

Route Postmile PIN Dist-EA Fund AG Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)					Change Description Project Comments Funding Summary (Current & Prior Years)
				Four Year Element					
				06/07	07/08	08/09	09/10	10/11	
				11/12					
FRE020608 STPL/AGENCY 1.10 Firebaugh, City of	Total Escalated Cost Status In Firebaugh - Reconstruct 12th Street from SR 33 to "M" Street(For Safety-No Additional Travel Lanes). \$ 313,000 FTIP Amend 10.00	PE RW Const Total	31,300				281,700 281,700		Cost/Scope/Sch. Change ***** Version 6 - 09/11/2007 ***** ***** Version 5 - 04/04/2006 ***** ***** Version 4 - 03/24/2005 ***** ***** Version 3 - 06/16/2004 ***** Prior 3,600 Current 32,300 27,700 249,400
FRE020620 STPL/CITY 4.06 Fresno, City of	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Projects On Freeways for Noise Attenuation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3. \$ 1,016,600 FTIP Amend 10.00	PE RW Const Total				101,700 633,200 281,700 734,900		Cost/Scope/Sch. Change ***** Version 5 - 09/18/2007 ***** ***** Version 4 - 05/17/2006 ***** ***** Version 3 - 03/24/2005 ***** ***** Version 2 - 06/16/2004 ***** Prior Current 116,600 900,000	
~~FRE020621 STPL/CITY 4.09 Fresno, City of~~	~~In Fresno - Lump-Sum Landscaping and Plantings In Median Islands, On Trails, and Streetscapes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3. \$ 853,700 FTIP Amend 10.00~~	~~PE RW Const Total~~	~~75,000 280,000 355,000~~	~~63,400 435,300 498,700~~	<del></del>	<del></del>	<del></del>	~~Cost/Scope/Sch. Change ***** Version 7 - 09/11/2007 ***** ***** Version 6 - 11/03/2006 ***** ***** Version 5 - 05/17/2006 ***** ***** Version 4 - 03/24/2005 ***** Prior 40,700 Current 57,200 441,500~~	
~~FRE020622 STPL/CITY 5.02 Fresno, City of~~	~~In Fresno - Lump-Sum Traffic Signals At Major Eligible Road Intersections. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3. \$ 3,838,700 FTIP Amend 10.00~~	~~PE RW Const Total~~	~~175,000 40,100 2,363,700~~	~~136,600 1,123,300 1,259,900~~	<del></del>	<del></del>	<del></del>	~~Cost/Scope/Sch. Change ***** Version 8 - 09/11/2007 ***** ***** Version 7 - 06/27/2006 ***** ***** Version 6 - 06/27/2006 ***** ***** Version 5 - 06/01/2005 ***** Prior 295,800 Current 144,500 2,283,000 1,115,400~~	
FRE020633 STPL/CITY/ICMAQ 5.02 Reedley, City of	Intersection of Dinuba and Buttonwillow Construct a modern roundabout, widen and improve intersection approaches. \$ 398,800 FTIP Amend 10.00	PE RW Const Total	33,900 45,200 79,100	3,200	314,500				Cost/Scope/Sch. Change ***** Version 7 - 09/11/2007 ***** ***** Version 6 - 05/17/2006 ***** ***** Version 5 - 05/23/2005 ***** ***** Version 4 - 03/24/2005 ***** Prior 9,100 Current 36,500 70,000 281,200

Council of Fresno County Governments 2007 Public Participation Plan

Released for public comment October 10, 2007
Comments due by November 29, 2007



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Fresno COG's 2007 Public Participation Plan

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Council of Fresno County Governments

2007 Public Participation Plan

Draft October 2007

I. Introduction

Council of Fresno County Governments

As a Regional Transportation Planning Agency (RTPA), the Council of Fresno County Governments (Fresno COG) addresses issues of mutual concern to the county and the cities in the Fresno County region, and satisfies Federal and State transportation planning and programming mandates. Fresno COG provides a forum for planning, discussion, and study of area-wide issues, prepares and adopts regional plans and programs, serves as the regional agency for federal and state transportation programs and funding opportunities and addresses other area-wide issues based on the desires of the member jurisdictions. Fresno COG represents its member jurisdictions as planner, programmer, and broker in developing an efficient and effective inter-modal transportation system that provides for the mobility needs of people, goods, and services while protecting the environment.

Fresno COG and its member agencies are responsible for determining policy, adopting plans and programs, and awarding funds to implement these plans. This procedural document is intended to give the Fresno COG elected officials and staff guidance in providing for public involvement and interagency consultation in the regional planning process. It contains procedures and strategies Fresno COG uses to instigate, seek and foster greater public involvement regarding transportation matters within its discretion. Fresno COG's documented participation plan defines a process for providing reasonable opportunities to be involved in the metropolitan transportation planning process.

Purpose of the Public Participation Plan

Fresno COG has developed this Public Participation Plan (PPP) as a guide to meeting the requirements for public participation outlined in PPP. The PPP is intended to provide direction for public participation activities to be conducted by Fresno COG and contains the procedures, strategies and techniques used by Fresno COG for public participation. In its public participation process, Fresno COG will:

- Provide adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to, a reasonable opportunity to comment on the proposed Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP);
- Provide timely notice and reasonable access to information about Fresno COG's issues and processes;
- Employ visualization techniques to describe the RTP and FTIP;
- Make public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
- Hold any public meetings at convenient and accessible locations and times;
- Demonstrate explicit consideration and response to public input received during the development of the RTP and the FTIP;
- Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
- Provide an additional opportunity for public comment, if the final RTP or FTIP differs significantly from the version that was made available for public comment by the Fresno COG and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;
- Coordinate with the statewide transportation planning public involvement and consultation processes;
- Periodically review the effectiveness of the procedures and strategies contained in this PPP to ensure a full and open participation process.

2. Federal Requirements

SAFETEA-LU

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users — better known as SAFETEA-LU — signed into law in 2005, underscores the need for public involvement and requires metropolitan planning agencies such as Fresno COG to “provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation and other interested parties with a reasonable opportunity to comment” on transportation plans and programs.

SAFETEA-LU legislation also requires Fresno COG — when developing the Regional Transportation Plan and the Federal Transportation Improvement Program (FTIP) — to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, this Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments.

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 requires that transportation planning and programming be non-discriminatory on the basis of race, color, national origin or disability. The federal statute was further clarified and supplemented by the Civil Rights Restoration Act of 1987 and a series of federal statutes enacted in the 1990s relating to the concept of environmental justice. The fundamental principles of environmental justice include:

- Avoiding, minimizing or mitigating disproportionately high and adverse health or environmental effects on minority and low-income populations;
- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities.

Executive Orders

An Executive Order is an order given by the President to federal agencies. As a recipient of federal revenues, Fresno COG assists federal transportation agencies in complying with these orders.

- Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

In February 1994, President William Clinton signed Executive Order 12898, Federal Actions to Address Environmental Justice for Minority Populations and Low-Income Populations, which mandates that federal agencies make achieving environmental justice part of their missions. This order requires that disproportionately high and adverse human health or environmental effects on minority and low-income populations be identified and addressed in order to achieve environmental justice. Minority populations are defined in the order as Black/African-American, Hispanic, Asian/Pacific Islander, American Indian and Alaskan Native. Low-income populations are defined in the order as persons whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines, with those at 0 percent of median income classified as low income and those at 50 percent of median income classified as very-low income.

- Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency

Executive Order 13166 states that people who speak limited English should have meaningful access to federally conducted and federally funded programs and activities. It requires that all federal agencies identify any need for services to those with limited English proficiency and develop and implement a system to provide those services so all persons can have meaningful access to services.

The Brown Act (State of California Government Code sections 54950-54962)

The Ralph M. Brown Act governs the meeting and actions of governing boards of local public agencies and their created bodies. Requirements of the Brown Act also apply to any committee or other subsidiary body of a local agency, whether permanent or temporary, decision-making or advisory, which is created by such a governing board. The Brown Act

sets minimum standards for open meetings relative to access to the public, location of meetings, notice posting, agenda distribution, and public input. The public agency may adopt reasonable regulations ensuring the public's right to address the agency, including regulations to limit the total amount of time allocated for public testimony. The Fresno COG Board and its standing committees all adhere to these requirements involving proper noticing, access and the ability to address the Board and committees.

Due to time constraints, unscheduled comments by the public may be limited to 3 minutes in length, however the agency encourages interested citizens to provide written copies of presentations to the Board/Committees, particularly if the statement is too long to be presented in its entirety. Citizens unable to attend the meetings may submit their concerns and ideas in writing to staff, who will then present the comments to the respective Board/Committee in either a written or oral format.

Americans with Disabilities Act

The Americans with Disabilities Act of 1990 (ADA) stipulates involving the community, particularly those with disabilities, in the development and improvement of services. All events held for programs or projects with Federal aid and open to the general public must be made accessible to everyone, including the disabled.

Fresno COG is in compliance with the ADA by having accessible formats and public hearings, consulting with individuals from the disabled community, and conducting outreach by maintaining an extensive mailing and email lists , developing contacts, and other means of notification to participate in the planning process.

Other Requirements

A number of other federal and state laws call on Fresno COG to involve and notify the public in its decisions. Fresno COG complies with all other public notification requirements of the California Public Records Act, the California Environmental Quality Act, as well as other applicable state and federal laws.

3. Project/Plan Specific Public Participation Requirements

There are two key transportation initiatives that are specially called out in federal law as needing early and continuing opportunities for public participation — development of the Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP).

Because of its comprehensive, long-term vision, the RTP provides the earliest and the best opportunity for interested residents and public agencies to influence Fresno COG's policy and investment priorities for Fresno County transportation. It is at this earlier RTP stage where investment priorities and major planning-level project design concepts are established, and broad, regional impacts of transportation on the environment are addressed.

A. Regional Transportation Plan (RTP)

The long-range Regional Transportation Plan (RTP) prioritizes and guides all Fresno County transportation development over 25 years. The RTP is the comprehensive blueprint for transportation investment (transit, highway, local roads, bicycle and pedestrian projects), and establishes the financial foundation for how the region invests in its surface transportation system by identifying how much money is available to address critical transportation needs and setting the policy on how projected revenues are to be spent. The RTP is generally updated every four years, with a limited number of amendments as needed. Opportunities for public participation for the RTP are different for RTP updates versus RTP amendments. RTP Updates include significant revisions to the RTP document, while RTP amendments are generally specific to project scopes, schedules, or costs.

- **RTP Update**

The RTP update reflects reaffirmed or new planning priorities and changing projections of growth and travel demand based on a reasonable forecast of future revenues available to the region. As necessary, Fresno COG prepares two technical companion documents for RTP updates: a program-level Environmental Impact Report per California Environmental Quality Act (CEQA) guidelines, and transportation air quality conformity analyses (to ensure clean air mandates are met) per federal Clean Air Act requirements. Certain revisions to the RTP may warrant a revision or update to these technical documents. See the update outreach requirements listed below.

▪ RTP Amendment

An amendment is a major revision to a long-range RTP, including adding or deleting a project, major changes in project costs, and/or design concept and scope (e.g., changing project locations, open to traffic dates, or the number of through traffic lanes). Changes to projects that are included in the financially unconstrained portion of the RTP (as information only) do not require an amendment. An amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and/or a finding that the change is consistent with federal transportation conformity mandates. Amendments that require an update to the air quality conformity analysis will be subject to conformity and interagency consultation procedures. See the update outreach requirements listed below.

▪ RTP Administrative Modification

This is a minor revision to the RTP for minor changes to project/project phase costs, or funding sources. An administrative modification does *not* require public review and comment, demonstration that the project can be completed based on expected funding, nor a finding that the change is consistent with federal transportation conformity requirements.

Outreach for RTP Updates

Public Meetings, workshops, and surveys during the RTP development period to solicit public dialogue and comment on the RTP process including, but not limited to issues such as:

- Overview of the planning process
- RTP goals, objectives, performance indicators
- RTP project lists
- RTP funding scenarios
- Legally noticed public comment period on the Draft RTP Update. The length of the public comment period is generally 45 days
- Legally noticed public hearing

RTP Updates also generally require an amendment to the Federal Transportation Improvement Program (FTIP) and a new Air Quality Conformity Analysis.

Outreach for RTP Amendments

As such, the public participation process for RTP amendments follow the requirements as outlined for the FTIP, as applicable.

B. Federal Transportation Improvement Program (FTIP)

The Federal Transportation Improvement Program (FTIP) implements the policy and investment priorities expressed by the public and adopted by Fresno COG in the Regional Transportation Plan (RTP). In this way, public comments made as part of the RTP are reflected in the FTIP as well. The FTIP covers a four-year timeframe, and all projects included in the FTIP must be consistent with the RTP. The FTIP is a comprehensive listing of Fresno County Area surface transportation projects — including transit, highway, local roadway, bicycle and pedestrian investments — that:

- receive federal funds, or are
- subject to a federally required action, or are
- regionally significant, for federal air quality conformity purposes.

The FTIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or “programmed”) to the projects are available to implement the projects or project phases. Adoption of the FTIP also requires a finding of conformity with federal transportation-air quality conformity mandates.

The FTIP is updated every two years, with amendments occurring as needed. FTIP updates are generally considered similar to the Type 5 amendment (see below), and follow a similar public participation process. For FTIP Amendments, FHWA identifies six types, each with specific participation requirements, as indicated below.

Expedited Project Selection Procedures (EPSP) allows eligible projects to be moved between FTIP fiscal years as long as the project cost and scope do not change. Fresno COG staff is federally authorized to utilize EPSP without additional State or Federal approval action. Fresno COG does not require a formal public participation process for EPSP actions. A more detailed description of the EPSP is available from Fresno COG staff upon request.

Federal rules allow MPOs to group or combine projects that are not considered to be of appropriate scale for individual listing. Such grouped projects are often referred to as “Lump Sum Project Listings.” Fresno COG uses this ability to program lump sums within the FTIP. Such projects may be grouped by function (e.g., bike lanes), work type (e.g.,

maintenance), or geographical area. Once grouped, the MPO is required to maintain, outside of the FTIP, a detail list of the projects contained in each group.

Modifications to the projects or costs within the lump sum listings are conducted on an as needed basis and do not require a formal public participation process. However, any changes to the overall lump sum costs or scope are done in accordance with the amendment types below. Lump sum project listings are made available through the Fresno COG website and distributed to Caltrans and FHWA.

Amendment Type 1. Administrative

Administrative amendments include minor changes to project cost, schedule, scope, or funding sources. Administrative amendments require action by Fresno COG and approval by Caltrans. Federal agencies are notified, but do not take approval action on Type 1 amendments. Public notification of an administrative amendment is posted on Fresno COG's website at the time of action, and subsequently posted on Caltrans website after Caltrans' approval.

Amendment Type 2. Formal Amendment – Funding Changes

Type 2 amendments primarily include project cost changes that are greater than 20% of the total project cost or \$2 million, whichever is higher. Type 2 amendments require approval by Fresno COG, Caltrans, and FHWA. Publicly accessible notification of a Type 2 formal amendment is posted on Fresno COG's website at least 14 days prior to action, and distributed to local agency partners through Fresno COG's standing committees. Fresno COG will consider public comments on the amendment prior to approval action.

Amendment Type 3. Formal Amendment – Exempt Projects

Type 3 amendments primarily include adding or deleting projects that are exempt from regional air quality emissions analyses. These amendments typically include transit or safety projects. Type 3 amendments require approval by Fresno COG, Caltrans, and FHWA. Public notification of a Type 3 formal amendment is posted on Fresno COG's website at least 14 days prior to action, and distributed to local agency partners through Fresno COG's standing committees. Fresno COG will consider public comments on the amendment prior to approval action.

Amendment Type 4. Formal Amendment – Conformity Determination that Relies on a Previous Regional Emissions Analysis

Type 4 amendments primarily include adding or deleting projects that have already been appropriately modeled for air quality purposes as part of the RTP. In this case, the federal approving agencies can use a previous analysis of the project's impact on air quality for approval purposes. Type 4 amendments may be accompanied by an RTP amendment to maintain consistency. The FTIP amendment and RTP Amendment (if applicable) follow the same public process. Type 4 amendments require approval by Fresno COG, Caltrans, and FHWA. Public notification of a Type 4 formal amendment includes:

- Legally noticed 30-day public comment period
- Legally noticed public meeting
- Posting of amendment information on Fresno COG's website during public comment period
- Publishing amendment information as part of the following publicly available Fresno COG agendas: Transportation Technical Committee, Policy Advisory Committee and Fresno COG Policy Board
- Consideration and response to public comments received during comment period

Amendment Type 5. Formal Amendment – Conformity Determination and New Regional Emissions Analysis

Type 5 amendments are the highest level amendment and primarily involve adding or deleting new projects that must be modeled for their air quality impacts, or significantly changing the design concept, scope, or schedule of an existing project. Type 5 amendments are accompanied by a new Air Quality Conformity Document that demonstrates conformity with applicable air quality requirements, and if applicable, an RTP amendment to maintain consistency. The FTIP amendment, Air Quality Conformity Document, and RTP Amendment (if applicable) follow the same public process. Type 5 amendments require approval action by Fresno COG, Caltrans, and FHWA. Public notification of a Type 5 formal amendment includes:

- Legally noticed 30-day public comment period
- Legally noticed public meeting
- Posting of amendment information on Fresno COG's website during public comment period

- Publishing amendment information as part of the following publicly available Fresno COG agendas: Transportation Technical Committee, Policy Advisory Committee, and Fresno COG Policy Board
- Consideration and response to public comments received during comment period

Public Participation Plan

Major revisions or updates to the Fresno COG Public Participation Plan include a 45-day public review period and public hearing. Fresno COG staff will conduct a periodic review of the effectiveness of the Public Involvement Process to determine if current strategies are effective.

4. Development of the 2007 Public Participation Plan

While updating the 2007 Public Participation Plan in compliance with Federal legislation (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, known as SAFETEA-LU), Fresno COG embarked upon a four-month evaluation of our current public participation practices by requesting input and consultation on how to best engage the public and interested parties in our transportation planning process. This was accomplished via online and hard copy survey and through focus groups. The survey results and focus group communication summaries are included in Appendices C and D in this Public Participation Plan.

The five focus groups were organized as follows:

- Public and Private Transportation Providers (September 28, 2007)
- Fresno COG's Member Agency planning staff and city managers (October 1, 2007)
- Agencies representing Environmental Justice populations (October 2, 2007)
- Fresno County community (October 2, 2007)
- Public Information/Relations Officers (October 4, 2007)

Two additional focus groups were attempted with Resource Agencies and student leaders, but invited representatives were unresponsive. Additional input was received in writing, and via phone and email.

