible local jurisdictions for AVA expenses. Presented as information to the PAC and Policy Board during the June cycle of meetings the Fiscal Year 2005-06 Third Quarter Status Report.

WE 950 – Creating Transportation Options Through Improved Land Use Patterns Grant

Objective: The purpose of this Work Element is to allow the Council of Fresno County Governments to act as a conduit for grant funding from a TEA 21 Transportation and Community and System Preservation Pilot Program (TCSP Program) project to the Air District which serves as a project sponsor for grant. The primary objective of this project is to develop model zoning ordinances and design standards to implement the strategies contained within *A Landscape of Choice*.

Accomplishments:

- No activity this quarter.

WE 952 - Fresno Yosemite Village Revitalization Implementation Plan

Objective: Through a Caltrans Environmental Justice: Context Sensitive Planning for Communities Grant, the Council of Fresno County Governments and the Housing Authority of the City of Fresno will undertake the following activities. This project will establish and promote guidelines that will make the Fresno Yosemite

Village Revitalization Implementation Plan an area that is inviting to people who are walking or taking transit; fostering connectivity between a compatible mix of land uses and the creation of a traditional neighborhood community. The street types and intersection designs envisioned by the West Fresno Community Vision Plan are the basis of the traditional neighborhood design for this area. Pedestrian-friendly street designs can provide equity between pedestrian comfort and automobile traffic. This project seeks to accomplish the following:

- Develop conceptual pedestrian-oriented street design guidelines for the project area and identify pedestrian circulation paths, street trees and linkages to community services in accordance with the West Fresno Community Vision plan and the adopted Fresno General Plan “Landscape of Choice” and the Ahwahnee Principles to improve mobility, access to services and equity in providing for an improved quality of life for the project area.
- Promote cooperation between the public agencies and resident community members in improving their access to critical community services
- Promote the development of Healthy Communities and Sustainable Sites in accordance with the West Fresno Community Vision plan, the adopted Fresno General Plan “Landscape of Choice” and the Ahwahnee Principles, and developing access to critical services
- Promote the development of Healthy Communities and Sustainable Sites. Develop energy efficiency strategies for the community’s transportation infrastructure and quantify the resulting energy savings and air quality benefits
- Promote adoption of these guidelines within the community and among Fresno regulatory agencies (City of Fresno and Fresno Redevelopment Agency)

Accomplishments:

- Staff is working with Caltrans and the Housing Authority of the City of Fresno staff to facilitate contract agreement on this Environmental Justice Grant. Work on the project cannot commence until this is accomplished.
- Staff continues to work with Caltrans to pursue Fund Transfer Agreement. This project has been “in the pipeline” for 9 months and we have yet to receive the papers necessary from Caltrans to move this forward.
- Received Fund Transfer Agreement from Caltrans and entered into contract with Housing Authority of the City of Fresno (sub-recipient) so that they can proceed with their project.
- Consulted with sub-recipient regarding their progress and their billing procedures with COG.

COUNCIL OF PRESNO COUNTY GOVERNMENTS
 SCHEDULE OF FUNDS ALLOCATED & EXPENDED
 For the Quarter Ended June 30, 2006

	Percent	Budget	Year to	Local	FHWA	FTA MPO	Partner	EPA	FTA	PPM01	PSP	SPR
		Authorized	Date	Resources	PL	5303	Planning	X-969407	5307	6086(019)	6086(020)	6086(018)
			Expense							6086(017)		06A0935
2005/06 OWP Allocated Funds:												
110 Regional Streets & Roads	86%	257,633	221,709	25,430	196,279							
111 Regional Transp. Modeling	66%	331,113	218,426	33,987	184,439							
112 Regional Traffic Monitoring	95%	255,003	242,652	45,459	197,193							
113 Measure "C" Exp. Plan	104%	25,000	25,894	25,894								
114 Measure "C" Extension	104%	212,000	220,685	220,685								
117 Valley Wide Goods Movement	0%	360,000	0									
119 Blue Print	9%	392,782	34,206	34,206		41,601			249,840			
120 Public Trans. - Urban	62%	595,809	367,416	75,975								
121 S.E. Asian Transit Ridership	0%	55,000	0				24,525					
123 Traffic Deficiencies	12%	330,540	38,381	13,856								
125 Mass Transit Infrastructure	98%	225,000	221,392	221,392		23,937						
130 Public Trans. - Rural	95%	28,500	27,038	3,101								
150 Other Modal Elements	98%	92,057	90,203	73,993	16,210							
170 Regional Transp. Plan	97%	213,598	208,004	32,405	175,599							
172 Congestion Management Plan	99%	5,000	4,946	1,564		3,382						
180 Air Quality	99%	135,071	134,265	22,191	93,374	18,700				137,713		
220 Transportation Prog. Dev.	90%	186,500	167,656	5,561	24,382							
310 Intergov. Coordination	70%	114,500	80,464	80,464								
311 Public Info. and Partic.	55%	136,186	74,984	22,066	45,815	7,103						
312 COG View Internet	94%	22,000	20,758	9,256		11,502						
320 Technical Assist. Members	101%	9,000	9,059	9,059								
330 Outside Technical Serv.	100%	15,000	14,930	14,930								
340 Rideshare Program	97%	62,460	60,411	60,411								
350 Regional Data Center	73%	94,356	68,429	9,469	26,223	32,737						
910 COFCG Admin.	79%	246,954	195,685	195,685	3,647							
911 OWP & Budget	78%	20,000	15,555	11,908								
912 Transportation Funds Adm.	98%	127,000	124,243	124,243								
913 Valley RTPA Coordination	98%	183,041	178,946	109,280	23,288	46,378						
914 HWY 99 Census	58%	180,000	103,750	20,750								
920 FCRTA Admin.	99%	219,582	218,086	218,086								
930 Trans. Auth. Admin.	100%	2,500	2,503	2,503							220,697	
940 Freeway Service Patrol	84%	297,000	248,302	27,605								
945 Abandon Vehicle Abatement	93%	6,720	6,664	6,664				58,195				
951 Non Pt. Source Water Quality	23%	248,000	58,208	13								
952 Yosemite Village Revitalize	0%	250,000	0	0								
Total Allocated Funds	62%	5,934,905	3,703,850	1,758,091	986,449	185,340	24,525	58,195	249,840	137,713	220,697	83,000

California Department of Transportation

TRANSPORTATION PLANNING GRANTS FISCAL YEAR 2007-2008

Environmental Justice: Context-Sensitive Planning
Community-Based Transportation Planning
Partnership Planning
Transit Planning

Statewide Transit Planning Studies
Transit Technical Planning & Assistance
Transit Professional Development