The 2007 Public Participation Plan has been enhanced in response to all comments received prior to and during this public process.

5. Public Participation Strategies

Fresno COG Staff uses several strategies to provide interested parties with reasonable opportunities to be involved in the planning process. Staff understands that prior to involvement in Fresno COG's planning activities, members of the public must understand what Fresno COG's mission is, and what issues are under consideration.

A list of participation strategies follows that includes tried-and-true approaches as well as new suggestions received during the Public Participation Plan development process. Fresno COG staff will define appropriate outreach strategies for each plan/program on a case-by-case basis, and select appropriate options from the following lists.

Public Meetings/Workshops

- Participate in or speak at meetings of existing agencies/community groups
- Co-host workshops with community groups, business associations, etc.
- Partner with community-based organizations in low-income and minority communities for targeted outreach

Techniques for Public Meetings/Workshops

- Open Houses
- Facilitated discussions
- Question-and-Answer sessions with planners and policy board members
- Break-out sessions for smaller group discussions on multiple topics
- Interactive exercises
- Customized presentations
- Vary time of day for workshops (day/evening)

Visualization Techniques

- Maps
- Charts, illustrations, photographs
- Table-top displays and models
- Web content and interactive games
- Electronic voting
- PowerPoint slide shows

Polls/Surveys

- Statistically valid telephone polls
- Electronic surveys via Web
- Intercept interviews where people congregate, such as at transit hubs
- Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.

Focus Groups

- Participants recruited randomly from telephone polls
- Participants recruited by interest area

Printed Materials

- User-friendly documents (including use of executive summaries and simplified language)
- Post cards
- Maps, charts, photographs, and other visual means of displaying information

Targeted Mailings/Flyers

- Work with community-based organizations to hand deliver flyers
- Mail to targeted database lists
- Distribute “Take-one” flyers to key community organizations
- Place notices on board transit vehicles and transit hubs

Utilize local media

- News Releases
- Submit human interest stories that center around COG projects
- Invite reporters to news briefings
- Meet with editorial staff
- Opinion pieces/commentaries
- Purchase display ads/radio & TV advertising
- Negotiate inserts into local printed media
- Visit minority media outlets to encourage use of MTC news releases
- Place speakers on Radio/TV talk shows
- Public Service Announcements on radio and TV
- Develop content for public access/cable television programming
- Civic journalism partnerships

Electronic Access to Information

- Web site with updated content and simplified layouts
- Audio/videocasts of current and past public meetings/workshops
- Electronic duplication of open house/workshop materials
- Interactive Web with surveys, comment line
- Access to maps, charts, plans
- Provide information in advance of public meeting
- Post event/meeting information on online news sites, calendars, community & discussion websites

Notify Public via

- Blast e-mails
- Notice widely disseminated through new partnerships with community-based and interest organizations
- Newsletters
- Printed materials
- Electronic access to information
- Local Media
- Notices placed on board transit vehicles and at transit hubs

Newsletters

- Fresno COG's newsletter COG Outlook
- Project specific email and print newsletters
- Board Action Summaries
- Submit articles for publication in community/corporate/online newsletters

Techniques for Involving Environmental Justice Communities

- Make regular reports to Fresno COG's ongoing committees such as the ADA Advisory Council, SSTAC, ...
- Grants to community-based organizations to organize & tailor meetings, customize presentation materials, provide incentives and remove barriers to participation in their communities
- "Take One" flyers on transit vehicles and transit hubs
- Outreach in the community (flea markets, churches, health centers, etc.)
- Translate materials; have translators available at meetings as requested
- Include information on meeting notices on how to request translation assistance

- Robust use of “visualization” techniques, including maps and graphics to illustrate trends, choices being debated, etc.
- Use of community and minority media outlets to announce participation opportunities

Techniques for Reporting on Impact of Public Comments

- Summarize key themes of public comments in staff reports to Fresno COG standing committees
- Direct mail and email to participants from meetings, surveys, etc. to report final outcomes
- Newsletter articles
- Updated and interactive Web content

Other Outreach

- Information/comment tables or booths at community events and public gathering spaces

6. Additional Fresno COG Public Participation Policies

The following requirements will apply as deemed appropriate by the Fresno COG management staff and Policy Board Chair:

1. No person shall be denied participation.
2. As required, a public notice will be placed in the legal advertising sections of at least one newspaper of general circulation within the affected community, including a Spanish-language publication when possible. The notification requirements are identified beginning on page 25.
3. Fresno COG shall provide appropriate assistance, auxiliary aids, a translator/interpreter for non-English speaking and hearing impaired individuals and/or services when necessary if requested 3 working days in advance of the meeting, to afford disabled individuals an equal opportunity. If Fresno COG is unable to accommodate a request for a public hearing then the hearing will be continued on a specified date when accommodations are available.
4. Fresno COG will also obtain a subscription to a language line as needed for day-to-day public inquiries.
5. Fresno COG's website shall maintain a link to a translation service for information contained on the agency site.
6. Meeting agendas and minutes are currently made available upon written request via regular mail, and they are added regularly to Fresno COG's internet website. Agendas are also posted at meeting locations are posted at least 72 hours before regular meetings of advisory or standing committees or 24 hours before special meetings. Fresno COG circulates an annotated agenda with supporting documents to all committee members and support staff, and annotated agenda packets are sent to the main branch of the Fresno County library. The Brown Act (CA Government Code 54954.1) also states that any person may request a copy of the agenda or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. That request is valid for the calendar year in which it is filed, and must be renewed following January 1 of each year. The legislative body

may establish a fee for mailing the agenda or agenda packet, which fee shall not exceed the cost of providing the service.

7. Public hearings will be held prior to a decision point as a formal means to gather citizen comments and positions from all interested parties for public record and input into the decision making process. Fresno COG hearings are required for the adoption of major plans, programming of money and for the annual Unmet Transit Needs analysis. Notices for public hearings will be published in a general circulation newspaper. Fresno COG will accept prepared comments from the public during the period between the notice and hearing date. These comments will be considered part of the public record. Also during this period, Fresno COG staff will accept questions and provide clarification on issues raised by the public.
8. Fresno COG's media list includes newspapers, radio and television broadcast media, and appropriate business or government publications and contacts serving Fresno County.
9. If major amendments are made to any plans or programs during the review and comment period, the plan(s) will be made available for an additional 30-45 day public review and comment period prior to final adoption. Such changes shall also be advertised via news release to all media outlets, on community flyers and on the Fresno COG website as deemed necessary in the specific project area prior to final adoption.
10. The Executive Director or her designee will coordinate with the state to enhance public consideration for the State Transportation Plan or the State Transportation Improvement Plan.
11. For high-profile projects/plans Fresno COG may form a citizens' advisory committee specific to that particular plan or project, or determine what, if any, existing committees would appropriately review the plan or project.

6. Designing Project Specific Public Participation Plans

Based on the activities outlined in Chapter four, below is a recommended outline for public participation planning which should assist staff in developing an effective plan.

1. Define Purpose and Objectives for Public Involvement

Before initiating public dialogue, project managers should clearly define purpose and objectives

2. Consultation and Coordination with Other Agencies

- a. Determine appropriate agencies (e.g., EPA, FTA, FHWA, Native American Indian tribal governments, California Air Resources Board, California Department of Transportation, California Department of Rehabilitation, congestion management agencies, air districts, transit operators, regional transportation planning agencies, environmental resource agencies, local planning/public works departments)
- b. Explain how the plan will be coordinated with other plans (e.g., statewide plan)

3. Identify Stakeholders and Target Audience

- a. Identify target audience (e.g., general public)
- b. Determine strategies to reach traditionally underserved citizens.
- c. Identify stakeholder groups (e.g., local agencies & jurisdictions, neighboring regional planning agencies, public agency planning partners, transportation and air quality planning implementation agencies, environmental and bicycle advocacy groups, disabled, senior, and minority advocacy and service groups)
- d. Identify mailing list/identify sources (e.g., business directories, phone directories, minority listings including Native American nations, business development agencies, Chamber of Commerce directories including ethnic and small business Chambers, county assessor's records, professional and business organization mailing lists, etc.)
- e. Update mailing/email lists

4. Public Hearings

Before adopting final plans, decide:

- a. Notification:
 - 1) Who will be notified of hearings?
 - 2) Which newspaper(s) will be used?
 - 3) Who will receive staff reports/how will public have access to staff reports?

- 4) What other notification techniques will be used other than newspaper (e.g., Fresno COG Internet Home Page electronic bulletin board, posting, mail, direct contact with advocacy/community groups, fax)? See Chapter 4 for strategies.
- 5) How long before hearing date will notices need to be posted?
- b. Public comment period:
How long will the comment period be (e.g., 30/45 days minimum)?
- c. Public hearings
 - 1) Date, location (check Fresno COG meeting location) and schedule / alternate location and time for more convenient access?
 - 2) Purpose of each identified hearing?
 - 3) What materials will be made available during the hearings?
 - 4) In what languages or formats will materials be made available?

5. Advisory Committees:

- a. Which Fresno COG committees will be used to present staff analysis and products (See committee listing in Appendix B.)
- b. If an ad hoc committee is created, how will members be selected?
- c. What types of input are being sought (e.g., general comments, approval/disapproval, recommendations, etc.)?

6. Visualization techniques and Public Access to Information:

Decide:

- a. What information will be made available (e.g., draft plans, writing on estimates of funds available, project selection process, and analytical methodology, transportation and air quality model, technical supporting documents, maps, charts, photos)?
- b. How information will be available (e.g., libraries, Internet, mailing, emailing, at workshops and hearings, press releases, schools, Fresno COG office)?
- c. What alternative languages and/or formats (e.g., plain text) will be made available?

7. Distribution of Final Documents

- a. Who will receive final documents/how they will be distributed (e.g., affected agencies, commenters, libraries, local colleges, at hearings, Fresno COG office)?

8. Response to Public Input

- a. How will feedback be provided (e.g., newsletter, computer bulletin boards, reports and publications, response letters and final plans to commenters)?

- b. What input level will determine Direct or Consolidated Feedback ?

9. Review of Public Involvement Process

- a. Who will review (e.g., Fresno COG, FHWA, FTA, public) / how often?
- b. How the strategies will be evaluated (based on what criteria, e.g., SAFETEA-LU and Fresno COG policy)?

10. The Brown Act

How the plan will comply with the requirements (e.g., 72-hour to one-week notice prior to meetings, meetings open to public)?

11. Americans with Disabilities Act

How the plan will comply with the requirements (contract out review, specially trained staff, legal review)?

12. Native American Indian Governments

How the plan will comply with requirements (communicate on a government-to-government basis, seek to keep tribes informed)?

13. Environmental Justice and Underserved Communities

How the plan will comply with requirements to engage minority, low-income, youth, seniors, persons with disabilities, and non English-speaking communities?

Appendix A: Partnerships/Organizational Contacts/Committees

Partnerships

Fresno COG maintains regular involvement with the following agencies: (Receive monthly meeting packages, the COG Outlook newsletter, annual reports and any “special” mailings such as notices, project specific newsletters or flyers, etc. Citizens and privately owned businesses currently on our mailing list are not mentioned here):

Airport Land Use Commission	Big Sandy Rancheria of Mono Indians of CA
Building Industry Association	California Data Researchers
California High-Speed Rail Authority	California Air Resources Board
California Highway Patrol	California Public Utilities Commission
California Regional Water Quality Control Board	California Trucking Association
Caltrans, District 06	Calwa Recreation and Park District
Central Valley Ridesharing	City of Clovis
City of Coalinga	City of Firebaugh
City of Fowler	City of Fresno
City of Huron	City of Kerman
City of Kingsburg	City of Mendota
City of Orange Cove	City of Parlier
City of Reedley	City of Sanger
City of San Joaquin	City of Selma
Clovis Transit	Cold Springs Tribe
Consolidated Transportation Service Agency	County of Fresno
Economic Opportunities Commission	Federal Highways Administration
Federal Transit Administration	Five Cities Economic Development Authority
Fresno Area Express	Fresno Area Citizens for Effective Transportation
Fresno Area Residents for Rail Consolidation	Fresno Area Workforce Investment Council
Fresno Business Council	Fresno County/City Chamber of Commerce
Fresno County Community Health Department	Fresno County Economic Development Corp
Fresno County Economic Opportunities Comm.	Fresno County Farm Bureau
Fresno County Rural Transit Agency	Fresno County Transportation Authority
Fresno County Bicycle Coalition	Fresno Cycling Club
Fresno-Madera Area Agency on Aging	Fresno Metropolitan Flood Control District
Fresno Work Force Investment Corporation	High Speed Rail Authority
I-5 Business Development Corridor	KFSN-TV Channel 30
KFTV Channel 21	KGPE-TV Channel 47
KMPH-TV Channel 26	KSEE-TV Channel 24
Latino Issues Forum	League of Women Voters
Local Agency Formation Commission	National Federation of the Blind
North Fork Rancheria	Picayune Rancheria
San Joaquin Valley Air Pollution Control District	Sierra Club
Southwest Transportation	Table Mountain Rancheria
Westar Transportation	

Other Organizational Contacts:

These contacts receive newsletters, annual reports and any "special" mailings or emails such as notices, project specific newsletters or flyers as requested:

1000 Friends of Fresno	A Recovery Center for Chemical Dependency
Adult Protective Services	Alzheimer's Disease and RDA
American Lung Association of Central CA	American Protective Services, Inc.
American Red Cross	Asian Interpreting Services
Association for Retarded Citizens	Balderas Elementary School
Bella Vida Group Home	Big Brothers, Big Sisters
Boys and Girls Clubs of Fresno	Burlington Northern Santa Fe Railroad
California Armenian Home	California Conservation Corps
Catholic Charities, Diocese of Fresno	California Dept. of Fish and Game
California Department of Rehabilitation	California Detoxification Corp. Baart Clinic
CSUF (Several Departments)	Central Community Church
Central Valley Aids	Central Valley Regional Center
Center for Independent Living	Central Valley Indian Health Center
Centro La Familia	Children and Family Services
Children's Services Network	Civil Air Patrol
Clovis Chamber of Commerce	Clovis Unified School District
Coalinga Senior Center	Coalinga-Huron Recreation & Parks
Coalition for Community Trails	Community Food Bank
Comprehensive Youth Services	Deaf and Hard of Hearing Service
Delno Terrace Elderly Housing	East Fresno Baptist Church
Easter Seal Society of Central CA	Employment Development Department
EOC Local Conservation Corps	Evangelicals for Social Action/LOVE
Inc.Exceptional Parents Unlimited	Fowler Chamber of Commerce
Firebaugh Community Health Center	Frente Indigena Oaxaqueno Binacional
Fresno Air National Guard	Fresno Association of Realtors
Fresno Bee	Fresno City Colleg
Fresno County Adult Services	Fresno County Adult Protective Services
Fresno County Bicycle Coalition	Fresno County Democratic Party
Fresno County Fire Protection District	Fresno County Hispanic Comm. on Alcohol
Fresno County Info. & Referral Network	Fresno County Office of Education Fresno
County Sheriff's Office	Fresno Covenant Foundation
Fresno Fire Department	Fresno Food Bank
Fresno Metro Ministry	Fresno Neighborhood Alliance
Fresno Pacific University	Fresno Police Department
Fresno Rescue Mission	Fresno Unified School District
Fresno West Economic Development Corp.	F.X. Singleton Emergency Food
Golden Valley Girl Scouts	Governor's Office of Emergency
ServicesHabitat for Humanity	Highway City Thrift Center
Hinton Center	Hmong-American Advisory
Hospice of Fresno, CA	Housing Authority
Hy-Pana Convalescent Hospital	I-5 Social Services Cooperation, Inc.
Interdenominational Refugee Ministries	Kerman Senior Center
Kingsburg Office of Emergency Services	Kingsburg Senior Center
Lao Buddhist Temple	Lao Family Community
Lao Veterans of America	Las Casitas Village, Sr. Nutrition
Malaga Community Center	Mennonite Disaster Services
Mosqueda Center, Senior Nutrition	New United Way
National Parks Conservation	North-Central Fire Department

Older Adult Social Services
Parlier Senior Services
Poverello House
Reedley Chamber of Commerce
Romain Center
San Joaquin River Conservancy
San Joaquin Senior Center
Senior Citizens Village
SER-Jobs for Progress, Inc.
Sierra Oaks Senior Center
SPCA
Ted C. Wills Center, Senior Nutrition
United Hmong Foundation
USDA Forest Service
Valley Caregivers Resource Center
Volunteer Bureau
Woodward Park Mobile Homeowners Assn.
Young Men's Christian Association

People First
Proteus
Reedley Senior Services
Salvation Army
San Joaquin River Parkway Trust
Selma Senior Center
Sequoia Safety Council
Sierra National Forest
Southern Baptist Convention
State Center Community College District
United Cerebral Palsy of Central CA
United Way of Fresno County
Valley Advocacy & Communications Center
Victory Christian Fellowship
Winners on Wheels
World Relief Refugee Services
Young Women's Christian Association

Appendix B: Fresno COG Committees:

Below are descriptions of each Fresno COG standing or advisory committee. Agency staff also serves on a number of other multi-agency advisory committees (General Plan, Rail Transportation, Affordable Housing, Caltrans Bicycle Advisory Committee, etc.) that include citizen representation. These committees offer the organization an excellent opportunity for expanding public awareness of the transportation planning process. This is accomplished not only by active participation on these committees, but presentations before them as well.

Blueprint Roundtable

The Blueprint Roundtable serves as an advisory committee during the San Joaquin Valley Blueprint Planning Process. The committee is comprised of professional planners (cities of Fresno and Clovis, County of Fresno, Eastside Cities, Westside cities), the public-at-large and one representative from each of the following fields:

- Chamber of Commerce/Business
- Economic development
- Development/Construction
- Goods movement
- Farming/Agri-business
- Education
- Housing Authority
- Environment/Resources

The committee meets once a month to review recent staff work, recommend actions to the Fresno COG Policy Board and provide staff with input on Blueprint planning issues.

Association for the Beautification of Highway 99

The Association for the Beautification of Highway 99 was formed in 1998. Its members include concerned businessmen, community activists, and elected officials. The group's official role is to advise Caltrans, Fresno County, and the cities of Fresno, Fowler, Selma, and Kingsburg on matters relating to the aesthetics of Highway 99. Fresno COG provides staff support to the Association, and also funded the *Highway 99 Beautification Master Plan* of 2000.

Farmland Conservation Model Program

The Farmland Conservation Model Program convened in around May of 2007 to oversee implementation of the Farmland Conservation Model Program within Fresno County.

Fresno COG and key stakeholders were awarded \$200,000 from the San Joaquin Valley Partnership to implement such a plan for first, Fresno County followed by the remaining San Joaquin Valley counties. Currently, only a steering committee is in place to oversee day to day activities for the program. The steering committee is in the process of convening an advisory committee to provide input on the implementation process. The advisory committee will be comprised of individuals who are involved in agricultural activities on a daily basis. The general public will also be asked to provide feedback on the implementation process and will do so to both steering and advisory committee members.

Fresno County Model Steering Committee

The Fresno County Model Steering Committee oversees the improvements and updates to the travel demand model. The Model Steering Committee is a sub-committee of the Fresno COG Transportation Technical Committee and meets quarterly and when needed. The model and its assumptions are constantly being updated based upon the latest planning information.

Jobs Access Reverse Commute (JARC)

With the passage of SAFETEA-LU, Fresno COG was required to create a Transportation Services Provider Consolidated Plan to consolidate federal funding activities for Section 5310, 5311, and 5317 funds under one plan. The Consolidated Planning process involves a great deal of input from stakeholders and the public. To satisfy this requirement, Fresno COG combined the membership of the Social Services Transportation Advisory Council (SSTAC) with human services transportation providers throughout Fresno County to provide input on the planning process. The group was asked to complete two sets of surveys to gauge the current status of services in Fresno County as well as determine needs. Once the surveys were completed and analyzed, the information gathered was used as the basis for the Consolidated Plan. It is expected that this group will continue to meet on a quarterly basis once the final Consolidated Plan is approved.

The Land Buffer Task Force

The Land Buffer Task force was formed at the beginning for 2007 at the request of the Fresno County Board of Supervisors to find the best way to go about implementing land buffers or community separators within Fresno County. Currently the task force is meeting on an ongoing basis and is surveying community leaders on their expectations for land buffers within their community. When

completed, the Land Buffer Task Force will provide recommendations to the Fresno County Board of Supervisors on how to best go about implementing land buffers or community separators between communities within Fresno County.

Model Coordinating Committee (MCC)/Programming Coordination Group (PCG)

The Model Coordinating Committee (MCC) has been established to provide a coordinated approach to valley air quality, conformity and transportation modeling issues. The committee's goal is to ensure valleywide coordination, communication and compliance with Federal and State Clean Air Act requirements. Each of the eight Valley Metropolitan Planning Organizations (MPOs) and the San Joaquin Valley Air Pollution Control District (SJVAPCD) are represented. In addition, the Federal Highway Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are all represented on the committee.

The Programming Coordination Group (PCG) has been established to provide a coordinated approach to valley transportation programming issues. The group's goal is to ensure Valley-wide coordination, communication and compliance with Federal and State transportation planning requirements. Each of the eight Valley Metropolitan Planning Organizations (MPOs) is represented. In addition, Caltrans, FHWA, and FTA are included in the group.

Policy Board

Policy decisions are made by the Fresno COG Policy Board. The Board is composed of the mayors of each incorporated city and the Chairman of the County Board of Supervisors, or their designated elected representatives.

Policy Advisory Committee

The Policy Advisory Committee (PAC) is composed of the Chief Administrative Officer of each member agency or their designated representative. With the exception of urgency matters, all items must first be considered by the PAC before submission to the Policy Board.

Programming Coordination Group

The Valley Programming Coordination Group has been established to provide a coordinated approach to valley air quality and transportation programming issues. The committee's goal is to ensure Valley wide coordination, communication and compliance with federal and state Clean Air Act requirements. Each of the eight Valley Transportation Planning Agencies (TPAs) and the San

Joaquin Valley Air Pollution Control District (SJVAPCD) are represented. In addition, the Federal Highway Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are all represented on the committee.

Rail Committee

The Fresno COG Rail Committee was formed in 1999. Its purpose is to consider and report directly to the COG Policy Board on issues related to rail consolidation, high-speed rail, rail abandonments, Amtrak service and improvements, and other rail matters. The Rail Committee includes 13 members, including elected officials and members of the general public.

Regional Transportation Plan Steering Committee

This committee guides the development of Fresno COG's Regional Transportation Plan. Membership includes Fresno COG staff, Caltrans, member agency representatives, interested stakeholders and the members of the general public.

Social Services Transportation Advisory Council (SSTAC)

The COFCG Policy Board established its Social Service Transportation Advisory Council (SSSTAC) on May 26, 1988, to aid in its review of transit issues with emphasis on the annual identification of transit needs within Fresno County. Transit needs include the needs of transit dependent and transit disadvantaged persons, including the elderly, disabled and persons of limited means. The COFCG's establishment of this Advisory Council is consistent with State law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of this body. All SSTAC meetings are open to the public. Citizens can request to be placed on the mailing list to receive committee agendas.

Title VI/EJ Task Force

The Task Force will be composed of transportation planners, community leaders, and representatives of low-income and minority populations. The purpose of the Task Force is to review current projects being undertaken by the Fresno COG to determine how they will impact the target populations identified as part of the Fresno COG Environmental Justice Plan. The target populations identified by the Fresno COG Environmental Justice Plan include senior citizens, the disabled community, the minority and low income communities. Additionally, the Task Force will review and update, as necessary, the Public Involvement Plan to ensure that it complies with Title VI and Environmental Justice.

Transportation Technical Committee

The Transportation Technical Committee (TTC) serves as a standing committee that reviews materials and issues monthly before forwarding them to the Policy Advisory Committee.

Membership includes member agency staff and representatives from the Fresno Cycling Club, League of Women Voters, Building Industry Association, California Highway Patrol, Caltrans District 6, Fresno Chamber of Commerce, Fresno County EOC/CTSA, Fresno County Rural Transit, Fresno-Madera Agency on Aging and the San Joaquin Valley Air Pollution Control District.

Appendix C: Public Participation Plan Update Introductory letter and level of involvement request form.

The following letter was mailed and emailed out to all of Fresno COG's public outreach listings.

TO: Interested Parties

FROM: Brenda Lauchner, Planner III, Public Information
Jason Paukovits, Planner III

DATE: August 9, 2007

SUBJECT: FRESNO COG'S PUBLIC PARTICIPATION PLAN UPDATE

Fresno COG is beginning the update process for our 2003 Public Involvement Procedures. Federal legislation (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, known as SAFETEA-LU) requires metropolitan planning organizations such as Fresno COG to adopt such a plan to provide the public with opportunities to be involved in the transportation planning process. As a result, we are embarking on a four-month evaluation of our current public participation practices by requesting input and consultation on how to best engage the public and interested parties in our transportation planning process.

We invite you to participate in the update process in any capacity you feel appropriate. Opportunities to engage in the process include the following:

- Web survey that will be available at the Fresno COG website on Wednesday, August 22, 2007
- Peer panel focus group with public information officers from a range of government agencies, non-profit organizations and private businesses
- Public meetings with a wide variety of interested parties

SAFETEA-LU also updates the title of the document to a Public Participation Plan (PPP). Key dates leading up to the adoption of the Fresno COG Public Participation Plan are shown below:

Date	Update element
Thursday, August 9	Fresno COG staff begins consultation with all interested parties
Wednesday, August 22	Survey available on website
Wednesday, September 12	Last day to submit surveys

Wednesday, October 3	Draft PPP update goes out with Transportation Technical Committee (TTC) package
Wednesday, October 10	45-day review initiated
Thursday, November 29	Final Draft PPP Adopted at COG Policy Board Meeting

Additional information on the focus groups and public meetings, including schedules and agendas, will be provided in the near future. The Participation Plan must meet requirements noted in the federal regulations, including, but not limited to:

- Develop in consultation with “interested parties”;
- Employ visualization techniques to describe plans and programs;
- Make information available in electronic means;
- Provide numerous and reasonable opportunities to comment on the planning process and its products;
- Hold meetings at convenient and accessible locations

We need to document your level of interest in the Public Participation Plan Update Process. Therefore, please take a moment to complete the attached form and return it to our office by August 20, 2007.

If you would like to view the 2003 Public Involvement Procedures document, it is available on the Fresno COG website at www.fresnocog.org under the “Get Involved” section. You may also request a hard copy by calling our office at 559-233-4148. Please contact Brenda Lauchner by phone or email at brendal@fresnocog.org if you have any questions or need additional information.

DATE

Brenda Lauchner
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93710

Dear Ms. Lauchner:

I have received the notice regarding the Council of Fresno County Governments' (Fresno COG) request to comment on the public participation process.

_____ I would like to consult with Fresno COG on the public participation process update.

_____ I would like to request a meeting. Please contact me to schedule.

_____ Please contact me to discuss my comments.

_____ I will submit my comments in writing no later than _____, 2007

_____ I decline to comment at this time.

_____ My agency declines to be a participating agency.

_____ I would like additional information regarding:

Sincerely,

NAME

[AGENCY]

[CONTACT INFORMATION]

Please FAX this completed form to Fresno COG at 559-233-9645 -or-

Mail this form to Fresno COG, 2035 Tulare Street, Suite 201, Fresno, CA 93721

Appendix D: Public Participation Plan Update Survey & Results

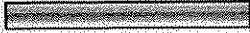
The following survey was mailed and emailed to over 700 people/agencies currently on Fresno COG's email/ mailing list for completion. The survey response rate was excellent, at approximately 22%, or 151 responses.

1. Fresno COG has meetings or events to introduce transportation-related topics to the public, or to ask input from the public on specific transportation issues. What would encourage you to attend a meeting or event to discuss Fresno County transportation issues? Please rate each item below from 1 (extremely likely) to 4 (extremely unlikely)					
	Extremely Likely	Likely	Unlikely	Extremely Unlikely	Response Count
Interesting meeting topic	38.2% (55)	52.8% (76)	8.3% (12)	0.7% (1)	144
Meeting topic that effects me directly (personally or for work)	61.2% (90)	35.4% (52)	3.4% (5)	0.0% (0)	147
Meeting co-sponsored by a familiar local group or entity	15.6% (23)	56.5% (83)	24.5% (36)	3.4% (5)	147
Meeting provisions (e.g., childcare, food, transit, parking validation, etc.,)	9.0% (13)	27.6% (40)	47.6% (69)	15.9% (23)	145
Transit pass or other gift	3.5% (5)	13.3% (19)	55.9% (80)	27.3% (39)	143
With advance notice, a translator is available and meeting materials are available in other languages.	2.8% (4)	10.6% (15)	43.3% (61)	43.3% (61)	141
Other	16.9% (10)	15.3% (9)	37.3% (22)	30.5% (18)	59
answered question					149
skipped question					2

2. How far would you travel to attend a meeting (keeping in mind that the meeting may or may not be served by public transit)? Please select one.

	Response Percent	Response Count
1 to 10 miles 	32.7%	49
11 to 20 miles 	39.3%	59
21 to 40 miles 	16.7%	25
Over 40 miles 	11.3%	17
answered question		150
skipped question		1

3. When do you prefer to attend a meeting? Please select one.

	Response Percent	Response Count
During business hours 	52.0%	78
During the lunch hour 	12.0%	18
Evening 	34.0%	51
Weekends 	0.7%	1
Other times/days of the week 	1.3%	2
<i>answered question</i>		150
<i>skipped question</i>		1

4. What is the best way to notify you about a meeting? Please rate each item below from 1 (excellent) to 5 (extremely poor).

	Excellent	Good	Average	Poor	Extremely Poor	Response Count
Email notice	86.0% (129)	12.0% (18)	1.3% (2)	0.0% (0)	0.7% (1)	150
Postcard or letter	23.6% (35)	41.9% (62)	23.0% (34)	8.1% (12)	3.4% (5)	148
Ad in newspaper (which one?)	2.8% (4)	4.3% (6)	37.6% (53)	37.6% (53)	17.7% (25)	141
Fresno COG's Web Site	2.1% (3)	12.0% (17)	37.3% (53)	31.7% (45)	16.9% (24)	142
Community or media sponsored Web site with event listings	2.8% (4)	16.7% (24)	38.9% (56)	30.6% (44)	11.1% (16)	144
Announcement from community group or church	4.1% (6)	20.7% (30)	29.0% (42)	31.0% (45)	15.2% (22)	145
Personal telephone call	23.4% (34)	31.7% (46)	17.9% (26)	19.3% (28)	7.6% (11)	145
<i>answered question</i>						150
<i>skipped question</i>						1

5. Other than a meeting, what other methods would you most likely use to express your views? Select all that apply.

		Response Percent	Response Count
Online survey		90.0%	135
Focus group		43.3%	65
Mail survey		38.7%	58
Email comment		70.0%	105
Letter		22.0%	33
Online discussion board		15.3%	23
Phone comment line		15.3%	23
	Other (please specify)		5
	<i>answered question</i>		150
	<i>skipped question</i>		1

6. How do you prefer to have detailed or complicated material presented to you? Select all that apply?

		Response Percent	Response Count
Information online for review in advance		82.0%	123
Web or audiocast		23.3%	35
Live presentation		54.7%	82
Brochure, flyer or other printed material		50.7%	76
Map, chart or other visual aid		58.7%	88
	Other (please specify)		1
	<i>answered question</i>		150
	<i>skipped question</i>		1

7. How would you identify yourself? Please select one.

	Response Percent	Response Count
Businessperson	25.7%	37
Concerned individual	22.2%	32
Elected official	3.5%	5
Environmental group member or staff	4.2%	6
Community group member or staff	19.4%	28
Government agency staff	36.8%	53
Other (please specify)		13
<i>answered question</i>		144
<i>skipped question</i>		7

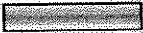
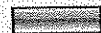
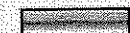
8. What part of Fresno County do you live in? Please select one.

	Response Percent	Response Count
Clovis	18.5%	28
Coalinga	0.7%	1
Firebaugh	0.0%	0
Fowler	0.7%	1
Fresno	55.6%	84
Huron	0.0%	0
Kerman	0.7%	1
Kingsburg	2.7%	4
Mendota	0.0%	0
Orange Cove	0.0%	0
Parlier	0.0%	0
Reedley	0.0%	0
San Joaquin	0.7%	1
Sanger	2.7%	4
Selma	1.3%	2
Fresno County (unincorporated)	8.6%	13

area)			
Outside of Fresno County		6.6%	10
Unincorporated community of (please specify)		1.3%	2
		answered question	151
		skipped question	0

9. What topics would you like to be notified about in the future? (check all that apply)

		Response Percent	Response Count
San Joaquin Valley Blueprint		62.3%	91
One Voice Lobbying Trip to Washington D.C.		28.1%	41
Rail Consolidation		34.9%	51
High-Speed Rail		63.7%	93
Light Rail Projects		47.3%	69
Goods Movement		19.2%	28
Beautification of Highway 99		29.5%	43
Affordable Housing		34.3%	50
Land Buffer Task Force		28.8%	42
Farmland Conservation Model Program		26.7%	39
Fresno COG Board Actions		28.8%	42
Air Quality/Environment		56.2%	82
Fresno COG's Regional Transportation Plan Update		48.0%	70
Federal Transportation Improvement Program (Transportation Funding)		30.1%	44
Freeway Service Patrol		4.8%	7
Regional Transportation Guide Updates		21.2%	31
City of Fresno Transit - Fresno Area Express (FAX)		26.7%	39
Rural Area Transit		18.5%	27
Fresno Trolley Plans		33.6%	49

Bus Rapid Transit Plans		29.5%	43
FAX Long Range Master Plan		19.9%	29
Social Service Transportation Advisory Council		9.6%	14
Coordination Plans		13.7%	20
Public Transportation Infrastructure Study, Phase 2		21.9%	32
Downtown Circulation / Revitalization Study		43.2%	63
Fresno COG's Overall Work Program		12.3%	18
COG Outlook Quarterly Newsletter		21.2%	31
Measure C Citizen Oversight Committee Meetings		27.4%	40
Unmet Transit Needs		17.1%	25
Grant Programs (CMAQ/New Freedoms/JARC/5310/Safe Rides to School Program/etc.)		16.4%	24
Bikeway Map Updates		30.8%	45
Measure C (please specify)		15.8%	23
<i>answered question</i>			146
<i>skipped question</i>			5

10. How would you like to be notified of the project/s you selected in question 9?

	Response Percent	Response Count
Email 	75.9%	110
Postcard or letter 	12.4%	18
Newspaper ad 	1.4%	2
Fresno COG's Web site 	4.1%	6
Community or media sponsored Web site with event listings 	1.4%	2
Announcement from community group or church 	0.7%	1
Personal Phone Call 	4.1%	6
Mailing / email addresses you wish to have the requested information sent to:		60
<i>answered question</i>		145
<i>skipped question</i>		6

11. Thank You! You have now completed the survey. If interested, please provide any additional comments in the box below:

	Response Count
	25
<i>answered question</i>	25
<i>skipped question</i>	126

Appendix E: Public Participation Plan Update Focus Groups

Sample Invitation:

Dear Community Representative,

On behalf of the Council of Fresno County Governments, **I would like to invite you to participate in a Public Information Focus Group** we are hosting on Tuesday, October 2, 2007 at 3:00 p.m., held (tentatively—if you have other meeting location suggestions please contact me ASAP) at the University of California Center, Fresno, 550 E. Shaw Avenue in Fresno.

We are embarking upon a four-month evaluation of our current public participation practices as we update our Public Participation Plan to reflect federal legislative requirements. I would greatly appreciate your input as an expert in your field, on how best to engage the public and interested parties during the development of transportation plans and projects.

Fresno COG is developing high profile transportation plans and programs that affect all of those who live and work in Fresno County. If you are unfamiliar with our current projects please visit our website at www.fresnocog.org. We also co-sponsor a Rideshare website at www.valleyrides.com. A listing of all scheduled focus groups and invited representatives, as well as other Public Participation Plan update efforts will be posted on the Fresno COG website.

Invitations to attend this particular focus group are being extended to representatives from the following agencies:

- Big Sandy Rancheria
- California Department of Rehabilitation
- Caltrans' Native American Liaison
- Center for Independent Living
- Central California United Cerebral Palsy
- Central Valley Regional Center
- Centro La Familia
- Choinumni Tribe
- Cold Springs Rancheria
- Deaf & Hard of Hearing Services
- Dumna Tribal Council
- Dunlap Band of Mono Indians
- Fresno County Department of Employment & Temporary Assistance
- Fresno Madera Agency on Aging
- Fresno Metro Ministries
- Fresno Native American Health Center
- Fresno West Coalition for Economic Development
- Habitat Fresno
- HUD
- Latino Issues Forum
- National Federation of the Blind
- Proteus
- Relational Culture Institute
- Salvation Army
- Southeast Asian Institute
- Workforce Connection

Some invitations are going out regular mail. If you know of other agency representatives that may be interested in participating please contact me with their name, phone number and email address. I would be happy to invite them, upon your recommendation.