APPLICATION DEADLINE
OCTOBER 13, 2006

Transportation Planning Grant Summary Chart

GRANT	FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
Environmental Justice: Context-Sensitive Planning	State Highway Account Budget \$3 million Grant Cap \$250,000	Promote community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities.	The following may apply directly or as a sub-recipient : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies • Cities and Counties • Transit Agencies • Native American Tribal Governments. The following may apply only as a sub-recipient : • Universities and Community Colleges • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities*	10% of the grant request (non-State and non-federal funds). Up to half of the 10% match can be in-kind.
Community-Based Transportation Planning	State Highway Account Budget \$3 million Grant Cap \$300,000	Fund transportation and land use planning that promote public engagement and support livable, sustainable community concepts.	The following may apply directly or as a sub-recipient : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies • Cities and Counties • Transit Agencies The following may apply only as a sub-recipient : • Universities and Community Colleges • Native American Tribal Governments • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities*	20% of grant request (non-State and non-federal funds). Up to half of the 20% match can be in-kind.
Partnership Planning	FHWA State Planning and Research, Part 1 Budget Federal funds \$1,000,000 Grant Cap \$300,000	Fund transportation planning studies of multi-regional and statewide significance, strengthen the economy, protect the environment, and promote public involvement and safety in the State.	The following may only apply as an applicant : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies (Projects are to be performed jointly with Caltrans staff.) The following may apply only as a sub-recipient : • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities*	20% of grant total (non-federal funds or in-kind contribution). Additional local funds above the minimum local match are desired.

GRANT	FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
Statewide Transit Planning Studies	FTA Section 5305 Budget Federal funds \$1.2 million Grant Cap \$300,000	Fund studies on transit issues having statewide or multi-regional significance to assist in reducing urban transportation needs, improving transit service, strengthening the economy, promoting equity, and protecting the environment.	The following may only apply as an applicant : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies (Projects are to be performed jointly with Caltrans staff.) The following may apply only as a sub-recipient : • Transit Agencies • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities*	11.47% of the grant total (non-federal funds or in-kind contribution).
Transit Technical Planning Assistance	FTA Section 5305 Budget Federal funds \$900,000 Grant Cap \$100,000	Fund public and intermodal transportation planning studies in rural transit areas of California (transit service area with population of 100,000 or less).	The following may only apply as an applicant : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies The following may apply only as a sub-recipient : • Transit Agencies • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities*	11.47% of the grant total (non-federal funds or in-kind contribution).
Transit Professional Development	FTA Section 5305 Budget Federal funds \$200,000 Grant Cap \$50,000	Fund training and development of transit planning professionals and student internships.	The following may only apply as an applicant : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies The following may apply only as a sub-recipient : • Transit Agencies • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities*	11.47% of the grant total (non-federal funds or in-kind contribution).

* Public entities are typically local agencies operated with public funds to address issues such as redevelopment, housing, and land use. They have rule-making authority, separate boards, and may collect limited revenues in the form of land use and development permits. Public entities can include special districts or joint-power authorities.

Priority, Market-Ready Technologies and Innovations

Roundabouts

Problem: Intersection crashes account for more than 45 percent of all crashes nationwide

Intersection safety is a serious problem in the United States. Addressing this problem is one of the Federal Highway Administration's (FHWA) top priorities.

In 2004, more than 2.7 million intersection-related crashes occurred, accounting for more than 45 percent of all crashes in the United States. That same year, intersection fatalities were 9,117 or 21 percent of all traffic fatalities.

In addition, approximately 45 percent of all injury crashes, or nearly 900,000 crashes, occurred at intersections. Each year, side-impact crashes, which occur mostly at intersections, cause more than one-third of all vehicle occupant deaths.

Why are there so many intersection crashes?
An intersection is a planned point of conflict in the roadway system. With different crossing and entering movements by both drivers and pedestrians, an intersection is one of the most complex traffic situations that motorists encounter. Add the element of speeding motorists who disregard traffic controls, and the dangers are compounded.

Who is most likely to be affected?
Situations involving complex speed-distance judgments under time constraints, as found at intersections, can be problematic for many drivers and pedestrians, especially senior drivers and pedestrians. Approximately half of fatal crashes involving drivers 80 or older take place at intersections.

Solution: Roundabouts are a proven safety solution that prevent and reduce the severity of intersection crashes

Over the past 25 years, U.S. intersection designs and traffic engineering measures have improved, but the annual number of intersection fatalities has not changed significantly. To reduce crashes and improve intersection safety, FHWA recommends the use of roundabouts, where appropriate. Roundabouts must be designed to meet the needs of all road users—drivers, pedestrians, pedestrians with disabilities, and bicyclists. Proper site selection and pedestrian channelization are essential to making roundabouts accessible to all users.

What is a roundabout and how does its design improve intersection safety?

A roundabout is a one-way, circular intersection in which traffic flows around a center island. Roundabouts are designed to meet the needs of all road users—drivers, pedestrians, pedestrians with disabilities, and bicyclists. A roundabout eliminates some of the conflicting traffic, such

Putting It in Perspective

In 2004:

- Approximately 1 intersection-related fatality occurred every hour.
- Approximately 2 intersection-related injury crashes occurred every minute.
- Financial loss from intersection crashes was \$96 billion.

as left turns, which cause crashes at traditional intersections. Because roundabout traffic enters or exits only through right turns, the occurrence of severe crashes is substantially reduced. Small-angle collisions that may occur as a result of a right-hand turn are typically less severe than other types of collisions.

Not all circular intersections are roundabouts. Many existing traffic circles or rotaries operate under different traffic rules and have experienced operational and safety problems.

The three safety design features of a roundabout are yield control of entering traffic; channelized approaches that deflect traffic into the proper one-way, counterclockwise flow; and geometric curvature of the circular road and angles of entry to slow the speed of vehicles. These three features are critical to the success of a roundabout because they effectively decrease driving speed to typically 48 kilometers (30 miles) per hour or less.

Benefits

- Crashes are less severe than other intersection crashes.
- Safer than traditional intersections.
- Cost-effective way to improve intersection safety.
- Increased traffic capacity and improved traffic flow.
- No signal equipment to maintain.
- Aesthetic benefits.

Successful Applications: There are increasing numbers of examples of roundabouts demonstrating success in reducing crashes

A 2000 study by the Insurance Institute for Highway Safety and several other organizations evaluated 24 intersections in California, Colorado, Florida, Kansas, Maine, Maryland, South Carolina, and Vermont before and after construction of roundabouts. The study revealed a 39-percent decrease in crashes, a 76-percent decrease in injury crashes, and a 90-percent reduction in crashes involving fatal or incapacitating injuries.

A December 2002 study of 15 single-lane roundabouts in Maryland showed a 60-percent decrease in total crash rates, an 82-percent reduction in injury crash rates, a 100-percent decrease in the fatal crash rate, and a 27-percent reduction in property-damage-only (PDO) crash rates. In addition, a soon-to-be-published study by the National Cooperative Highway Research Program found that the installation of roundabouts led to a 35-percent reduction in total crashes and a 76-percent reduction in crashes causing injuries or fatalities.

These are but a few examples of the safety benefits of roundabouts. There also are operational benefits from roundabouts, such as less delay and increased traffic capacity.

Deployment Statement

Building more well-designed roundabouts will result in fewer crashes and less delay than stop- and signal-controlled intersections.

Deployment Goal

A desirable goal would be to build approximately 1,000 roundabouts per year. To help accomplish this, the Safety and Design Technical Service Team at the FHWA Resource Center offers a 1-day workshop on roundabout safety and design. The workshop was developed in conjunction with the FHWA publication, *Roundabouts: An Informational Guide* (FHWA-RD-00-067). The Technical Service Team also offers a promotional video, titled "The Case for Roundabouts," and a color brochure explaining the benefits of roundabouts.

Deployment Status

Approximately 150 to 250 roundabouts are built in the United States each year.

Additional Resources

FHWA has published a comprehensive guide called *Roundabouts: An Informational Guide* (FHWA-RD-00-067). To order a copy of the guide, send a request to report.center@fhwa.dot.gov or visit <http://www.tfhrc.gov/safety/00068.htm>.

For more information, contact:

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Needs Assessment of California Local Streets and Roads

Respective Roles

1. CSAC/LOCC will jointly hire a consultant to develop an initial survey instrument for all the partners to review and approve. This may also involve discussions with Caltrans, CTC staff and legislative staff.
2. CSAC/LOCC will forward the final survey instrument developed to the RTPA Moderator, CALCOG Director, and the Chair of the California Rural Counties Task Force.
3. The RTPA Moderator, CALCOG Director, and the Chair of the California Rural Counties Task Force will forward the survey instrument to their membership.
4. Each RTPA, COG or rural county representative will distribute and collect the survey forms to and from all cities and counties within each region and may compile the results and then forward the results to CSAC/LOCC.
5. Each RTPA, COG or rural county representative that does not compile the results will forward the survey responses to CSAC/LOCC.
6. CSAC/LOCC consultant will review and consult with active participants the survey data and follow-up with cities and counties regarding any possible questions concerning the survey results.
7. CSAC/LOCC consultant will compile the survey data and develop a draft statewide report for all stakeholders to review and comment.
8. CSAC/LOCC consultant will prepare the final statewide report based on stakeholder comments.
9. The RTPA's, COG's, MPO's etc. will include the findings from the study or any subsequent update or refinement from that region for their respective RTP development.
10. The final report will be available for future educational efforts, including submittal to the Governor, the Legislature, and the California Transportation Commission.



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August 18, 2006

Ms. Marian Bergeson, Chairperson
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

**SUBJECT: Role of State Route 180 in providing Aggregate to Meet Anticipated
Statewide increase in Demand**

Dear Chairperson Bergeson:

As you are no doubt aware, the potential passage of the State of California's Infrastructure Bond package in November 2006 holds tremendous promise for the long neglected infrastructure needs throughout the state. However, as has been discussed at numerous transportation venues throughout the state, should any or all of the bonds pass they will exacerbate the well known challenge of delivering transportation projects in California when there is a shortage of aggregate (sand, rock and gravel) statewide. Aggregates are a necessary element in virtually all public and private infrastructure and capital construction projects. Their continued local availability in sufficient quantity and quality are necessary for both construction and maintenance of streets and highways. Going further, aggregate prices have risen substantially recently as available resources have not kept pace with construction demands. A recent 50- year forecast by the State Department of Conservation indicates that the State will experience a 30% shortfall in construction aggregates through 2050. In Fresno County specifically, the most recent State Mineral Lands Classification Study indicates that Fresno County's identified aggregate reserves were projected to last through 2013, and may be depleted earlier due to recent growth.

As you are aware, Will Kempton, California Department of Transportation Director, has sent a letter to public and private entities highlighting the importance of aggregate resources to the strategic growth of California's economy, and encouraging the responsible development of new sources of aggregate. With that in mind, as we have identified in previous presentations to the California Transportation Commission and CTC staff, State Route 180 (Clovis Avenue to Temperance Avenue) is currently ready to advertise for construction and should we be successful in obtaining funding; either through passage of the Infrastructure Bonds or -passage of our own local sales tax measure (Measure "C"), offers the promise of helping to relieve the aggregate shortage. This is because there are currently proposals to develop two large gravel mines east of Fresno, adjacent to State Route 180. Historically the San Joaquin River has served as the primary source of aggregate in Fresno County, however with the steady depletion

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

of those resources, the Kings River (adjacent to the SR 180 corridor) is now becoming the focus of aggregate mining in Fresno County.

As the central San Joaquin Valley continues to urbanize, the local availability of aggregate is important for two key reasons: cost and air quality. Air quality, especially fine particulate emissions from diesel trucks, is a critical issue for Fresno County and the San Joaquin Valley as a whole. Fuel consumption and related emissions increase as aggregate materials are hauled from distant locations. An estimated annual aggregate consumption of nearly 6 million tons in Fresno County roughly corresponds to a minimum of 225,000 heavy truck trips (not factoring primary and secondary trips to/from concrete or asphalt concrete plants). As an example, the difference between an assumed 50-mile round trip and a 150-mile round trip would result in an additional 25 million vehicle-miles of diesel truck travel per year, with corresponding fuel consumption and pollution emissions. In addition, longer trips increase wear and tear on highway and roads, leading to increased maintenance costs. If materials aren't available locally, the transportation costs can rapidly exceed the value of the aggregate. Last year, Fresno County alone used approximately 120,000 tons of asphalt-concrete for repair and maintenance of its 3,600 mile road system. Costs for asphalt-concrete for Fresno County's road maintenance program have increased 48% over a year ago, due to increased oil prices, higher transportation costs, and increased aggregate costs. Obviously, this causes a corresponding reduction in the miles of roads able to be rehabilitated and further deterioration of the overall system and impacts to users. Needless to say, this same type of impact is occurring statewide with multiplied results.

In summary, all of the points identified in this letter were addressed by various members of the Fresno County community during our recent Regional Transportation Improvement Program presentation to the CTC, which occurred as part of the development of the 2006 State Transportation Improvement Program. However in light of the potential passage of Proposition 1B in November and additional STIP funding that may materialize through other sources, we here at Fresno COG want to take this opportunity to reiterate the importance of State Route 180 to the central San Joaquin Valley, as well as the state of California for the CTC Commissioners.

In closing, if you should have any questions or need additional information related to the potential role that State Route 180 might play in providing much needed aggregate statewide, please feel free to call me or Fresno COG Deputy Director, Tony Boren at 559-233-4148.

Sincerely,

A handwritten signature in cursive script that reads "Barbara Goodwin".