I truly hope you will be able to participate in this focus group. We will keep the meeting as short as possible (1 to 1 ½ hours) out of respect for your busy schedule. Please let me know if you will be able to join us. Should the date and time I have selected for this group be inconvenient for many of you, I will reschedule to accommodate your current commitments. If you are unable to attend, I would greatly appreciate you sending someone in your stead, as you were chosen to participate in the focus group because of your field of expertise.

With thanks and appreciation,

Brenda Lauchner
Planner III
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721
Phone: 559-233-4148
Fax: 559-233-9645
www.fresnocog.org
brendal@fresnocog.org

Focus Group Input:

Each of the five focus groups was presented with samples of Fresno COG's current outreach materials. At three of the focus groups Fresno COG's website was briefly reviewed, and all five focus groups reviewed the Public Participation Survey and results. We then asked the following four questions of each group:

1. How are we doing?
2. What can we do better?
3. Who else should we reach?
4. How do we reach them?

The following input, listed by focus group, was received in response to our questions.

Public and Private Transportation Providers (September 28, 2007)

- Fresno COG should do more scientific surveys of the community. The results are undisputed.
- Connect with elected officials to reach their constituents. They send out regular emails and call public meetings Fresno COG staff could attend to present information to attendees.

- The city of Selma has a phone broadcast system talk to Selma's city manager to find out more about it.
- For each plan with project lists, include identifying maps for each project.
- Submit articles to the Chambers newsletter and email lists
- Participate in online public forums such as Mindhub and Fresno Famous
- There is a big gap between the participation of "general public" and those involved with Fresno COG projects consistently. Can we bridge the gap between the them?
- The Regional Jobs Initiative has a Logistics Cluster. Perhaps we could connect with their community members.
- Seek presentations to the following clubs: Elks, Rotary, Optimist, Knights of Columbus, Kiwanis, Chamber of Commerce.
- Develop a brief document explaining the following:
 - Who is COG? What is COG's relationship to the local agencies?
 - When or for what would I contact COG?
 - How the public can comment on an issue, and how that comment will effect the final plan/project
 - Who they would contact and how they would reach them to make comments
 - How and when to speak at Board and committee meetings
- The COG's website is extremely helpful
- COG should partner with other agencies doing public meetings
- Live audio fee for Board Meetings

Fresno COG's Member Agency planning staff and city managers (October 1, 2007)

In regard to new contacts in the rural areas, and the unreached in the urban area:

- Contact the Senior Centers-check with the Fresno-Madera Agency on Aging
- Contact Community Centers—FAX uses them to disseminate information on unmet needs
- Public Access television
- Would like internet broadcasts of meetings, audio &/or video. This option is important to reach people under 35 years of age
- Outreach to social justice or leadership programs

In regard to public meetings:

- Use many visuals in the meeting advertisements and at the meetings
- Translate documents into different languages
- Meet with elected officials and city managers to find out how best to reach their communities
- Attend community fairs
- Schedule time on agendas of Service Clubs and church groups
- Consider “branding” for each COG project
- When doing public participation for the RTP break out the projects and impacts for each city to present locally.
- Require public agencies to do public outreach on their own local projects prior to submittal into the regional plans

Agencies representing Environmental Justice populations (October 2, 2007)

Reconvene the Environmental Justice Task Force to review public outreach plans or develop a public outreach committee that reviews documents and materials for public use, and assists in the dissemination of information.

In regard to new contacts in the rural areas, and the unreached in the urban area:

- AARP
- National Association of Retired Federal Employees
- Northfork Rancheria has a website
- Fresno Housing Alliance
- Homeless Coalition—has 20 organizations associated with it
- California Rural Legal Assistance
- Rural Communities Coalition
- I-5 Network—many community associations
- Relational Culture Institute—employment and faith-based groups
- Health-Land Use Issues
- Lion’s Club
- National Public Radio—doing shows on Quality of Life issues
- Submit information to be included in water bills

To reach the disabled community:

- FAX-ADA Advisory Committee
- Fresno County’s ADA Advisory Committee
- Kaiser Hospital’s Healthy Living Program

Fresno County community (open to the public) (October 2, 2007)

- Contact the Regional Jobs Initiative
- Fresno Business Council
- Partnership for the San Joaquin Valley
- Insertions into the Fresno Bee—publication developed to be circulated to Fresno Bee customers. In every article give a way for people to get involved in that issue.
- Convert all documents to 3rd-6th grade reading levels. Make documents simpler, less wordy
- United Way is operating a new 211 phone system for people to call when they are trying to find an appropriate service their health care, social service, etc.

Public Information/Relations Officers (October 4, 2007)

In regard to Fresno COG's public participation materials:

- Have materials reviewed by the public during development—form public committee?
- Convert materials to 6th grade reading level
- Key messages should be delivered and received within 1 minute and 30 seconds
- Convert messages to bullets; say why it is important; consider the safety issues involved. Example:
 - Better air quality
 - Connecting neighborhoods
 - Safer or faster travel
- Citizen's Guide should not be used to reach the general public. It is too large. The COG brochure would be better, if the information were brought down to a 6th grade level. Include a simpler explanation of COG—"We don't do this, but we do this" approach.

Website review:

- Home page is too busy. Very overwhelming
- Fresno COG's mission statement should be on the top of the homepage
- Obtain research on the preferred languages in each community—Census or Department of Finance
- Definitely need a public participation budget. To help them establish an ongoing participation budget the FCTA researched public outreach budgets for Self-Help Agencies around the state. They just approved an annual budget of \$300,000 for outreach activities

- Need a radio/television marketing campaign for disbursement of the Transportation Guide
- Consider public utility bill inserts
- Public Outreach grants are available for reaching underserved communities: Asian-Pacific Partnership
- Form a public outreach committee with representatives from each city and the county, as well as community groups

2007 Finals	Name of Project	Project Description	Project Location	Total Request	Applicant	Contact Person/Presenter	Presentation Time
✓	Golden State Corridor Ec. Dev. Infrastructure	Roadway rehab., improvements and enhancements to facilitate economic development.	G.S.Blvd. through Kingsburg, Selma, Fowler, and portions of Fresno Co.	\$3,000,000	Fresno County Public Works	Lynn Gorman, 262-4091, lgorman@co.fresno.ca.us Fowler: Randy Deaver 834-3113 Kingsburg: Don Pauley 897-5821 Selma DB Heusser 891-2200	1:10
✓	Highway 269 Bridge Project	Build a 500 foot bridge across the Arroyo Pasajero Creek	City of Huron	\$3,000,000	I-5 Business Development Corridor	Richard Fosse - 855-6850, ref12@fresno.com	1:20
✓	State Route 180 - Temperance to Academy Ave.	Completion of construction of the segment of SR 180 from Temperance to Academy	Southeast Fresno County	\$3,000,000	City of Sanger	John F. Mulligan 876-6300 X1210 - jmulligan@ci.sanger.ca.us	1:30
✓	Fresno Yosemite International Airport	Establish FYI as an international Port of Entry (POE) with the US Dept. of Homeland Security, Customs and Border Protection Agency (CBP)	Fresno Yosemite International Airport	\$0	City of Fresno - Dept. of Airports	Russell Widmar - 621-4600 - russ.widmar@fresno.gov	1:40
✓	Future of the 144th Fighter Wing, California Air National Guard	To assign F-15 aircraft to the 144th Fighter Wing to replace the F-16 dated to expire in the year 2012.	Fresno Yosemite International Airport	\$0	City of Fresno	Larry Westerlund - 621-7841 - larry.westerlund@fresno.gov	1:50
✓	Recycled Water Master Plan System - Phase C	Complete build-out of main water transmission lines. Developed in 5 phases - Total Cost - \$35M	City of Clovis	\$2,300,000 - Phase C	City of Clovis	Steven E. White, City Engineer - 324- 2355 stevenw@cityofclovis.com	2:00
✓	New Central Library for Fresno County	Land Acquisition for new Central Library	Arts/Culture District	\$3.0 M for land acquisition \$500,000 FY2008 \$3,000,000 FY2009 \$1,000,000 FY2010	Fresno County Library	Karen Bosch Cobb - 488-3185 karen.boschcobb@fresnolibrary.org	2:10
	Manning Avenue Bridge Rehabilitation and Reconstruction.	Manning Avenue Bridge Rehabilitation and Reconstruction.	Manning Avenue entrance to Reedley over the Kings River		City of Reedley Public Works	Rocky Rogers - 637-4200 ext. 213, rocky.rogers@reedley.com Dana Ritschel dana.ritschel@reedley.com	2:20
	Veteran's Boulevard	Diagonal connection between Herndon Ave. and Grantland in NW Fresno	NW area of City of Fresno	\$1,500,000	Building Industry Assoc./City of Fresno Public Works	Mike Prandini - 261-9344 mikep@biasiv.org Bruce Rudd 621-7770 bruce.rudd@fresno.gov	2:30

2007 One Voice
Proposed Projects
Updated: 10/9/2007

American Avenue Interchange	improvement of American Ave. interchange - Total cost \$32.6M	American Ave on SR99 in Fresno Co.	\$3.0 in 2008/09 for design and env. Work	Fresno County	Lynn Gorman 262-4265 lgorman@co.fresno.ca.us Bob Hull (Caltrans) 243-3443 Bob_Hull@dot.ca.gov Ron Peterson (FCTA) 453-5023	2:40
Kearney Park Improvements	improvements at Kearney Park - Phase I - \$1,250,000; Phase 2 - \$1,600,000	7160 W. Kearney Blvd., Fresno	\$2,850,000 Phase 1 - \$1,250,000 Phase 2 - \$1,600,000	Fresno County Public Works	Charles Janiel - 488-3004 cjaniel@co.fresno.ca.us	2:50
Fresno County Gang Prevention Initiative	Institute first step of countywide Gang Prevention Initiative	Southeast Fresno Co: Kingsburg, Reedley, Orange Cove, Parlier, Fowler, Sanger and Selma	\$1,107,773	Fresno County	Brandi Orth 488-1710 borth@co.fresno.ca.us	3:00
Center for Agriculture and Food Safety	twenty acre demonstration/research farm	Hwy 99 and Floral Avenue - Selma	\$2,400,000	Fresno County Board of Supervisors	Brandi Orth 488-1710 borth@co.fresno.ca.us	3:10
Air Quality Enterprise/ Empowerment Zone Designation	establishment of new designation	County of Fresno	\$0	County of Fresno - Board of Supervisors	Brandi Orth 488-1710 borth@co.fresno.ca.us	3:20
Secure Rural Schools and Communities Self Determination Act of	support senate proposal for a five year extension	County of Fresno	\$0	County of Fresno - Board of Supervisors	Brandi Orth 488-1710 borth@co.fresno.ca.us	3:30
Restore Full Payments in Lieu of Taxes (PILT)	federal payments to local governments	County of Fresno	\$0	County of Fresno - Board of Supervisors	Brandi Orth 488-1710 borth@co.fresno.ca.us	3:40
Development Initiatives and Programs (Title VI in 2007 Farm Bill)	support for continuing appropriations for infrastructure and economic development	County of Fresno	\$0	County of Fresno - City of Fresno - Dept. of Transportation/ Fresno Area Express	Brandi Orth 488-1710 borth@co.fresno.ca.us Kenneth Hamm kenneth.hamm@fresno.gov 621-1439	3:50
Transit Signal Priority Shaw Ave. Traffic Signal Coordination and Intelligent Transportation System Improvements	fund Transit Signal Priority System installation of fiber optic cable	various congested intersections within Fresno Clovis Metropolitan Area	\$3,500,000	Fresno Area Express		4:00
Willow Avenue Corridor Improvements from Herndon Ave to Copper Ave.	Widening of Willow Ave	Shaw Ave. between Freeway 41 and Freeway 168 Northeast Fresno connecting to the City of Clovis	\$3,000,000 \$2,000,000	City of Fresno - Public Works City of Fresno Public Works	Bruce Rudd 621-7770 bruce.rudd@fresno.gov Bruce Rudd 621-7770 bruce.rudd@fresno.gov	4:10
						4:20

2007 One Voice
Proposed Projects
Updated: 10/9/2007

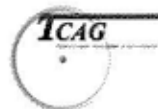
Shaw Ave./Freeway 41 Interchange Improvements	improve ramps	Freeway 41 at Shaw Ave.	\$220,000 - FY08/09 and \$2,400,000 in FY09/10	Council member Larry Westerlund County of Fresno - Department of Community County of Fresno - Admin. Office/ Information Technology	Larry Westerlund - 621-7841 - larry.westerlund@fresno.gov Edward L. Moreno, MD; Kathleen Grassi, RD; 445-3204 Vmurray@co.fresno.ca.us Gary Osmondson 494-3255 gosmondson@co.fresno.ca.us	4:30 4:40 4:50
Regional Public/Health/Safety/ Crime lab Complex	co-location of three facilities	County of Fresno	\$3,000,000			
Regional Data Interoperability Project	provide true dispatch capabilities between regional law enforcement, ambulance and fire by adding data compilation	unincorporated areas of Fresno Co. and the cities of Fresno and Clovis	\$3,500,000			
√ - projects that were on 2007 priority list						

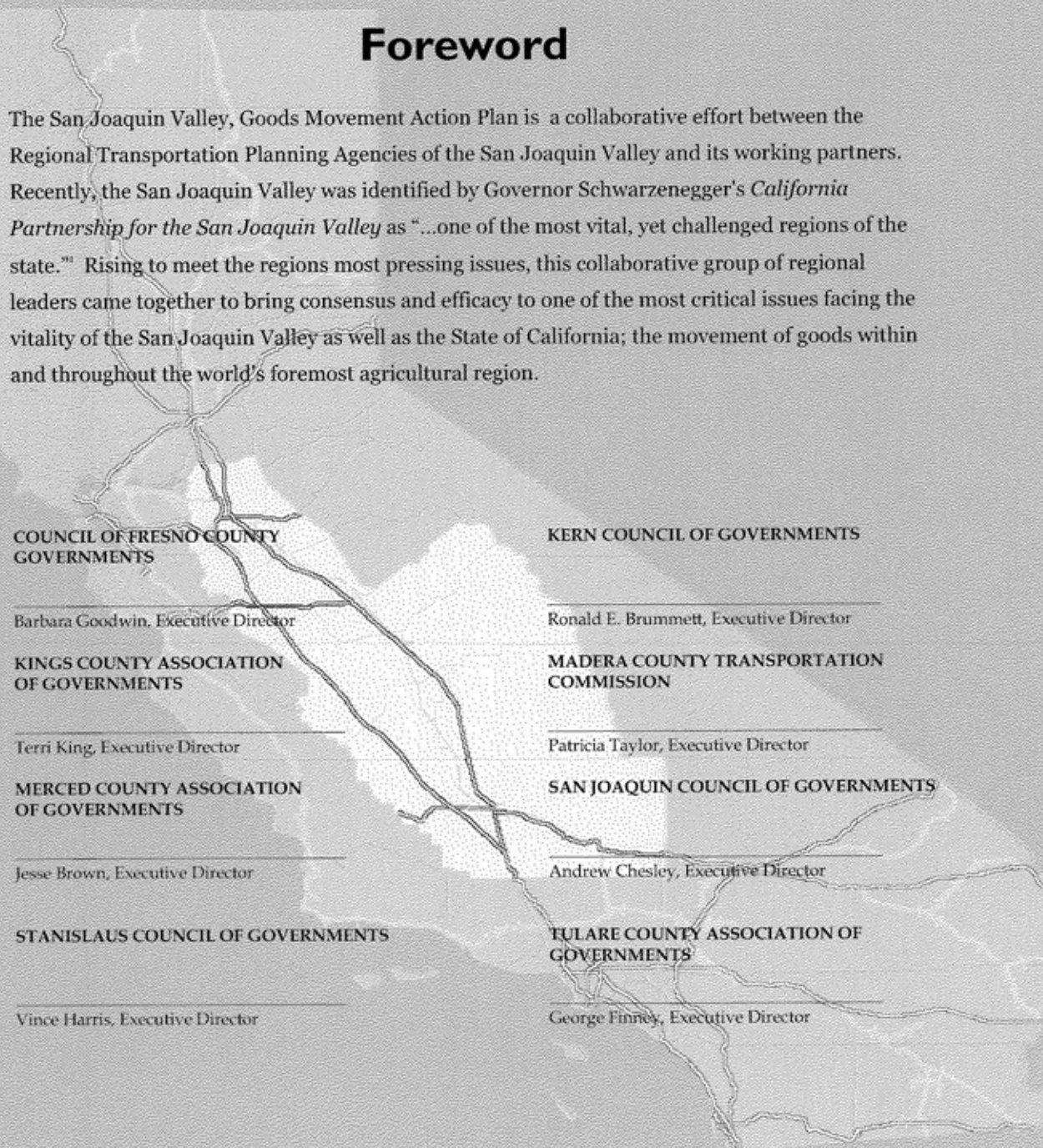


San Joaquin Valley Regional Goods Movement Action Plan 2007



Kern COG





Foreword

The San Joaquin Valley, Goods Movement Action Plan is a collaborative effort between the Regional Transportation Planning Agencies of the San Joaquin Valley and its working partners. Recently, the San Joaquin Valley was identified by Governor Schwarzenegger's *California Partnership for the San Joaquin Valley* as "...one of the most vital, yet challenged regions of the state." Rising to meet the regions most pressing issues, this collaborative group of regional leaders came together to bring consensus and efficacy to one of the most critical issues facing the vitality of the San Joaquin Valley as well as the State of California; the movement of goods within and throughout the world's foremost agricultural region.