Barbara Goodwin, Executive Director
Council of Fresno County Governments

CC: Governor Arnold Schwarzenegger
Senator Don Perata-Senate President Pro-Tem
Assemblymember Fabian Nunez -Speaker of the Assembly
Senator Alan S. Lowenthal
Assemblymember Jenny Oropeza
CTC Commissioners:
James C. Ghielmetti
Bob Alvarado
John Chalker
Jeremiah F. Hallisey
R. Kirk Lindsey
Joseph Tavaglione
Esteban E. Torres
Larry Zarian
John Barna, Executive Director, California Transportation Commission
Will Kempton, Director, Caltrans
Judy Case, Fresno County Supervisor, District 4
Harry Armstrong, Chairman Fresno County Transportation Authority
Ron Peterson, Executive Director, Fresno County Transportation Authority

PROPOSITION 87

Date: July 20, 2006

Alternative Energy. Research, Production,
Incentives. Tax on California Oil Producers.
Initiative Constitutional Amendment and Statute.
Proponents: James C. Harrison and Thomas A. Willis

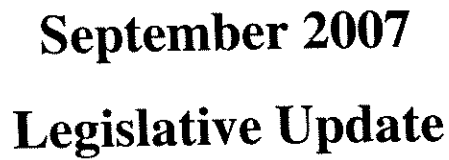
BALLOT TITLE AND SUMMARY

**ALTERNATIVE ENERGY. RESEARCH, PRODUCTION,
INCENTIVES. TAX ON CALIFORNIA OIL PRODUCERS.
INITIATIVE CONSTITUTIONAL AMENDMENT AND STATUTE.**

- Establishes \$4 billion program with goal to reduce petroleum consumption by 25%, with research and production incentives for alternative energy, alternative energy vehicles, energy efficient technologies, and for education and training.
- Funded by tax of 1.5% to 6% (depending on oil price per barrel) on producers of oil extracted in California. Prohibits producers from passing tax to consumers.
- Program administered by new California Energy Alternatives Program Authority.
- Prohibits changing tax while indebtedness remains.
- Revenue excluded from appropriation limits and minimum education funding (Proposition 98) calculations.

**Summary of Legislative Analyst's
Estimate of Net State and Local Government Fiscal Impact:**

- New state revenues—depending on the interpretation of the measure—from about \$225 million to \$485 million annually from the imposition of a severance tax on oil production, to be used to fund \$4 billion in new alternative energy programs over time.
- Potential reductions of state revenues from oil production on state lands of up to \$15 million annually; reductions of state corporate taxes paid by oil producers of up to \$10 million annually; local property tax reductions of a few million dollars annually; and potential reductions in fuel-related excise and sales taxes.



September 2007

Legislative Update

Bill# Author	Topic													Page #
		Dead/2 YR	1st Desk	1st Policy	1st Fiscal	1st Floor	2nd Desk	2nd Policy	2nd Fiscal	2nd Floor	Conf./Conc.	Enrolled	Vetoed	
AB 31 Parra	California Partnership for the San Joaquin Valley.	2nd Floor [REDACTED]												1
AB 158 Bermudez	Railroads: safety study.	Enrolled [REDACTED]												1
AB 267 Daucher	Transportation projects.	2nd Fiscal [REDACTED]												2
AB 372 Nation	Public contracts: transit design-build contracts.	Enrolled [REDACTED]												3
AB 485 Arambula	Economic incentive areas.	2nd Fiscal [REDACTED]												4
AB 1020 Hancock	Transportation planning: improved travel models.	Enrolled [REDACTED]												4
AB 1387 Jones	CEQA: residential infill projects.	Enrolled [REDACTED]												5
AB 1550 Arambula	Economic incentive	Enrolled [REDACTED]												5

	areas.		
<u>AB 1785</u> Bermudez	Grade separation projects.	2nd Fiscal ██	6
<u>AB 1997</u> Cogdill	San Joaquin Valley Unified Air Pollution Control District: high polluter vehicles.	2nd Fiscal ██	6
<u>AB 2286</u> Torrico	Housing.	2nd Policy ██	7
<u>AB 2295</u> Arambula	Transportation capital improvement projects.	Enrolled ██	7
<u>AB 2538</u> Wolk	Transportation funds: planning and programming: regional agencies.	Enrolled ██	7
<u>AB 2873</u> Wolk	County sales and use taxes: rate increase	2nd Policy ██	8
<u>AB 2987</u> Nunez	Cable and video service.	Enrolled ██	9
<u>AB 3042</u> Evans	Regional housing.	2nd Policy ██	9
<u>AB 3047</u> Canciamilla	Toll facilities.	2nd Policy ██	10
<u>ACA 4</u> Plescia	Transportation Investment Fund.	1st Fiscal ██	10

AJR 9 Horton, Shirley	Transportation infrastructure finance.	1st Policy [REDACTED]	11
SB 172 Torlakson	Bay area state-owned toll bridges: financing.	2nd Policy [REDACTED]	11
SB 371 Torlakson	Public contracts: design-build contracting: transportation entities.	2nd Desk [REDACTED]	12
SB 427 Hollingsworth	California Environmental Quality Act: scoping meetings.	2nd Policy [REDACTED]	12
SB 686 Lowenthal	Economic incentive areas.	1st Floor [REDACTED]	13
SB 1010 Florez	Rail service: City of Shafter.	Enrolled [REDACTED]	13
SB 1121 Committee on Local Government	Validations.	Chaptered [REDACTED]	14
SB 1122 Committee on Local Government	Validations.	Chaptered [REDACTED]	14
SB 1123 Committee on Local Government	Validations.	Chaptered [REDACTED]	14
SB 1161 Alarcon	State highways: design- sequencing contracts.	2nd Fiscal [REDACTED]	14

<u>SB 1432</u> Lowenthal	Mello-Roos districts.	Enrolled [REDACTED]	15
<u>SB 1611</u> Simitian	Congestion management fees.	2nd Fiscal [REDACTED]	15
<u>SB 1719</u> Cedillo	Payment of wages.	Enrolled [REDACTED]	16
<u>SCA 7</u> Torlakson	Transportation Investment Fund.	Chaptered [REDACTED]	16
<u>SCR 37</u> Florez	Donald E. DeMers Highway.	Enrolled [REDACTED]	17
<u>SCR 123</u> Florez	Joint Legislative Committee on High-Speed Trains.	2nd Floor [REDACTED]	17
<u>SR 8</u> Torlakson	Relative to transportation and housing.	1st Policy [REDACTED]	17