COUNCIL OF FRESNO COUNTY GOVERNMENTS

Barbara Goodwin, Executive Director

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

Terri King, Executive Director

MERCED COUNTY ASSOCIATION OF GOVERNMENTS

Jesse Brown, Executive Director

STANISLAUS COUNCIL OF GOVERNMENTS

Vince Harris, Executive Director

KERN COUNCIL OF GOVERNMENTS

Ronald E. Brummett, Executive Director

MADERA COUNTY TRANSPORTATION COMMISSION

Patricia Taylor, Executive Director

SAN JOAQUIN COUNCIL OF GOVERNMENTS

Andrew Chesley, Executive Director

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

George Finney, Executive Director

San Joaquin Valley Goods Movement Action Plan

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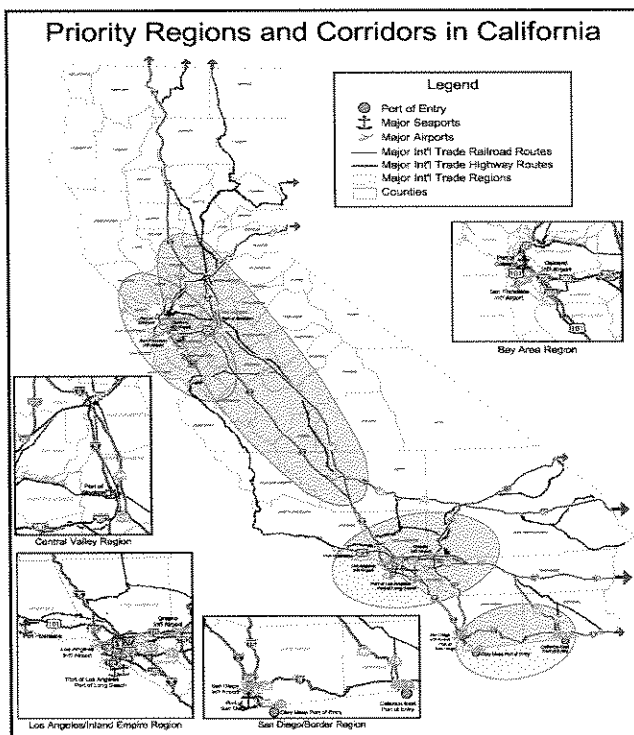
I. Introduction

Located in the geographic center of the State of California, the San Joaquin Valley is truly at the heart of California. The counties of the San Joaquin Valley are home to three of the world's most famous national parks; Yosemite, Sequoia and Kings Canyon. There are numerous institutions of higher learning in the valley including the University of California, Merced, three California State University campuses and numerous community college campuses. Moreover, the San Joaquin Valley is home to the fastest growing population in the state.

On nearly all fronts, this rich and culturally diverse region is taking the lead as one of the most vital regions to the economic well being of the state, including its standing as the largest agricultural region in the world, with nearly \$20 billion in annual sales.

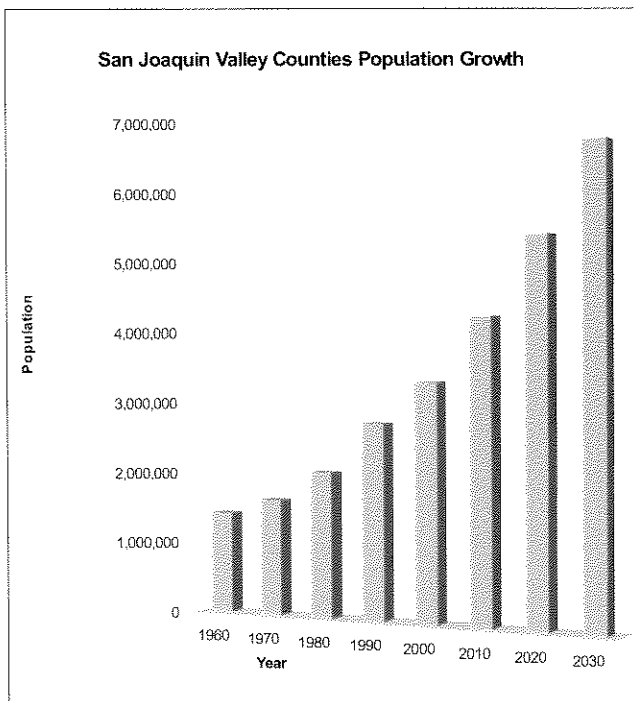
Critical to the valley's agribusiness, however, are the San Joaquin Valley's roads and trade corridors which it shares with the rest of the state. Perishable goods such as grapes, tomatoes, peaches, plums, berries, squash, and many others, rely on the interconnected system of regional and state routes in order to make it from farm-to-market in a timely manner. This farm-to-market timeliness has huge economic implications. With the proper implementation of goods movement infrastructure, these products could represent huge international market shares to destinations in East Asia and abroad.

Exhibit I



Source: Business, Transportation and Housing Agency & California Environmental Protection Agency Goods Movement Action Plan (2007)

Chart I



Source: California Department of Finance

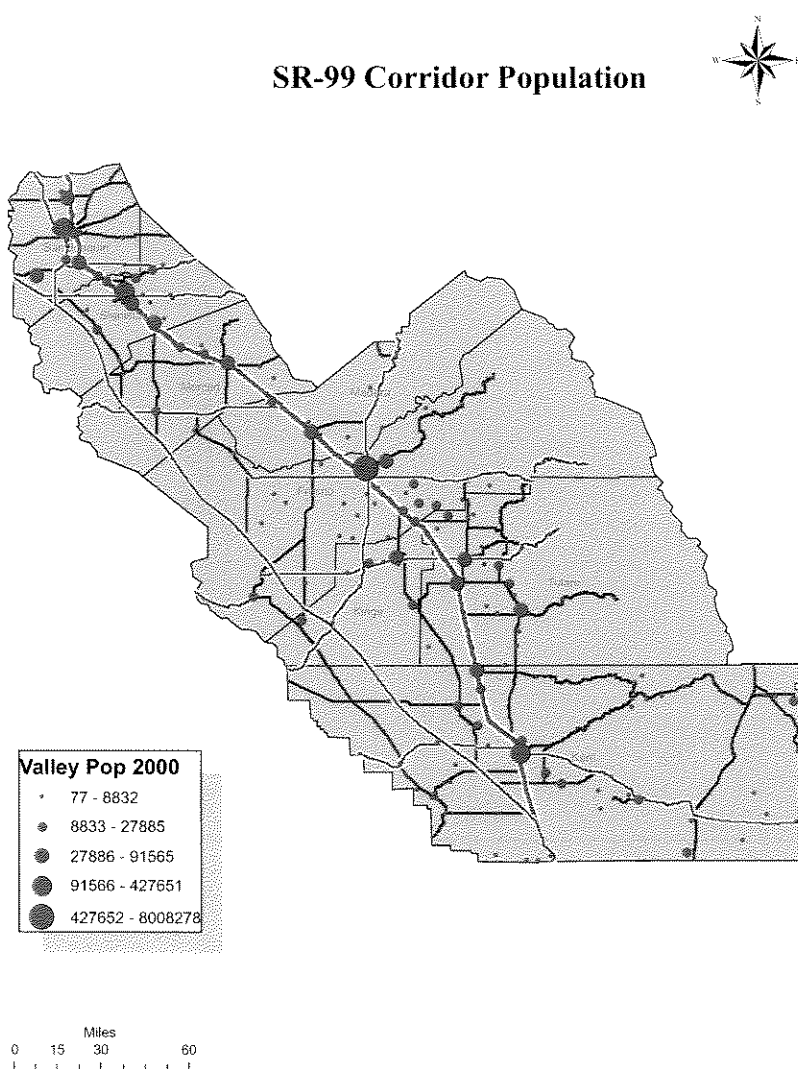
In January 2007, the Business, Transportation and Housing Agency (BTH), in a joint effort with the California Environmental Protection Agency (Cal-EPA), prepared a Goods Movement Action Plan to address goods movement issues in California. Not surprisingly, the Central Valley Region, was identified as one of the four priority regions in the State of California with strategic corridors of state, national and international significance (See Exhibit 1). This corridor, which begins at the Port of Oakland, extends through the San Joaquin Valley, and includes the Tehachapi Pass.

Huge statewide goods movement demand has overburdened the San Joaquin Valley's trade corridor system. In fact, the San Joaquin Valley's roads are **the** most heavily traveled trade corridors in the state.

In part, this is due to the state's geography. The San Joaquin Valley is relatively long, narrow and flat. About 300 miles long and 100 miles wide, it occupies nearly 27,000 square miles of flatland. Lying between mountain ranges to the east and west, the valley serves as the primary trade corridor for the largest metropolitan areas in California; San Francisco to the north and Los Angeles south. Already home to nearly 3.6 million people, the San Joaquin Valley is also one of the fastest growing regions in the state, far exceeding state's growth rates during the past ten years. By 2050, the San Joaquin Valley's population is expected to exceed 9.5 million--a

Exhibit 2

SR-99 Corridor Population



168% increase. As a desirable and relatively affordable place to live, the San Joaquin Valley is under tremendous population growth pressures from the metropolitan areas to the north and south.

In the southern San Joaquin Valley, Kern County is under growth pressure from Los Angeles. In the north valley, the counties of San Joaquin, Stanislaus and Merced have become virtual bedroom communities for people seeking affordable, owner occupied housing within automobile commuting range of the Bay and Sacramento Areas.

Recent reports indicated that approximately 70% of the northern San Joaquin Valley's population increase is due to migration, mostly from the Bay Area. As a result, the primary gateways in and out of the San Joaquin Valley are becoming serious bottlenecks. Interstates 205/580 connecting the Bay Area to the valley is one of the most heavily congested inter-regional corridors. Moreover, the east-west routes throughout the San Joaquin Valley are heavily congested with goods movement traffic connecting to the San Joaquin Valley's main inter-regional

Valley's main inter-regional arteries I-5 and SR 99.

Unfortunately, the San Joaquin Valley is leading the state in another way--worst air quality. In fact, the San Joaquin Valley is home to the top five cities with the worst air quality in the nation. In large part, this is due to the unique geographic landscape of the San Joaquin Valley, which is shaped like a bowl. Pollution from emissions simply become trapped in the valley. As such, San Joaquin Valley residents have the highest degree of air quality related health problems in the nation.

Residents of the San Joaquin Valley rank among the highest 5% in the nation for pollution-related health risks and the implications are profound. Valley residents regularly suffer asthma attacks, acute bronchitis, lost work days, reduced activity, hospital admissions, school absences, and even premature death because of exposure to air pollution.

As the population of the San Joaquin Valley continues to grow, planning agencies and community leaders are collaboratively engaging in strategic growth planning, turning the situation into part of the solution. Regional planning efforts, such as the San Joaquin Valley Regional Blueprint, the San Joaquin Valley Partnership and San Joaquin Valley, Regional Goods Movement Action Plan, are just a few of the efforts underway. Their focus is to not only address current issues and needs, but, to integrate solutions to current needs with those of identified, evolving trends, and to ultimately bring effective, system-wide cohesion.

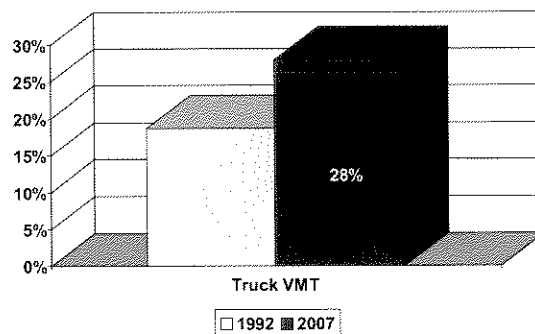
II. San Joaquin Valley Goods Movement System

As the San Joaquin Valley continues to evolve and add population, it will be faced with the challenge of providing both mobility and healthy air quality for its projected 9.5 million people. This growth in population will bring with it increased freight transportation demand that will create issues that need to be addressed in the transportation and land use planning process. Specifically, development pressures throughout the valley are creating growing concerns about congestion on regional streets and highways. The issue of healthy air quality for the Valley is also intrinsically linked to goods movement due to the Valley's topography and climatology and the proximity of the majority of the Valley's population to State Route 99. In addition, the growing percentage of trucks using SR 99 and I-5 due to the Valley's north-south geography and its strategic location in the "center" of California will serve to accelerate the deterioration of the Valley's street and highway system due to the "loading" factor of heavy-duty trucks.

The factors described above combined with the San Joaquin Valley's standing as the largest agricultural region in the world and the fact that its centralized location is ideal for regional distribution centers has led to a situation where demand for goods movement is increasing very rapidly. As the number one agricultural region in the world, the intra-county linkage of goods to processing plants and the inter-county linkage of goods to other regions, manufacturers, and shipping ports is essential. Not only is the San Joaquin Valley a leading agricultural producer, it is also a prominent producer of oil and other minerals. These industries rely heavily on

bulk movement by truck, rail and pipeline. As a great deal of land in the San Joaquin Valley is used for agricultural production, cities tend to be widely separated from each other and developed at low densities due to their origins as locations for north-south railroad stops. A majority of the locally developed road and rail network serves farm-to-market activity. Major transportation facilities in the Valley also serve as conduits between major metropolitan areas in California, and national recreation areas located in the Valley.

Chart 2 San Joaquin Valley Growth in State Truck VMT



Generally, the major transportation facilities in the San Joaquin Valley are located on a north-south axis and include State Route 99, Interstate 5, the Union Pacific Railroad and the Burlington Northern Santa Fe Railroad. The Valley is also home to numerous oil and natural gas pipelines, as well as a myriad of telecommunication facilities, and air travel corridors. East to west transportation facilities in the San Joaquin Valley are less numerous but are critical to the interregional transportation network of the West Coast and the western United States. These east-west routes include numerous state highways such as State

Routes 58, 46, 152, 198, 180, 132, 120 and 205 among others. There are also a number of short line railroads that provide access to the mainline carriers.

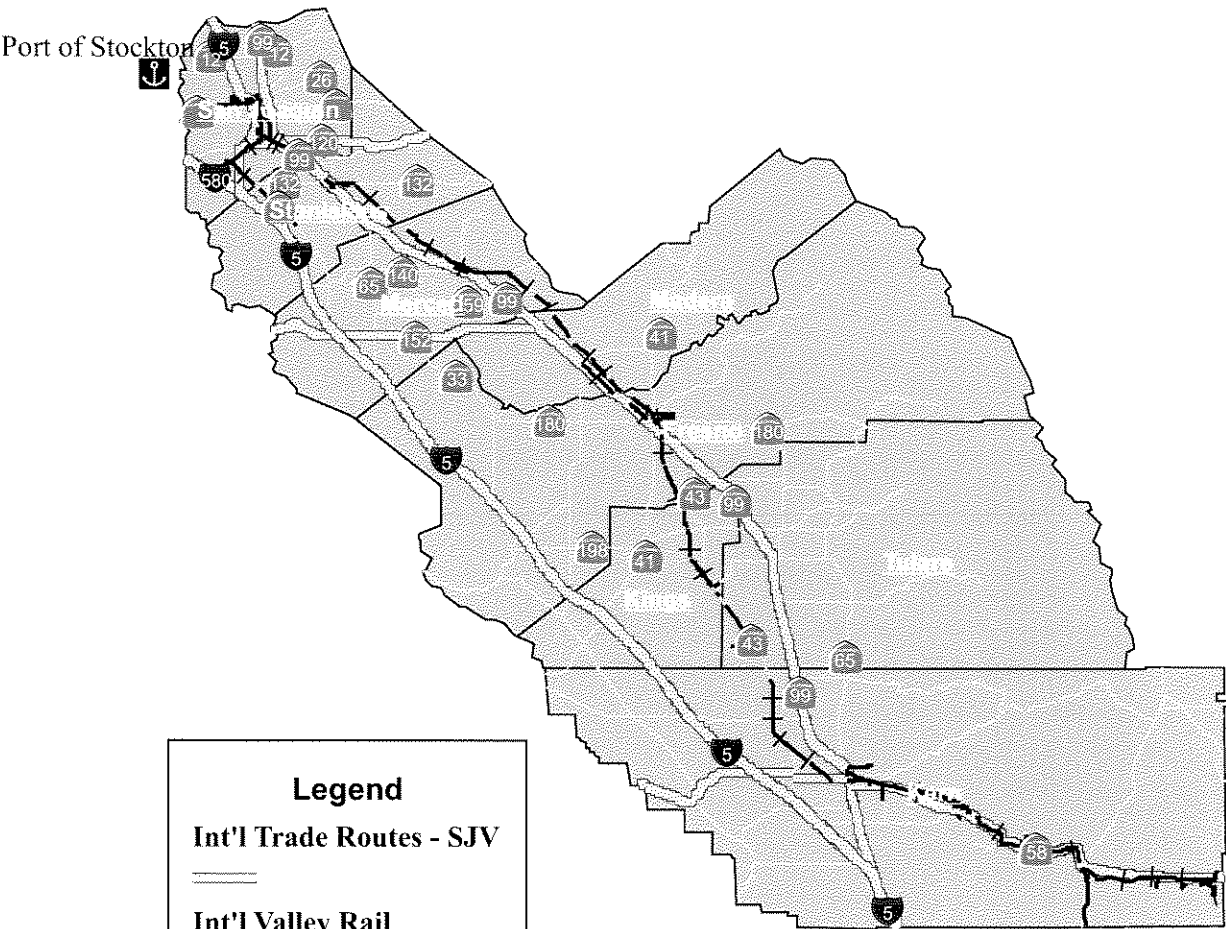
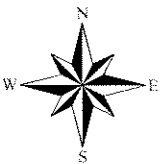
Addressing goods movement issues requires a comprehensive understanding of goods movement in the Valley. This understanding can best be achieved by examining all components of the goods movement system including the facilities—streets/highways, rail, ports, intermodal transfer stations; as well as the underlying commodity flows and freight generators. The following sections will address each of these.

Highways

The regional highway system within the San Joaquin Valley plays a critical role in the movement of both people and goods. The Valley's highway network provides east-west and north-south connections to major metropolitan markets in California and beyond. Given the San Joaquin Valley's north-south geographical layout, the most important truck routes in the Valley are State Route 99 and Interstate 5 which together account for 24 of the 25 highest volume truck routes in the system. State Route 99 also serves a dual purpose as the San Joaquin Valley's "Main Street" (i.e. connecting the majority of cities within the Valley) and as the "primary goods movement corridor" for goods moving from southern/northern California as well as goods that are moving along the 1,400 mile West Coast Corridor from British Columbia on the north to Baja California in the south.

Both facilities carry a mix of different types of traffic, although Interstate-5 appears to carry mostly longer haul

San Joaquin Valley Goods Movement System



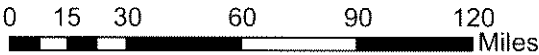
Legend

Int'l Trade Routes - SJV

Int'l Valley Rail

Valley Hwy

Port of Stockton



appears to carry mostly longer haul interregional traffic, while SR 99 carries both interregional and intra-valley traffic. SR 99 serves as the primary highway providing goods to the vast majority of San Joaquin Valley's residents. In fact, the majority (71%) of the Valley's population is located within five miles of State Route 99.

The \$1 billion for Highway 99 included in Proposition 1B makes a small dent in the nearly \$6 billion in immediate needs identified in Caltrans' 99 Business Plan. Far greater funding is needed, however, to bring the "Main Street" and the primary goods movement corridor of the Valley up to a full six lanes from Bakersfield to Sacramento. Widening to six lanes has been a long term goal of the Valley and is necessary to accommodate the forecasted growth and avoid major congestion problems along the SR 99 corridor in the future.

Arguably, the most neglected of the Valley's goods movement street and highway facilities are the east to west highways that serve as our primary farm-to-market connectors. These facilities carry California produce to domestic and international markets. Highways like State Routes 205, 132, 152, 180, 198 and the 46 are being asked to serve a wider range of purposes today and in the future. In order to accommodate the projected growth in population and goods movement, additional investment in these facilities will be required.