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Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
AB 31 Parra	California Partnership for the San Joaquin Valley. Existing law authorizes 2 or more public agencies, including any federal department, state or local agency to enter into an agreement for the purpose of exercising any power common to the contracting parties for specified purposes, including, among other things, acquiring or constructing specified public facilities and improvements. This bill would, until January 1, 2012, create the California Partnership for the San Joaquin Valley, composed of the heads of specified state agencies and departments, local government members and private sector members, subject to specified criteria, to coordinate and improve existing state and federal efforts for the valley, in concert with locally led efforts, in order to increase the living standards and the overall economic performance of the valley. This bill contains other related provisions.	08/23/2006-From committee: Do pass. (Ayes 9. Noes 3.). Read second time. To third reading.	Watch	MPO
AB 158 Bermudez	Railroads: safety study. Existing law establishes the safety division of the Public Utilities Commission. The safety division is responsible for inspection, surveillance, and investigation of the rights-of-way, facilities, equipment, and operations of railroads and public mass transit guideways, and for enforcing state and federal laws, regulations, orders, and directives relating to transportation of persons or commodities, or both, of any nature or description, by rail. Existing law requires every railroad corporation that transports hazardous materials, as defined, in the state to provide a system map of the state to the Office of Emergency Services and to the commission	08/30/2006-Enrolled and to the Governor at 4:30 p.m.	Watch	Transportation

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	showing certain information, to annually submit a copy of its emergency handling guidelines to the office, and to provide specified information in the event of an incident where there is a release or threatened release of a hazardous material. Under existing law, the commission is required to annually report to the Legislature regarding sites on railroad lines in the state that it finds to be hazardous, including a list of all commodities transported on railroad lines that could pose a hazard to the public or the environment in the event of a train derailment or other accident, a description of the quantities of these commodities, and the locations and routes over which these materials are transported, and a list of all railroad derailment accident sites in the state on which accidents have occurred within at least the previous 5 years. This bill would create the Special Railroad Safety Task Force, comprised of specified members. The bill would require the task force to meet monthly from January 2007 to December 2007, inclusive, and to study certain railroad safety issues, and make recommendations for improving railroad safety measures. The bill would require the task force, no later than 90 days after its last meeting, to submit a written report to the commission setting forth its findings and recommendations relating to railroad safety issues. The bill would require the commission to include the findings and recommendations of the task force in its July 1, 2008, report to the Legislature on sites on railroad lines that are found to be hazardous. These provisions would become inoperative on July 1, 2008, and would be repealed on January 1, 2009, unless a later enacted statute deletes or extends that date. This bill contains other related provisions.			
<u>AB 267</u> Daucher	Transportation projects. Existing law authorizes a regional or local entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program to expend its own funds for any component of a project within its jurisdiction that is included in an adopted state transportation improvement program, and for which the commission has not made an allocation. Existing law requires these expenditures to be reimbursed by the state, under specified conditions.	08/25/2005-In committee: Set, first hearing. Held under submission.	Watch	Transportation

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	Existing law limits these provisions to projects advanced for expenditures by an eligible local or regional entity within the 12 months preceding the date the project would otherwise be allocated funding by the commission. This bill would instead limit these provisions to projects advanced for expenditure by an eligible local or regional entity that are programmed in the current fiscal year of the state transportation improvement program, and would make other related changes to authorize future reimbursement allocations.			
AB 372 Nation	Public contracts: transit design-build contracts. Existing law authorizes transit operators to enter into a design-build contract, as defined, according to specified procedures. Existing law repeals these provisions on January 1, 2007. Existing law requires a transit operator, which includes any transit district, included transit district, municipal operator, included municipal operator, or transit development board, as specified, to prepare a set of documents to describe a project that will be let to a design-build entity, but does not identify any specifically required document. Existing law requires a transit operator that undertakes a design-build project to establish a labor compliance program, as defined. Existing law requires a transit operator to select the design-build entity based on either the lowest responsible bidder or best value, as provided. Existing law prohibits a transit operator from utilizing the design-build method of procurement for a rail project, unless that project costs more than \$50,000,000. This bill would extend the duration of these provisions until January 1, 2011. This bill would expand the definition of a transit operator to include a consolidated agency, as specified. This bill would specify that a transit operator is required to establish a labor compliance program only for a design-build contract and only if the transit operator does not already have a labor compliance program, as specified. This bill would require a transit operator to select the design-build entity, for nonrail transit projects that exceed \$2,500,000, based on either the lowest responsible bidder or best value. This bill would authorize the design-build method of procurement for a capital maintenance or capacity-enhancing rail project with project	08/28/2006-Enrolled and to the Governor at 5 p.m.	Watch	Transportation

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	costs of \$25,000,000, or more. This bill would also require a transit operator to prepare specific documents regarding a project that will be let to a design-build entity.			
AB 485 Arambula	Economic incentive areas. Existing law provides for the designation and oversight by the Department of Housing and Community Development of various economic development areas in the state, including enterprise zones, up to 2 Manufacturing Enhancement Areas, a targeted tax area, and local agency military base recovery areas, or LAMBRAs, pursuant to which qualifying entities in those areas may receive various tax and regulatory incentives. This bill would make various revisions in the requirements for designating and administering enterprise zones generally. It would provide for the administration and oversight of geographically targeted economic development areas, known as G-TEDAs, which would include enterprise zones, Manufacturing Enhancement Areas, the targeted tax area, and LAMBRAs, by the department, subject to specified criteria. It would also apply various requirements applicable to those entities to the G-TEDAs. This bill contains other related provisions.	08/17/2006-SEN. APPR. Vote - Placed on Appropriations Suspense file.	Watch	Economy
AB 1020 Hancock	Transportation planning: improved travel models. Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with the regional agencies, to prescribe study areas for analysis and evaluation. This bill would require the commission, by December 31, 2007, to adopt guidelines related to the travel demand models used in the development of regional transportation plans by regional transportation planning agencies. The bill would require a regional transportation planning agency for a region with a population of 800,000 or more to use those guidelines. The bill would specify certain policy choices that a travel demand model shall be capable of evaluating. The bill would require the Department of Transportation to assist the commission, on	08/24/2006-Senate amendments concurred in. To enrollment. (Ayes 46. Noes 31. Page 6934.)	Watch	Transportation

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	request, in this regard, and would impose other related requirements. Because the bill would impose additional duties on local agencies, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws.			
AB 1387 Jones	CEQA: residential infill projects. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. The bill would provide that, except as specified, if a residential project, not exceeding 100 units, with a minimum residential density of 20 units per acre, and within one-half mile of the transit stop, on an infill site, as defined, in an urbanized area, as defined, is in compliance with the traffic, circulation, and transportation policies of the general plan, applicable community plan, applicable specific plan, and applicable ordinances of the city or county, and the city or county with jurisdiction over the area where the project is located requires that the mitigation measures approved in a previously certified project area environmental impact report, as the bill would define that term, applicable to the project be incorporated into the project, the city or county is not required to comply with specified requirements with respect to the making of any findings regarding the significant environmental effects from impacts of the project on traffic at intersections, or on streets, highways, or freeways. This bill contains other existing laws.	08/24/2006-Senate amendments concurred in. To enrollment. (Ayes 79. Noes 0. Page 6927.)	Watch	Other
AB 1550 Arambula	Economic incentive areas. Existing law provides for the designation and oversight by the Department of Housing and Community Development of various economic development areas in the state, including enterprise zones, up to 2 Manufacturing Enhancement Areas, a targeted tax area, and local agency military base recovery areas, or LAMBRAS, pursuant to which qualifying entities in those areas may receive various tax and regulatory incentives. This bill would make various revisions in the requirements for	08/31/2006-In Assembly. Concurrence in Senate amendments pending. Urgency clause adopted. Senate amendments concurred in. To enrollment.	Watch	Transportation