Truck traffic in the Valley is growing at an amazing rate. The following statistics reflect this trend.

Truck traffic accounts for anywhere from 19% of the traffic in Stanislaus County to 27% in Kern County near I-5 while the statewide average for truck volumes is 9% by segment.

In 1992, truck VMT in the San Joaquin Valley accounted for 18.7% of all statewide truck VMT. In 2007 it has grown to 28% and is climbing.

Over a six-year period from 1997 to 2003, truck traffic grew 33% while the state as a whole grew about 8%.

It is estimated that between 25% and 30% of all truck movements in the San Joaquin Valley are through trips not generated in the Valley.

On Interstate 5 it is estimated that up to 30% of the traffic is trucks, depending upon the location. Truck traffic on State Route 99 is two to three times (18% to 27%) the average for the state.

Large trucks (5+ axle) play a very important role in the region's trucking system, constituting over 20% of total Annual Average Daily Traffic in some locations on SR 99. Surface Transportation Assistance Act (STAA) trucks are the largest trucks (STAA trucks are defined as tractor-trailer combinations more than 65 feet in length or with a kingpin to rear axle length greater than 40 feet) allowed to operate on California's highways and are restricted to a designated STAA roadway network. Unfortunately, the geometry of many of the Valley's interchanges do not easily accommodate these longer trucks which now make up about 70% of the truck fleet. In order to address this situation, additional STAA truck signing and geometric improvements to various interchanges will be required. Additionally, necessary expansion of our roadside rest system is required to deal with truck safety and to reduce the impact of on-street parking by trucks in communities along freeways.

As we look forward, several trends are clear. Among them are:

- The Valley's agricultural industry's

Reliance on local routes and State highways to move goods from farm-to-market will continue to increase as the Valley's farm production continues to grow in order to meet a growing planet's needs for food and fiber.

- The San Joaquin Valley's centralized location lends itself to the location of distribution centers, which in turn leads to more heavy-duty diesel trucks utilizing our street and highway system, thereby creating more "wear and tear" on the facilities and generating additional emissions.
- Forecasted congestion on East-West routes connecting the Bay Area to Stockton and Modesto area will continue to worsen as goods movement increases and Bay Area employees continue to seek affordable housing in the Valley.
- Investments that improve access to intermodal transfer points will need to be taken into consideration and funding sought as "Just-in-Time" delivery continues to become the primary business model for many goods movement companies.
- The Port of Stockton has emerged as the fourth (effectively tied with the Port of San Diego) largest port in California, but continues to be growth constrained due to access issues on neighborhood surface streets.
- At-grade intersections between vehicular traffic and trains are quite numerous in Valley communities and present a safety hazard. Future growth in population and goods movement will only worsen the situation.
- Problematic access to large activity centers for large STAA trucks and doubles will increase due to ramp and roadway geometrics as will safety and road maintenance issues associated with truck traffic.

Rail/Truck Transfer and Rail Intermodal Facilities

Two often overlooked components of the goods movement network are Rail/Truck Transfer and Rail Intermodal Facilities. Rail/Truck transfer facilities offer the opportunity to combine the efficiencies of both modes and generally come in two types. The first are facilities that facilitate the direct transfer between freight cars and trucks by means of conveyors, hoses, etc., without immediate storage or handling. The second type involves more extensive facilities with the capability to store, sort, package, or otherwise process the commodity. Rail Intermodal terminals are critical to the success of intermodal services. Terminals are the starting and ending points for trains and the sites of critical distribution between modes. Terminals also function as equipment storage, maintenance and dispatching centers, and as focal points for the flow of information. Terminals in the San Joaquin Valley tend to vary widely in configuration, capacity, and operations. Union Pacific operates intermodal facilities in Fresno and Lathrop while Burlington Northern-Santa Fe operates facilities in Stockton, Modesto, Fresno and Bakersfield.

As the San Joaquin Valley continues to add population, demand for intermodal service will likely grow. This brings with it the potential for local truck congestion problems and access to intermodal facilities could become a critical issue.



Ports

The Port of Stockton is the only significant port facility in the San Joaquin Valley and an integral part of the state's goods movement network. The Stockton Deepwater Channel, with a 37-foot depth at average low tide and a 40-foot depth at average high tide, has the capacity to accommodate 70 percent of the World's Bulk Fleet. Located 75 nautical miles due east of the Golden Gate Bridge, the Port of Stockton owns and operates a diversified and major transportation center that encompasses 600 acres. Port officials estimate that, on average, 150 to 200 vessels use the Port each year. Included among the commodities that the Port handles are: dry bulk commodities, neo-bulk cargo (steel coils, steel products), general cargo, and liquid bulk cargoes (fertilizers, molasses, petroleum products, etc.) The Port's Beltline Railroad accesses all Port warehouses, transit sheds, and other facilities. Convenient access by surface transportation to the entire United States is provided by the two transcontinental railroads: UP and BNSF. The Port handles millions of tons of cargo that otherwise would be using the railroads or roadways; however, they continue to rely on both trucks and rail to deliver inbound cargo and distribute outbound cargo.

Rail

Deregulation of the railroads during the 1980s has left the SJV with two Class I railroads, the Burlington-Northern Santa Fe (BNSF) and the Union Pacific (UP). Both of these railroads offer rail-truck intermodal service from a number of locations in the Valley. In addition, several short line rail operators provide connections to the mainline services. UP representatives report that they operate an average of 19 trains a day through the San Joaquin Valley carrying food products, general freight, grain and lumber. In addition, UP and CSX Transportation are teaming to offer a new service in the San Joaquin Valley for perishable goods.

One of these services known as "The Express Lane" offers two tiers of

refrigerated service from the San Joaquin Valley to New York and Boston. Other rail operations include the San Joaquin Valley Railroad (State Railways Inc.) which operates a regional rail freight service between Tulare, Fresno, and Kings Counties on 125 miles of leased Union Pacific branch lines connecting outlying areas to mainline carriers. The Modesto and Empire Traction railroad connects with the UP in Modesto and with the BNSF in Empire. These rail systems and a number of local spur lines move freight through the Valley daily. The majority of cargo shipped by rail are bulk items such as grains, food products, vehicles, and fuels. Rail transport provides the option of specialized rail cars such as flatbeds,

refrigerated boxcars, fuel tankers, and piggy back cars. These specialized rail cars allow transport to move a large variety of goods giving rail an advantage over other modes of transportation for distances over 500 miles or more. Transport by rail is generally less expensive for long hauls than air or truck transport; however rail is limited by speed and by the limitation of fixed rail track. An especially acute example of rail limitation is the rail route over the Tehachapi Summit in Kern County. Some of the route is single track, and although recent work on tunnels now allows for double-stacked containers to pass over the line, opposite traffic is often diverted to sidings, creating a freight bottleneck over, into and out of the San Joaquin Valley.





Air Service

There are six Federal Aviation Administration (FAA) certificated landing facilities in the San Joaquin Valley including:

- Meadows Field in Bakersfield
- Fresno-Yosemite International
- Merced Municipal
- Modesto City Airport
- Stockton Metropolitan
- Visalia Municipal

All of these facilities can, in theory, handle air cargo in the form of mail shipments and belly cargo carried on passenger flights. Of the six landing facilities, only Fresno Yosemite International airport reports cargo statistics to state and federal agencies. However, while air cargo is still a relatively small component of the regional freight market, it is expected to be an increasingly important mode in the goods movement system.

Air service is characterized by the fast shipment of small bulk items of high value over long distances for high cost. Goods movement by air is an emerging element of freight movement in the San Joaquin Valley. Statewide, 23 out of the 43 commercial air carrier airports account for almost 3 million tons of freight transported by air.

While air freight is a specialized mode of transportation, it accounts for an estimated 60 percent of the export values in California. Air carriers depend heavily on truck transportation to deliver goods for transport. It is important, therefore, to have adequate infrastructure in place for this significant element of the State's economy. According to the Intermodal Transportation Management System GIS database, the commodities most typically shipped by air to and from the Valley include food and kindred products,

kindred products, machinery, and miscellaneous manufactured products.

A significant feature of air movement is its dependability and very short in-transit time. For businesses seeking to open new markets or dealing in high value items, air shipment is an important means of providing rapid access to distant manufacturing facilities, thereby eliminating large inventory requirements. In such cases, air shipment makes it possible to establish supply lines quickly and significantly lowers the cost of carrying inventory. This offsets the higher cost of the air mode.

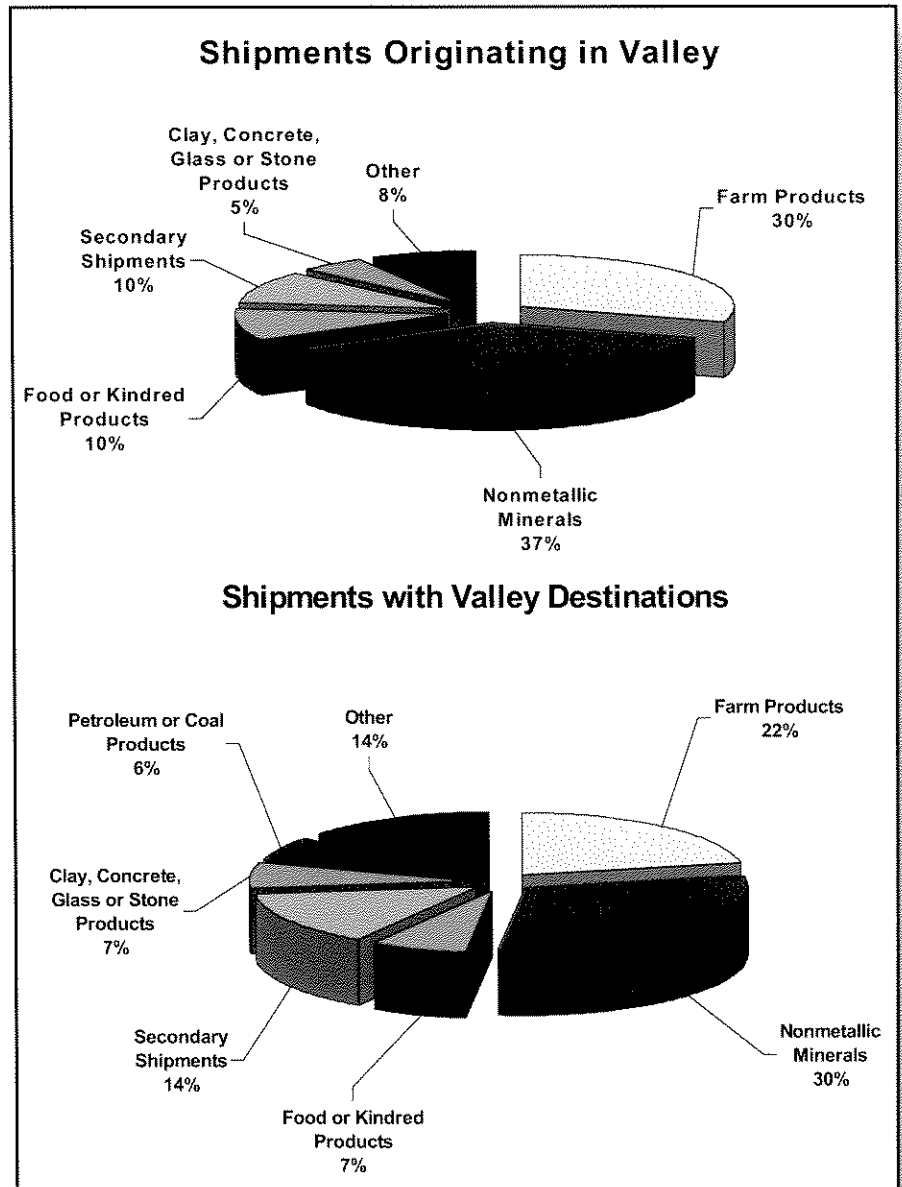
III. San Joaquin Valley Commodity Flow Analysis

One of the first steps in understanding goods movement in the San Joaquin Valley is to characterize the commodity flows that drive freight transportation demand. The best and most detailed available source for commodity flow information is the Caltrans 2002 Intermodal Transportation Management System (ITMS) commodity flow database. Some of the key characteristics of San Joaquin Valley commodity movements as identified in the ITMS are summarized in Chart 3. As shown in the figures below, four commodity groups account for 77 % of outbound and 59% of inbound commodity shipments by tonnage. These commodity groups include non-metallic minerals, farm products, and food or kindred products. These commodity groups reflect the heavy agricultural orientation of the Valley.

- In 2002 almost 170 million tons of commodities were shipped by truck from the San Joaquin Valley, including shipments to other locations within the Valley.
- Approximately 93 million tons of commodities were shipped by truck from the Valley to locations outside the Valley.
- Nearly 141 million tons of commodities were shipped by truck to the San Joaquin valley, including shipments to other locations within the Valley.

As one analyzes the commodities flow in the San Joaquin Valley, the role of agriculture can not be understated. ***If it were its own state, the San Joaquin Valley would lead the nation in the value of agricultural production.*** The San Joaquin Valley alone produces \$20 billion in agriculture. A vast diversity of crops is produced in the San Joaquin Valley including fruits and nuts such as apples, almonds, citrus, figs, cherries, raisins, wine grapes, pistachios, apricots, table grapes, walnuts and melons. Vegetables grown in the Valley include asparagus, cucumbers, tomatoes

Chart 3



and onions. Field crops include alfalfa hay, dry beans, cotton, oats, sweet potatoes and wheat. Livestock products include cattle, chickens and eggs, honey, milk, sheep and turkeys.

More fresh fruit produce is grown and shipped from Reedley, California than from any other area of the world. Agricultural production and processing are especially significant to the economy of California's Central Valley where, including ripple effects, they generate 24.2 percent of the private sector employment and 18.5 percent of the private sector labor income. Excluding ripple effects, agriculture directly accounts for 12.6 percent of jobs and 8.4 percent of labor income. (2002).

The most important market for California agricultural production is the United States. The domestic market accounts for about three-quarters of California farm cash receipts. The remaining 26 percent was exported.

Export markets typically take between one-third and two-thirds of California almonds, cotton, walnuts, rice, dried plums and pistachios. The top export destinations in 2004 were the European Union (25%), Canada (21%), Japan (13%), Mexico (8%), China/Hong Kong (7%) and South Korea (4%). Being the number one agricultural region in the world brings with it certain recognition which includes the following:

The San Joaquin Valley is the largest producer of melons in the nation. During peak melon season, late through October, the region produces about 65% of the melons harvested in the state.

Approximately 65 million tons of commodities were shipped by truck from outside the Valley.

Trucking is the dominant mode for transporting goods within the Valley as reflected by the following statistics:

- In 2002, approximately 45% of all truck freight shipments that originated in the

Table 1

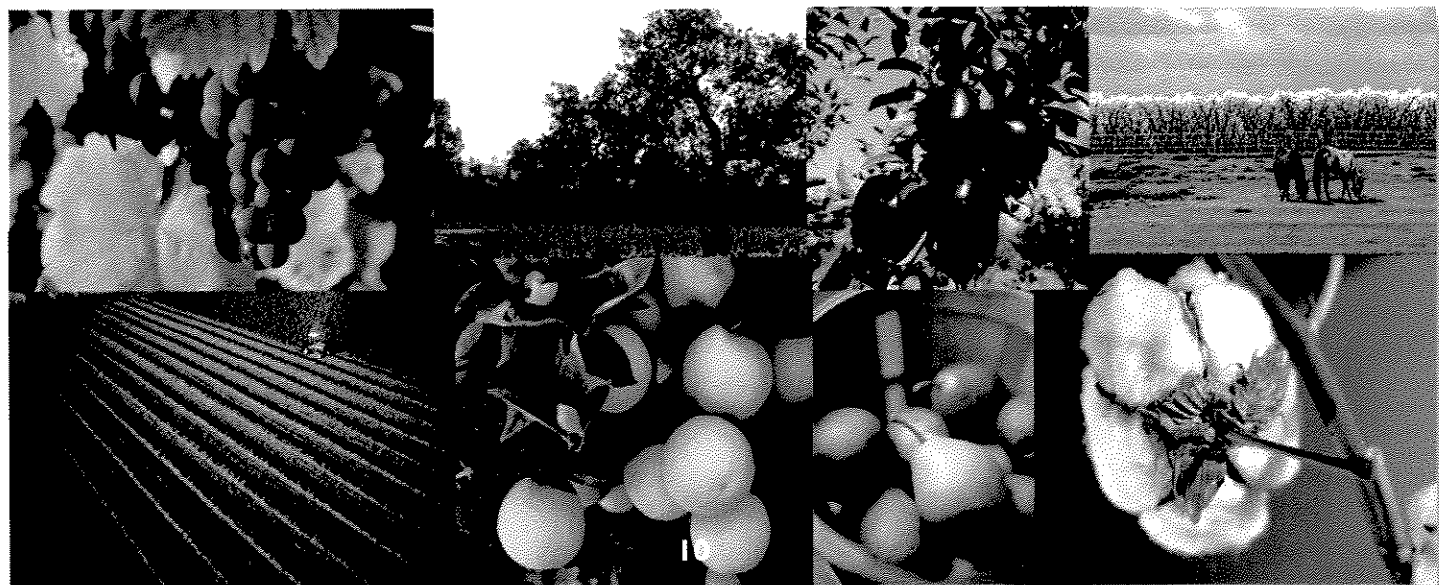
San Joaquin Valley's Leading Commodities		
Statewide Rank*	Leading Commodities*	Total Value*
1. Fresno County	Grapes, Almonds, Milk, Tomatoes, Cattle	\$4.64 bil.
2. Tulare County	Milk, Oranges, Cattle, Grapes, Alfalfa/Silage	\$4.36 bil.
3. Kern County	Almonds, Grapes, Milk, Citrus, Pistachios	\$3.54 bil.
5. Merced	Milk, Chicken, Almonds, Cattle, Sweet Potatoes	\$2.38 bil.
6. Stanislaus	Milk, Almonds, Cattle, Chicken, Walnuts	\$1.97 bil.
7. San Joaquin	Milk, Grapes, Almonds, Tomatoes, English Walnuts	\$1.74 bil.
9. Kings	Milk, Cotton, Cattle, Pistachios, Alfalfa	\$1.40 bil.
13. Madera	Almonds, Grapes, Milk, Pistachios, Calves	\$1.10 bil.

**-Information above based on 2004-05 data provided by Agricultural Statistical*

- Valley had a destination in the Valley.
- 26% of all truck freight shipments that originated in the Valley were destined for Southern California and 13% were headed for the Bay area.
- In 2002, nearly 60% of truck freight shipped to the Valley had its origins in the Valley. 18.5% had its origins in Southern California and 13.4 % in the Bay area.
- Commodity movements by truck also

indicate a strong relationship with the rest of the state with shipments to/from Southern California and the Bay Area constituting the greatest percentage of total tonnage to and from the Valley (26 and 13 percent of the total respectively.)