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	designating and administering enterprise zones generally. It would provide for the administration and oversight of geographically targeted economic development areas, known as G-TEDAs, which would include enterprise zones, Manufacturing Enhancement Areas, the targeted tax area, and LAMBRAs, by the department, subject to specified criteria. It would also apply various requirements applicable to those entities to the G-TEDAs. This bill contains other related provisions.			
<u>AB 1785</u> Bermudez	Grade separation projects. Existing law requires the Department of Transportation to prepare and submit to the Governor a proposed budget that includes \$15,000,000 for allocation to grade separation projects, as specified. This bill would increase the amount required to be budgeted for allocation to grade separation projects from \$15,000,000 to \$70,000,000.	08/07/2006-Placed on Appropriations Suspense file. (AYES 13. NOES 0.) (PASS) [8/17/2006 Calendared for S. APPR. and not heard]	Watch	Transportation
<u>AB 1997</u> Cogdill	San Joaquin Valley Unified Air Pollution Control District: high polluter vehicles. Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. This bill would require the district to develop and administer, in consultation with the state board, a voluntary program to remove high polluter vehicles within the district by exchanging high polluter vehicles in the district for donated vehicles, as provided. The bill would require the district to certify that the exchange of any 2 vehicles results in quantified lower net emissions. The bill would limit the program to 200 vehicle exchanges annually. The bill would require that money in the High Polluter Repair or Removal Account be available, upon appropriation, to the district, for the purpose of administering the program, in an amount equivalent to the total amount of cost assistance that, in the absence of the program, would	08/09/2006-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.	Watch	Transportation

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	have otherwise been offered to individuals within the district participating in the Vehicle Retirement Program administered by the Bureau of Automotive Repair. The bill would authorize the district to use any interest generated from the funds allocated to the district from the Traffic Congestion Relief Fund, upon appropriation, for the purpose of administering the program. The bill would require the district to submit a report, on or before January 1, 2011, relating to the implementation and status of the program, including, but not limited to, the number of vehicles donated. The bill would repeal these provisions on January 1, 2012. This bill contains other related provisions and other existing laws.			
AB 2286 Torrico	Housing. The Housing and Emergency Shelter Trust Fund Act of 2006, would, if approved by the voters at the statewide general election on November 7, 2006, authorize the issuance of bonds in the amount of \$2, 850,000,000, the proceeds of which would be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would, contingent upon the approval of that act by the voters, require the Secretary of Business, Transportation and Housing to adopt regulations to ensure that grants awarded from the Regional Planning, Housing, and Infill Incentive Account will result in increased housing production and proper planning and zoning for housing by local government entities.	06/01/2006-In Senate. Read first time. To Com. on RLS. for assignment.	Proposed Support	Economy
AB 2295 Arambula	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.	08/21/2006-In Assembly. To enrollment.	Proposed Support	MPO
AB 2538	Transportation funds: planning and programming:	08/23/2006-In Assembly. To	Proposed	MPO

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
Wolk	regional agencies. Existing law generally provides for programming and allocation of funds for transportation capital improvement projects through the state transportation improvement program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75% of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program. Existing law authorizes a transportation planning agency or county transportation commission to request and receive up to 1% of regional improvement fund expenditures for the purposes of project planning, programming, and monitoring, but authorizes an amount up to 5% of those expenditures for a transportation planning agency or county transportation commission not receiving federal metropolitan planning funds. This bill would instead authorize each transportation planning agency or county transportation commission to request and receive up to 5% of those funds for the purposes of project planning, programming, and monitoring. The bill would change the references to "regional improvement funds" to instead refer to "county share." The bill would make other conforming changes.	enrollment.	Support	
AB 2873 Wolk	County sales and use taxes: rate increase The Bradley-Burns Uniform Local Sales and Use Tax Law (Bradley-Burns Law) authorizes a county and a city and county to impose a local sales and use tax, and similarly authorizes a city, located within a county imposing such a tax rate, to impose a local sales tax rate that is credited against the county rate. Existing law requires a city, county, or city and county imposing a local sales and use tax pursuant to the Bradley-Burns Law to contract with the State Board of Equalization to administer the local sales and use tax. Existing law authorizes a county or city and county to contract with the	06/28/2006-In committee: Set, first hearing. Hearing canceled at the request of author.	Proposed Support	Economy

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	State Board of Equalization to establish a local transportation fund in the county treasury for the deposit of 1/4 of 1% of the revenues collected for the county or city and county under the Bradley-Burns Law for specified transportation purposes. This bill would authorize a county or city and county to impose an additional 1/4 of 1% sales and use tax rate under the Bradley-Burns Law. This bill would require a county or city and county that imposes this additional rate to deposit all revenues derived therefrom, less specified administrative costs, into a local transportation fund, as specified. This bill would also require a county or a city and county that imposes this additional tax to comply with the applicable voter-approval requirements of a specified provision of the California Constitution.			
AB 298Z Nunez	Cable and video service. Existing law provides that any city, county, or city and county may authorize by franchise or license the construction and operation of a community antenna television system and prescribe rules and regulations to protect the subscribers. Existing law requires that cable and video service providers comply with specified customer service standards and performance standards. This bill would enact the Digital Infrastructure and Video Competition Act of 2006 and would establish a procedure for the issuance of state franchises for the provision of video service, which would be defined to include cable service and open-video systems, that would be administered by the Public Utilities Commission. The commission would be the sole franchising authority for state franchises to provide video services. The bill would require any person or corporation that seeks to provide video service in this state to file an application with the commission for a state franchise with specified information, signed under penalty of perjury. By creating a new crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	08/31/2006-From committee: With recommendation: That Senate amendments be concurred in. (Ayes 10. Noes 0.) (August 31). Senate amendments concurred in. To enrollment.	Watch	Other
AB 304Z Evans	Regional housing. Existing law requires each city, county, and city and county to adopt for its jurisdiction, according to specified deadlines, a	06/15/2006-Referred to Com. on T. & H.	Watch	Other

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	general plan that includes certain mandatory elements, including a housing element. Existing law requires the Department of Housing and Community Development to review local housing elements for conformity with specified provisions of law, including the regional housing needs of the city or county. Under existing law, either a council of governments or the Department of Housing and Community Development, in areas with no council of governments, is required to determine, in accordance with specified procedures, the share of a city or county of regional housing needs in all economic sectors of housing. Existing law establishes the conditions under which the shares of regional housing needs to be met may be transferred among cities and counties. This bill , until January 1, 2018, would provide an additional procedure by which a city or county may enter into an agreement to transfer a percentage of its share of the regional housing needs to another city or county. Toll facilities. Existing law, until January 1, 2003, authorized the Department of Transportation to solicit proposals and enter into agreements with private entities or consortia for the construction and lease of no more than 2 toll road projects, and specified the terms and requirements applicable to those projects. Existing law authorizes the department to construct high-occupancy vehicle and other preferential lanes. This bill would authorize the department or a regional transportation agency to construct high-occupancy vehicle and other preferential lanes on the state highway system . The bill would also authorize a regional transportation agency to construct and operate those lanes as toll facilities subject to specified requirements .			
AB 3047 Canciamilla	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 for allocation to various transportation purposes. Article XIX B authorizes this transfer to the Transportation Investment Fund	06/15/2006-Referred to Com. on T. & H.	Watch	Economy
ACA 4 Plescia	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 for allocation to various transportation purposes. Article XIX B authorizes this transfer to the Transportation Investment Fund	01/10/2006-From committee: Be adopted, and re-refer to Com. on APPR. Re-referred. (Ayes 13. Noes 0.) (January 9).	Watch	Transportation

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	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 if the statute does not contain any unrelated provision. This measure would delete the provision authorizing the Governor and the Legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency.			
AJR 9 Horton, Shirley	Transportation infrastructure finance. This measure would memorialize the President and the Congress of the United States to enact legislation that will ensure that California receives a more equitable distribution of federal tax dollars for transportation funding and a higher rate of return in terms of federal money received per dollar of federal tax paid.	03/03/2005-Referred to Com. on TRANS.	Watch	Economy
SB 172 Torlakson	Bay area state-owned toll bridges: financing. Existing law specifies the powers and duties of the Department of Transportation, the Metropolitan Transportation Commission, and the Bay Area Toll Authority with respect to the collection and expenditure of toll revenue from the state-owned toll bridges within the geographic jurisdiction of the commission. Under existing law, this toll revenue, other than revenue from the \$1 seismic surcharge, is deposited into the Bay Area Toll Account and controlled by the authority. Existing law requires the department and the authority to enter into a cooperative agreement that makes the department responsible for operating the bridges and for constructing improvements to the bridges financed by toll revenues. Existing law estimates the cost to seismically retrofit the state-owned bay area toll bridges and identifies funding to be made available for this purpose from various sources, including imposition of a \$1 seismic retrofit surcharge. Under existing law, this surcharge revenue is deposited into the Toll Bridge Seismic Retrofit Account for expenditure by the department until completion of the seismic projects and payment of the bonds issued to finance those projects. This bill would state the Legislature's findings that the amount identified for the seismic retrofit of the state-owned toll bridges is insufficient and would state its	06/13/2005-To Com. on TRANS.	Watch	Transportation

Bill # Author	Topic - Summary	Status/Hearing	Position	Subject
	intent to identify additional funding sources for those projects. The bill would require the seismic retrofit surcharge to be paid to the authority and deposited into the Bay Area Toll Account, and would require the department to transfer to the authority, for deposit into that account, all revenue from the surcharge. The bill would continuously appropriate all seismic surcharge revenues in the account to the authority for purposes specified by law. The bill would authorize on or after January 1, 2009, the authority to increase the seismic retrofit surcharge by \$1. This bill contains other related provisions and other existing laws.			
<u>SB 371</u> Torlakson	Public contracts: design-build contracting: transportation entities. Existing law sets forth requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities for the erection, construction, building, repair, or improvement of any public structure, building, road, or other public improvement. Existing law also authorizes specified state agencies, cities, and counties to implement alternative procedures for the awarding of contracts on a design-build basis. Existing law, until January 1, 2007, authorizes transit operators to enter into a design-build contract, as defined, according to specified procedures. This bill would declare the intent of the Legislature to enact legislation that would develop an alternative and optional procedure for bidding on highway, bridge, tunnel, or public transit construction projects in the jurisdiction of any county, local transportation authority, as defined, or local or regional transportation entity, as provided, and would authorize the Department of Transportation to develop an alternative bidding procedure for highway, bridge, or tunnel projects on the state highway system .	01/31/2006-In Assembly. Read first time. Held at Desk.	Watch	Transportation
<u>SB 427</u> Hollingsworth	California Environmental Quality Act: scoping meetings. The California Environmental Quality Act (CEQA) requires a lead agency to prepare an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, as defined . This bill would additionally require notice of at least one scoping meeting be provided to transportation planning agencies or	02/16/2006-To Com. on NAT. RES.	Watch	Transportation

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	public agencies required to be consulted concerning such a project, and would require to be included in that consultation the project's effect on overpasses, on-ramps, and off-ramps. By imposing new duties on local governments with respect to notifying additional entities of a scoping meeting and consulting on other effects of the project, the bill would impose a state-mandated local program . This bill contains other related provisions and other existing laws.			
<u>SB 686</u> Lowenthal	Economic incentive areas. Existing law provides for the designation and oversight by the Department of Housing and Community Development of various economic development areas in the state, including enterprise zones, up to 2 Manufacturing Enhancement Areas, a targeted tax area, and local agency military base recovery areas, or LAMBRAs, pursuant to which qualifying entities in those areas may receive various tax and regulatory incentives. This bill would make various revisions in the requirements for designating and administering enterprise zones generally. It would provide for the administration and oversight of geographically targeted economic development areas, known as G-TEDAs, which would include enterprise zones, Manufacturing Enhancement Areas, the targeted tax area, and LAMBRAs, by the department, subject to specified criteria. It would also apply various requirements applicable to those entities to the G-TEDAs. This bill contains other related provisions.	08/31/2006-Placed on inactive file on request of Senator Lowenthal.	Watch	Economy
<u>SB 1010</u> Florez	Rail service: City of Shafter. Existing law authorizes municipal corporations to acquire, construct, own, operate, or lease any public utility. For these purposes, "public utility" is defined as including the transportation of persons or property. This bill would authorize the legislative body of the City of Shafter, by ordinance, to assign the functions of an intermodal rail facility to an intermodal rail commission, to the legislative body, or to any combination thereof. Under the bill, if the city elects to establish an intermodal rail commission, the commission would be required to serve as an advisory body of the city in all matters pertaining to the California Integrated Logistics Center	08/30/2006-Enrolled. To Governor at 1 p.m.	Watch	Other