Table 1 is a county by county list of the leading commodities and their dollar value that are produced and shipped within the eight San Joaquin Valley counties.



Using a combination of existing databases and field surveys, transportation planners have been gathering data to further understand and identify where the key “Freight Generators” are located in the San Joaquin Valley.

Freight generators are defined as manufacturing or other types of locations that generate high volumes of goods movement and that are most often measured by truck trips to and from the site. Airports, rail intermodal yards, and inland ports are all examples of freight generating sights.

Those identified include businesses such as, food processing plants, packing houses, manufacturing businesses, distribution facilities and warehouses, and motor carrier dispatch facilities. As part of Phase One of the San Joaquin Valley Goods Movement Study, a survey was conducted to identify and locate the most important and representative freight generating sites, map the sites in relation to highway facilities and truck access routes, and lastly to identify specific operating conditions or problems throughout the Valley.

Data collected from the survey shows that processed food products were the most commonly hauled product followed by farm products, other commodities and mixed freight. Another important characteristic the survey sought to identify was truck trip generation at each site. The average number of truck trips generated per day at the carrier dispatch facilities was 46.27 on an average day and 111.27

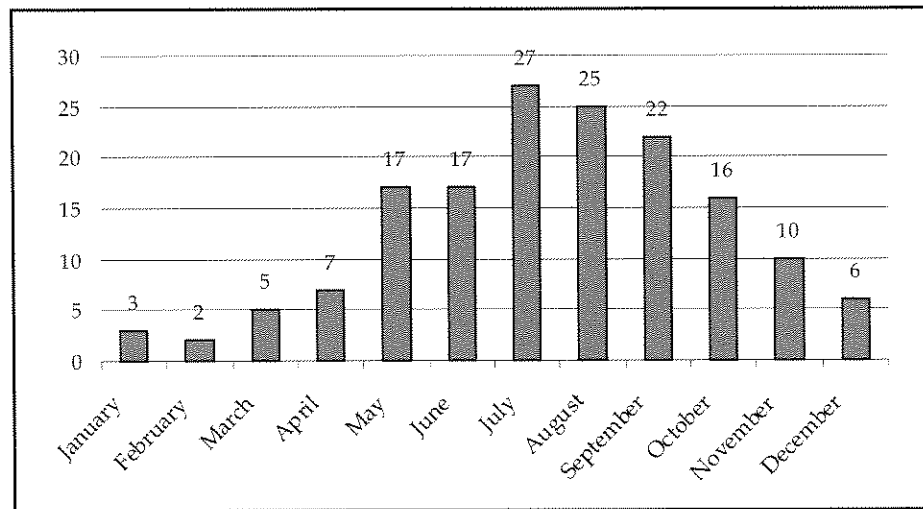
during peak periods. Data from both shippers and carriers confirms the presence of seasonal variations in shipping patterns. Both shippers and carriers indicated seasonal peaks in the summer and early fall (July to September).

Many of the food processing businesses in the Valley generate sufficiently large volumes of freight destined for long-haul shipping to make rail boxcar shipment a preferred mode given the low cost of this mode relative to trucking. However,

availability of boxcars and reliability of service have been ongoing challenges for the railroads. Clearly, the deregulation process that left the western United States with only two Class I rail carriers has taken a toll on service.

Surveys of San Joaquin Valley intermodal shippers suggest continued growth in intermodal market share, however this is likely to occur at the expense of rail carload services instead of truck traffic. This is due to intermodal rates being relatively competitive with trucking.

Chart 4 San Joaquin Valley Peak Shipping Months



BNSF representatives indicate that the new intermodal terminal in Stockton is necessary to keep up with the growing demand in the Valley for intermodal services and will serve a completely different market than the Joint Intermodal Terminal in Oakland. This growth in

Intermodal volumes will be primarily long

IV. The Impact of Goods Movement on the San Joaquin Valley's Air Quality

The San Joaquin Valley experiences poor air quality during many parts of the year. The Environmental Protection Agency (EPA) has designated the entire San Joaquin Valley a nonattainment area. The region faces challenges of severe health, social and economic impacts that are associated with the worst ozone and particulate air pollution in the nation. An April 2006 report card from the American Lung Association ranks Bakersfield as the most ozone-polluted city in the country, with Visalia-Porterville in third place, Fresno-Madera ranked fourth and Merced ranked fifth.

The air pollution problems of the Valley are attributable in part to a more limited air pollution "carrying capacity" than that of any other major air basin in the country. "Carrying capacity" is not a legally defined term, but rather a way of describing differences in regional vulnerability to air emissions from one air basin to another. In simple terms, a low level of emissions in this region can create a serious air pollution problem. Due to the bowl-shaped geography, very hot summer temperatures and temperature inversions, the San Joaquin Valley Air basin is ideal for ozone and PM_{2.5} formation and retention of pollutants. Analysis shows that the Valley is far less tolerant of pollutant emissions than other air basins in California. This is illustrated by the fact that the Valley has comparable 8-hour ozone exceedances to the South Coast despite having only one tenth the emissions density, and more than 7 times the exceedances of the Bay Area despite having only one sixth the emissions density.

Table 2

		HHDDT Vehicle Miles Traveled in 2010* (1000 miles/day)	NOx Emissions from HHDDT in 2010 (Tons/Day)**	ROG Emissions from HHDDT in 2010 (Tons/Day)**	PM Emissions from HHDDT in 2010 (Tons/Day)**	8-hour Ozone Exceedances in 2006***
Attainment Designation						
San Joaquin Valley	Extreme	8636	212.65	15.73	8.89	86
South Coast	Extreme	6733	140.05	11.79	7.09	85
San Francisco	Marginal	2542	50.36	3.57	2.03	12
San Diego	Basic	1302	25.7	1.94	1.16	14
San Joaquin Valley % of the 4 Corridors	40.0%	44.9%	49.6%	47.6%	46.4%	43.7%

*Source: Air Resources Board, EMFAC Modeling Change Technical Memo, September 2006

**Emissions Inventory from ARB Ozone SIP version 1.06

***ARB ADAM website

Note: For purposes of calculating a percentage for "attainment designation", designations were ranked from 1=Basic to 6=Extreme, with the San Joaquin Valley at 40% (6/15ths).

This low tolerance level for pollutants is being severely burdened by the Valley's role in goods movement. It is estimated that 80% of the Valley's NOx is from mobile sources, and more than half of that is from Heavy Heavy-Duty Diesel Trucks (HHDDT). Much of this truck traffic is from goods movement on Highway 99 and Interstate 5, some from trucks using these as pass-through corridors, leaving behind exhaust emissions while making virtually no contribution to the Valley economy (22% of trucks were last fueled outside of California). As shown in Table 3 below, the Valley carries more truck traffic than any other major goods movement corridor in the State, and the resulting impact on air quality is enormous, causing the Valley to have the highest ranking for NOx, reactive organic gases, particulate matter and 8-hour ozone exceedances.

Table 3

Region	Heavy-duty diesel truck miles per day	Smog violations in 2006
San Joaquin Valley	11.6 million	86
South Coast	9.6 million	85
San Francisco	2.9 million	12
San Diego	1.5 million	14

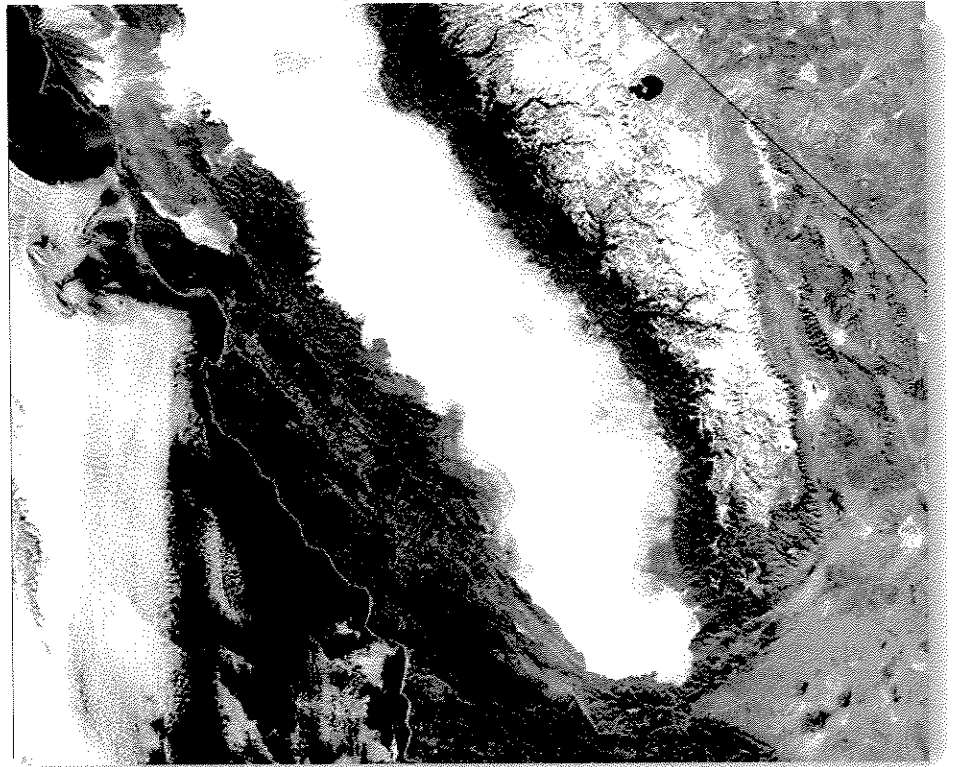
Source: California Air Resources Board - As quoted in Fresno Bee

Health Risks

Residents of the San Joaquin Valley rank among the highest 5% in the nation for pollution-related health risks and the implications are profound. Valley residents regularly suffer asthma attacks, acute bronchitis, lost work days, reduced activity, hospital admissions, school absences, and even premature death because of exposure to air pollution.

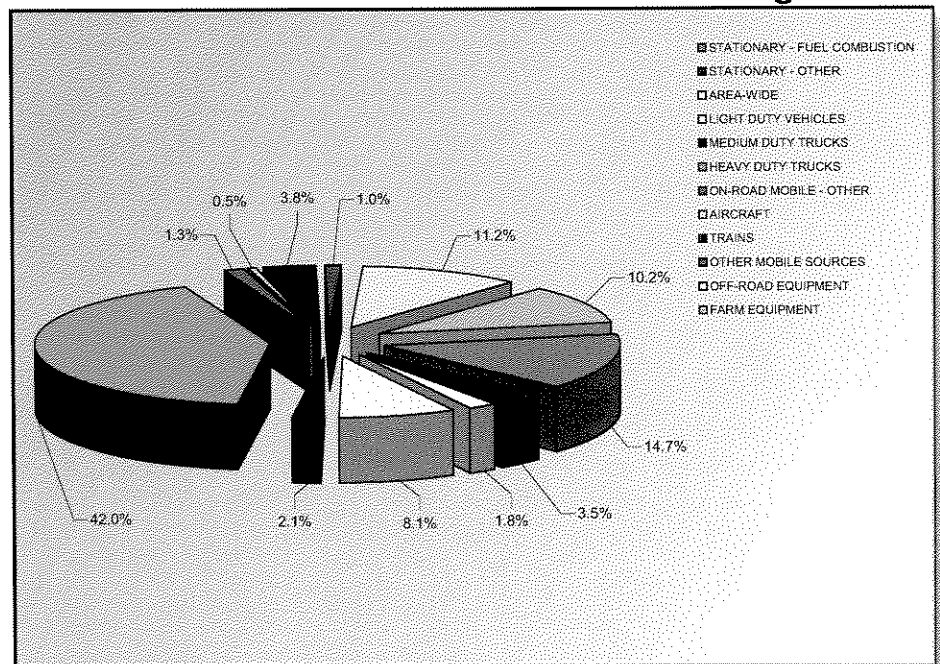
One of the most dangerous forms of primary particulate matter is PM_{2.5} produced by diesel engines. The state of California classifies diesel soot as a toxic air contaminant and ARB estimates that diesel soot from mobile and stationary sources is responsible for about 70% of the cancer risk associated with air pollution. Recent research and regulatory activity at the federal level points to new concerns about PM_{2.5} hotspots. These hotspots typically include roadways and places where many vehicles, especially diesel vehicles, congregate. Research shows that people living and working close to these areas are at higher risk for a range of lung and heart ailments. Residential distance to a freeway is directly linked to higher NO_x concentrations, wheezing, and use of asthma medications. Much of the San Joaquin Valley population lives near major goods movement corridors. Nearly 71% of the Valley's population lives with 5 miles of SR 99 or I-5, the main north-south goods movement routes in the San Joaquin Valley.

Exhibit 4 San Joaquin Valley Geography



Absorption of that *population growth and economic growth in a region that is already grossly exceeding its carrying capacity for air pollution is a major challenge for the Valley.*

Chart 5 2005 Emissions of Oxides of Nitrogen



Source: California Air Resources Board O3 SIP v1.03 Emissions Inventory

V. Goods Movement Strategic Action Plan

The counties of the San Joaquin Valley are working collaboratively to bring cost-effective relief to the state's heavily overburdened goods movement infrastructure. Beyond the barrage of traditional, capacity increasing projects, the counties of the San Joaquin Valley are working in unison on a holistic vision for the future of its regional, goods movement system. This system will leverage the San Joaquin Valley's existing infrastructure and its strategic geographic location for the flow of statewide, nationwide and international commodities as well as its unique, \$20 billion a year agricultural industry. This will serve to provide statewide systemic relief, while simultaneously bolstering the United States' international trade deficit.

Massive population shifts away from the South Coast and Bay Areas into the San Joaquin Valley require a serious paradigm shift in statewide strategic planning including that of Goods Movement. Continually, the California Department of Finance (DOF) is revising its population projections to higher forecasts for one of the nations' fastest growing regions, the San Joaquin Valley. These figures are not only absolute numbers, but, are relative to the states' population percentage as a whole. Simply, the San Joaquin Valley is capturing an increasing percentage of the states' population growth.

This population growth is dramatically changing the socio-economic landscape of the Valley, which is in turn affecting the state as a whole. The demand for new housing alone has brought with it enormous changes. The growth in

housing brings with it growth in target industries such as commercial development to support supply and demand. Goods of all kinds, including building materials, must be transported on a goods movement system that can handle the demand challenges.

For years, goods movement planning policy in California has been port-centric, focusing extensively on increasing capacity at the points-of-entry to the nation--markedly at the ports of L.A. and Long Beach. While this continues to be an

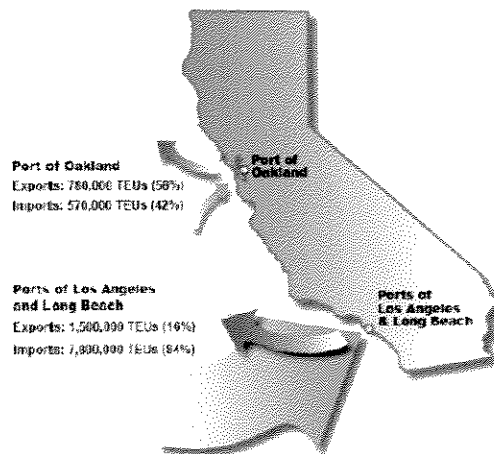
Centric approach simply pushes bottlenecks and choke points back, rather than improving the overall system. An integrated, interregional system, with economies-of-scale, and one that builds on resources already in place, is paramount.

The San Joaquin Valley is not working in a vacuum. The current San Joaquin Valley-wide effort underway, includes collaboration with other critical stakeholders throughout the state. In fact, a key component of the San Joaquin Valley strategy is the use of the Port of Oakland. Unlike the San Pedro Bay Ports, the Port of Oakland has untapped capacity for handling both imports and exports through additional off-port intermodal changing facilities. These facilities would be set up to reduce the movement of empty containers throughout the state. Such facilities would also be later integrated into intermodal changing facilities primarily from truck to rail and vice versa.

The San Joaquin Valley Goods Movement Plan focuses on removing goods movement choke points into and out of the Valley in order to increase statewide throughput. The San Joaquin Valley's \$20 billion agriculture industry will have the outlets it critically needs to get its perishable goods to national and international markets in a timely manner. Simultaneously, national and international freight cargo traveling to and from points east of California can flow through the valley via rail or highway over the Tehachapi Pass and through the Port of Oakland. In addition to highway projects, rail

Exhibit 5

Container Traffic through California's Global Gateway Ports (2000)



indispensable piece of the goods movement system, this approach does not utilize the infrastructure already in place throughout the rest of the state, nor does it address the changing nature of the states' commodity flows. Additionally, the downstream and upstream goods movement capacities must be integrated in a system-wide fashion which accounts for movements beyond corridors with close proximity to the ports. The more port-

infrastructure and intermodal changing facility for container management are vital.

The Strategic Action Plan for Goods Movement in the San Joaquin Valley consists of three primary components:

1. State Route 99 Corridor Projects
2. East-West Corridor Projects
3. Multi-modal conceptual strategies including short haul rail and short sea shipping.

These highway improvements in combination with alternative multi-modal strategies will serve as the foundation for addressing goods movement issues now and in the future.