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	or other intermodal rail facility operated by the city, with specified functions. Under the bill, if the city elects to establish an intermodal rail commission, the city would be required to compensate commissioners for their actual and necessary expenses and the city would be authorized to compensate a commissioner for each meeting attended by that commissioner, not to exceed \$75 per meeting. The bill would require, if the city elects to establish an intermodal rail commission, the city to provide the funds, equipment, and accommodations necessary or appropriate for the work of the commission. The bill would require all rates, fees, or charges for the described intermodal rail facility services to be imposed by the city in accordance with specified provisions of the California Constitution, if applicable. This bill contains other related provisions.			
SB 1121 Committee on Local Government	Validations. This bill would enact the First Validating Act of 2006, which would validate the organization, boundaries, acts, proceedings, and bonds of the state and counties, cities, and specified districts, agencies, and entities. This bill contains other related provisions.	05/26/2006-Chartered by the Secretary of State, Chapter Number 37	Watch	Economy
SB 1122 Committee on Local Government	Validations. This bill would enact the Second Validating Act of 2006, which would validate the organization, boundaries, acts, proceedings, and bonds of the state and counties, cities, and specified districts, agencies, and entities. This bill contains other related provisions.	08/28/2006-Chartered by the Secretary of State, Chapter Number 174, Statutes of 2006	Watch	Economy
SB 1123 Committee on Local Government	Validations. This bill would enact the Third Validating Act of 2006, which would validate the organization, boundaries, acts, proceedings, and bonds of the state and counties, cities, and specified districts, agencies, and entities.	08/28/2006-Chartered by the Secretary of State, Chapter Number 175, Statutes of 2006	Watch	Economy
SB 1161 Alarcon	State highways: design-sequencing contracts. Existing law authorizes the Department of Transportation, until January 1, 2010, to conduct a pilot project to award design-sequencing contracts, as defined, for the design and construction of not more than 12 transportation projects, to be	08/17/2006-Set, second hearing. Held in committee and under submission.	Watch	Transportation

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	selected by the Director of Transportation. This bill would instead generally authorize the department, until January 1, 2012, to award contracts for projects using the design-sequencing contract method, if certain requirements are met. The bill would require the department to continue the use of a peer review committee to assist the department in preparing an annual report to the Legislature describing and evaluating the outcome of the design-sequencing contracts until December 31, 2011.			
<u>SB 1432</u> Lowenthal	Mello-Roos districts. Existing law, the Mello-Roos Community Facilities Act of 1982, authorizes a local agency to establish a district to finance public facilities and various services by the imposition of special taxes and the issuance of bonds. This bill would add other services that may be financed by a district and specify that the services may not be funded by the issuance of bonds. The bill would authorize a district to fund programs to create incentives for or to subsidize lower income housing. The bill would make various revisions and additions concerning procedures and required notices and would make other related and conforming changes.	08/29/2006-Enrolled. To Governor at 2 p.m.	Watch	Economy
<u>SB 1611</u> Simitian	Congestion management fees. Existing law provides for creation of congestion management agencies in various counties with specified powers and duties relative to management of transportation congestion. Existing law provides for the imposition by air districts and certain other local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles. This bill would authorize a congestion management agency, or where there is no congestion management agency, the board of supervisors, to place a majority vote ballot measure before the voters of a county authorizing the imposition of an annual fee of up to \$25 on each motor vehicle registered within the county for transportation projects and programs with a relationship or benefit to the persons paying the fee. The bill would define the terms "congestion management" and "pollution prevention" for	08/17/2006-Set, second hearing. Held in committee and under submission.	Watch	Transportation

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	purposes of the bill. The bill would require the ballot measure resolution to be adopted by a majority vote of the governing board of the congestion management agency or the board of supervisors, as appropriate, at a noticed public hearing and would also require the resolution to contain a specified finding of fact. The bill would require the Department of Motor Vehicles, if requested, to collect the fee and distribute the proceeds, after deduction of specified administrative costs, to the agency or the board of supervisors, as appropriate, and would enact other related provisions.			
<u>SB 1719</u> Cedillo	Payment of wages. Existing law provides that generally if an employee is discharged or laid off, statutory time limits exist within which wages earned by the employee are due and payable. This bill would permit specified employees working in the entertainment industry and their employers to enter into a collective bargaining agreement to establish a time limit for payment of wages after an employee is discharged or laid off.	08/31/2006-Senate concurs in Assembly amendments. (Ayes 27. Noes 9.) To enrollment.	Proposed Support	Transportation
<u>SCA 7</u> Torlakson	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 for various transportation purposes. Article XIX B authorizes this transfer to the TIF 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 if the statute does not contain any unrelated provision. This measure would recast these suspension provisions. This measure would authorize a suspension, in whole or in part, of the transfer of these revenues to the TIF for a fiscal year if (1) the Governor issues a proclamation that the suspension is necessary due to a severe state fiscal hardship, (2) a statute containing no other unrelated provision is enacted by a 2/3 vote of each house of the Legislature suspending the transfer, and (3) a statute is enacted to repay, with interest, the TIF within 3 years for the amount of any revenues that were not	05/09/2006-Chaptered by Secretary of State - Chapter No. 49, Statutes of 2006	Watch	Transportation

Bill# Author	Topic - Summary	Status/Hearing	Position	Subject
	transferred as a result of the suspension. This measure would also prohibit a suspension of transfer of these revenues from occurring more than twice during any period of 10 consecutive fiscal years, and would prohibit a suspension in any fiscal year in which a required repayment from a prior suspension has not been fully completed. This bill contains other related provisions.			
<u>SCR 37</u> Florez	Donald E. DeMers Highway. This measure would designate a portion of State Highway Route 41 in the City of Fresno as the Donald E. DeMers Highway. The measure would request the Department of Transportation to determine the cost for appropriate signs showing this designation and, upon receiving donations from nonstate sources covering that cost, to erect those signs.	08/31/2006-In Senate. To enrollment.	Watch	Other
<u>SCR 123</u> Florez	Joint Legislative Committee on High-Speed Trains. This measure would establish, until December 31, 2008, the Joint Legislative Committee on High-Speed Trains, which would be composed of 5 Members of the Senate and 5 Members of the Assembly, as specified, to hold public hearings to receive public comment and review the work of the High-Speed Rail Authority and the plans for a high-speed train system in California. The measure would prescribe the powers and duties of the committee and would authorize the Senate Committee on Rules and the Assembly Committee on Rules to make money available to the Joint Legislative Committee on High-Speed Trains from the Senate and Assembly Operating Funds, as specified.	08/22/2006-Read and adopted. (Ayes 31. Noes 3.) To Assembly.	Watch	Transportation
<u>SR 8</u> Torlakson	Relative to transportation and housing. Relative to transportation and housing.	02/03/2006-Hearing postponed by committee. (Refers to 3/8/2005 hearing)	Watch	