Exhibit 6

An Alternative Route for Exports



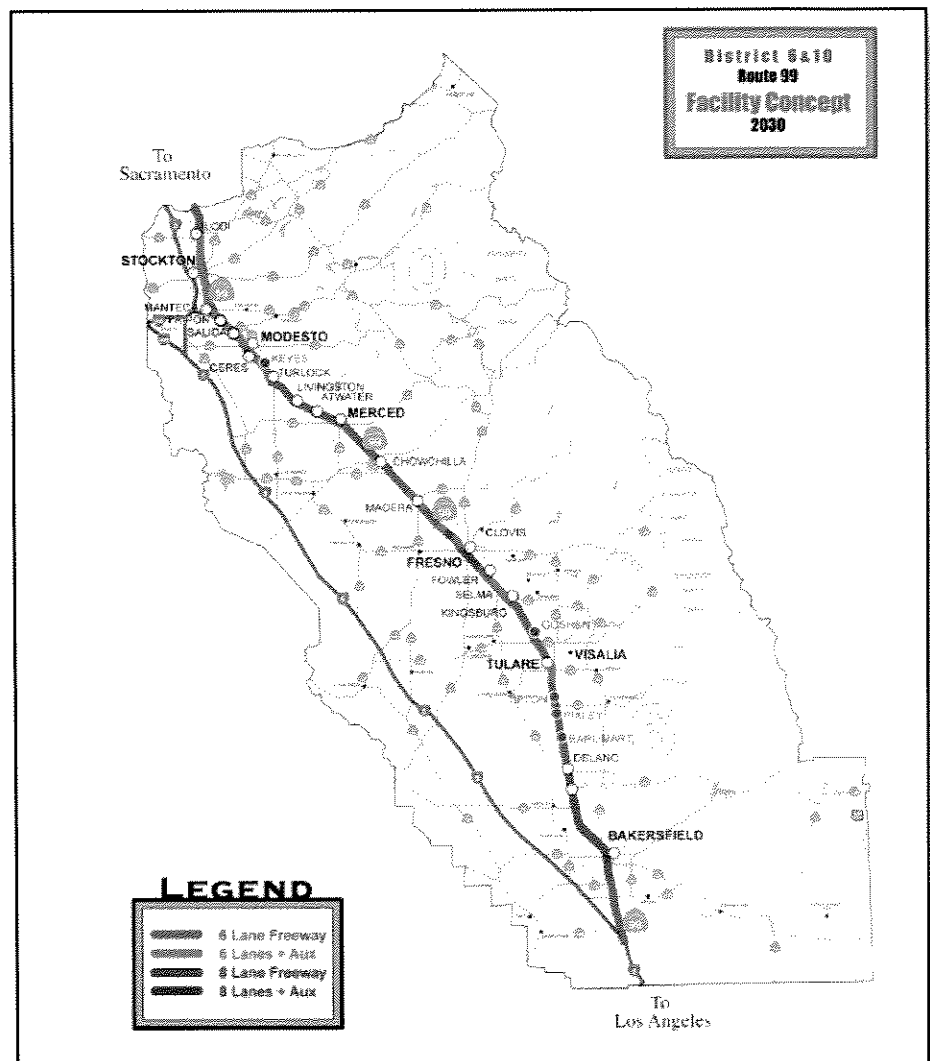
State Route 99 Corridor Projects:

As highlighted earlier in this document, State Route 99 is “the” most important transportation facility in the San Joaquin Valley. Its role as the Valley’s “Mainstreet” and the primary goods movement corridor cannot be understated. In order to preserve and improve the integrity and funding of this route, Caltrans and the eight Regional Transportation Planning Agencies in the San Joaquin Valley developed the “State Route 99 Business

Plan”. The overall objective of the Business Plan is to provide decision makers with an implementation plan for the goals identified in the Plan. Those goals include:

- Identify major projects that will improve safety, reduce congestion and facilitate efficient goods movement along the corridor.
- Achieve consensus among Caltrans and the Regional Transportation Planning Agencies in the San Joaquin Valley on the priority that will be given to projects.
- Identify a comprehensive list of major highway projects to be completed along the corridor.
- The Average Annual Daily Traffic on

Exhibit 7



State Route 99 ranges from a current level of 42,000 vehicles near Interstate 5 in Kern County, to over 100,000 vehicles in the Bakersfield, Fresno, Modesto and Stockton areas. The projected future volumes for State Route 99 in 2025 range from 84,000 to 260,000 vehicles.

Today, most of the 274 mile segment covered by the State Route 99 Business Plan is a 4 or 6 lane freeway. Only 23 miles in Madera and Merced counties are considered “freeway gaps” and Caltrans currently has four of them programmed, which will, upon completion, convert the remaining segments to full access-controlled freeway.

On the following page is a list of State Route 99 projects.

San Joaquin Valley State Route 99 Goods Movement Projects - Prop 1B - Funded

Table 4

Caltrans District	County	Route	Project	Total Project Cost (\$1,000)	Prop 1B Funding	Planned Constructio n Start
10	San Joaquin	99	4 lanes to 6 lanes Rt. 120 to Arch Rd.	\$252,000	\$135,000	Dec-11
10	San Joaquin	99	S. Stockton widening, 4 lanes to 6 lanes Arch Rd. to Rt. 4	\$244,000	\$147,442	Jul-11
10	Merced	99	4 lane Expressway to 6 lane Fwy. Madera County Line to Buchanan Hollow	\$118,720	\$108,000	Feb-11
10	Merced	99	4 lane Expressway to 6 lane Expressway, Buchanan Hollow to McHenry rd	\$176,087	\$140,300	Jun-10
6	Madera	99	Avenue 12 Interchange	\$68,000	\$48,400	Dec-12
6	Fresno/Madera	99	Widen to 6 lanes, Ashlan Ave to Ave 7	\$93,000	\$93,000	Dec-12
6	Tulare/Fresno	99	Widen to 6 lanes-Goshen to Kingsburg	\$172,636	\$156,400	Jan-11
Total					\$1,124,443	

San Joaquin Valley State Route 99 Goods Movement Projects - Unfunded

Table 5

CO	RTE	PROJECT DESCRIPTION	TOTAL COSTS PER PROJECT	REGIONAL PRIORITY CATEGORY
Tulare	99	Widen From 4F to 6F from Kern Co. Line to South of Tipton	\$127,400	2
Tulare	99	Widen From 4F to 6F from South of Tipton to Avenue 200	\$85,500	2
Tulare	99	Widen from 4F to 6F from Avenue 200 to Prosperity Ave	\$107,400	2
Madera	99	Widen from 4F to 6F from Fresno Co line to Avenue 12	\$63,600	2
Madera	99	Widen from 4F to 6F from Avenue 12 to Avenue 16	\$161,000	2
Madera	99	Widen from 4F to 6F from Avenue 16 to Avenue 21 1/2	\$76,600	2
Madera	99	Widen from 4F to 6F from SR 152 Interchange to Merced Co Line	\$96,600	2
Merced	99	Convert 4F to 6F from South of Childs Ave to Black Rascal Creek	\$168,000	2
Merced	99	Convert 4F to 6F from Black Rascal Creek to East Atwater OH	\$125,000	2
Merced	99	Convert 4F to 6F from East Atwater OH to West Atwater OH	\$68,000	2
Merced	99	Convert 4F to 6F from Hammatt Ave to South Turlock OC	\$62,000	2
San Joaquin	99	Widen 4F to 6F from Harney Road to Sacramento Co line	\$168,000	2
Total			\$1,309,100	

The San Joaquin Valley Regional Transportation Agencies have also identified a number of state highway projects which are critical to the movement of people and goods in the Valley.

Table 6 San Joaquin Valley RTPA Trade Corridor Projects North to South

***Tier I**

Project	Cost	Match 50%	Match \$	Source	Delivery Date	Location
1 SR 4 (Crosstown Freeway) Extension to Port of Stockton	\$180,000,000	Yes	\$90,000,000	Measure K	2012	San Joaquin County
2 Altamont Pass Rail Corridor / Central Valley Rail Freight Shuttle Demonstration Project	\$150,000,000	Yes	\$75,000,000	Measure K/Local	2011	San Joaquin County
3 Crows Landing Intermodal Rail Facility. The project includes rail improvements along an alignment from the Port of Oakland to the Crows Landing Airfield in Stanislaus County.	\$52,000,000	Yes	\$26,000,000	P-P-P	2011	Stanislaus County
4 Shafter Intermodal Rail Facility	\$30,000,000	Yes	\$15,000,000	Local	2009	Kern County
5 Double Track Rail through Tehachapi Pass	\$85,000,000	Yes	\$42,500,000	BNSF	2012	Kern County

Total Cost: \$497,000,000 Total Match: \$248,500,000

Total TCIF Request: \$248,500,000

****Tier II**

Project	Cost	Match 50%	Match \$	Source	Delivery Date	Location
6 Sperry Road (new Facility) I-5 to 99. Widen Nave Drive to 6 Lanes	\$65,000,000	No-Partial	TBD	Measure K/Local	TBD	San Joaquin County
7 I-205/I-580 Altamont Pass Truck Lane	\$110,000,000	No	TBD		TBD	San Joaquin County
8 The Widening of State Route 132 from State Route 99 to Interstate 580 (a portion of this alignment is in San Joaquin County).	\$100,000,000	No-Partial	TBD		TBD	Stanislaus County
9 SR 152 Bypass around the city of Los Banos	\$510,000,000	TBD	TBD		TBD	Merced County
10 SR 99 Widening from 4 to 6 lanes from county line to county line.	\$441,000,000	TBD	TBD		TBD	Merced County
11 SR 59 Widening from Sandy Mush to SR 99 with a new interchange	\$50,000,000	TBD	TBD		TBD	Merced County
12 SR 165 improvements from SR 140 to SR 99 with new interchange	\$67,500,000	TBD	TBD		TBD	Merced County
13 SR 99: Ave 7 to 12 Ave, Widen to 6 lanes	\$77,000,000	Yes	TBD	ITIP	TBD	Madera County
14 SR 41: Ave 10 th to Ave 12, Widen to 6 lanes	\$70,000,000	Yes	TBD	STIP	TBD	Madera County
15 SR 99 Ave 12 to Ave 16, Widen to 6 lanes	\$175,000,000	No	TBD		TBD	Madera County
16 SR 99: Ave 16 to Ave 21.5	\$76,600,000	No	TBD		TBD	Madera County
17 SR 99: SR 152 to Merced County line, widen to 6 lanes	\$96,600,000	No	TBD		TBD	Madera County
18 SR 180 East: Clovis Ave to Temperance Ave Widen to 6 lane Freeway/4 Lane Expressway	\$79,500,000	Yes	TBD	Local Measure C	2008	Fresno County
19 SR 180 East: Temperance Ave to Academy Ave: Widen to 4 Lane Expressway	\$62,000,000	Yes	TBD	Local Measure C	2009	Fresno County
20 SR 99 Access/Betty Dr. Truck Route Realignment and UP Railroad Grade Separation	\$20,000,000	Yes	TBD	Measure R (90%) Local (10%)	TBD	Tulare County
21 Widen to 6 lanes from Prosperity Ave to Goshen	\$150,130,000	No	TBD	n/a	TBD	Tulare County
22 Widen to 6 lanes from Avenue 200 to Prosperity Ave	\$142,000,000	No	TBD	n/a	TBD	Tulare County
23 SR 99/Betty Dr Interchange Improvements	\$37,000,000	Yes	TBD	Measure R (90%) Local (10%)	TBD	Tulare County
24 Widen to 4 lanes from SR 137 to SR 198	\$100,000,000	No	TBD	n/a	TBD	Tulare County
25 Widen to 6 lanes from South of Tipton to Avenue 200	\$85,500,000	No	TBD	n/a	TBD	Tulare County
26 Widen to 6 lanes from Kern Co. Line to South of Tipton	\$127,400,000	No	TBD	n/a	TBD	Tulare County
27 Refrigerated Unit Train Facility	\$21,000,000	Yes	TBD	P-P-P	TBD	Kings County
28 SR 198: Widen to 4 lanes LNAS to 15	TBD	No	TBD		TBD	Kings County
29 SR 41: Widen to 4 lanes SR 198 to Kern County Line	TBD	No	TBD		TBD	Kings County
30 Widening 7th Ave Santa Fe Way to SR 99	\$85,000,000	Yes	TBD	P-P-P/Local Impact	2009	Kern County
31 Grade Separation	\$15,000,000	Yes	TBD	Local Impact Fee	2009-2010	Kern County
32 Grade Separation	\$15,000,000	Yes	TBD	Local Impact Fee	2010-2012	Kern County
33 BNSF Rail Spur	\$3,100,000	Yes	TBD	Concessions	2012	Kern County

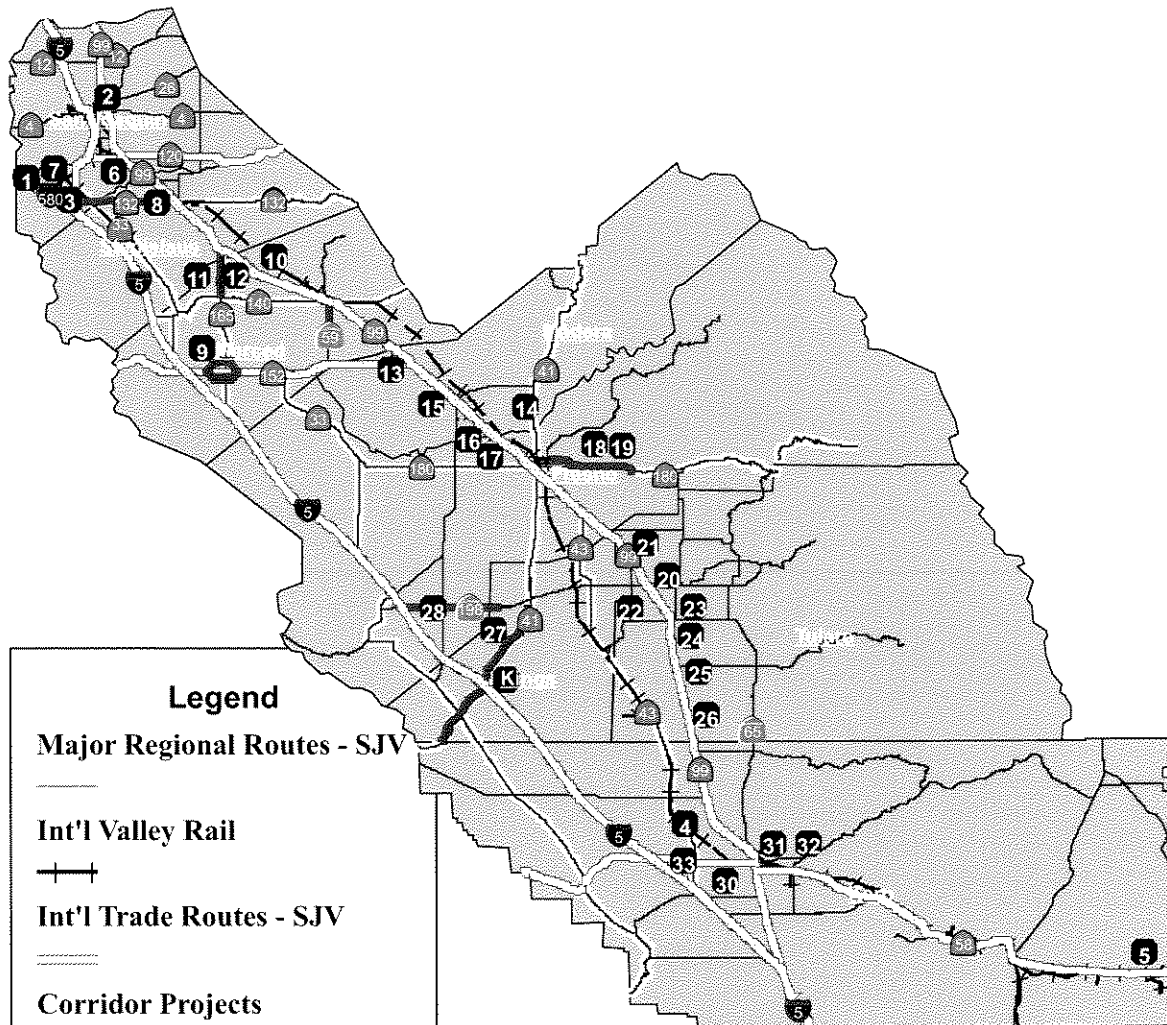
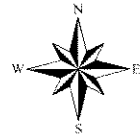
Total Cost: \$2,781,330,000

* Tier I projects are considered the Hot List of Projects. They are goods movement projects which effect trade corridors of national significance, have an identified local match of 50%, and have an identified delivery date.

** Tier II projects are top regional priority projects that either have uncertainty of matching funds, are not nationally significant, or, no identified delivery date.

Exhibit 8

San Joaquin Valley Goods Movement Corridor



0 12.5 25 50 75 100 Miles

I 205 / I 580 Westbound Truck Climbing Lanes

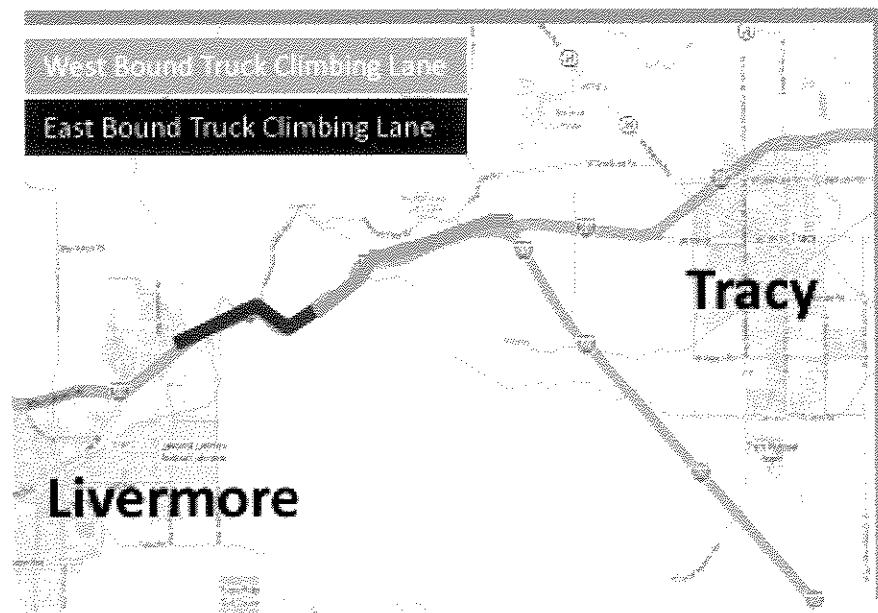
This proposed project involves the construction of a truck bypass lanes in the westbound direction on interstates 205 and 580 over Altamont Pass between Greenville Road (Livermore, Alameda County) and Hansen Road (Tracy, San Joaquin County) to provide operational improvement to the corridor.

Currently, trucks must climb the Altamont Pass grade mixed in with passenger automobiles. The project would relocate these trucks,

thus improving system reliability for all motorists. Downstream affects may occur where the truck climbing lanes end and merge back with the main highway, although this would be beyond the uphill grade. This project complements an eastbound truck climbing lane project for trucks climbing the other side of the Altamont Pass.

San Joaquin County Corridor Projects

Exhibit 9



Project alternatives may include:

- 1) 5th lane extension of the I-580/I-205 Truck Bypass (Open - March 2010) from approximate 4000 feet west of the I-580 Grantline Road Interchange to the summit of the Altamont Pass.
- 2) Modified I-580 Westbound Truck Bypass (new alignment from approximately the Alameda / San Joaquin County Line to the summit of the Altamont Pass.
- 3) I-205 Westbound Truck Bypass (Completed Precise Plan Report -District 10) - New alignment from Alameda / San Joaquin County Line to I-205 / 11th Street Interchange optional new alignment extension westbound I-580 in Alameda County to approximately the Vasco Rd. Overcrossing in Livermore.

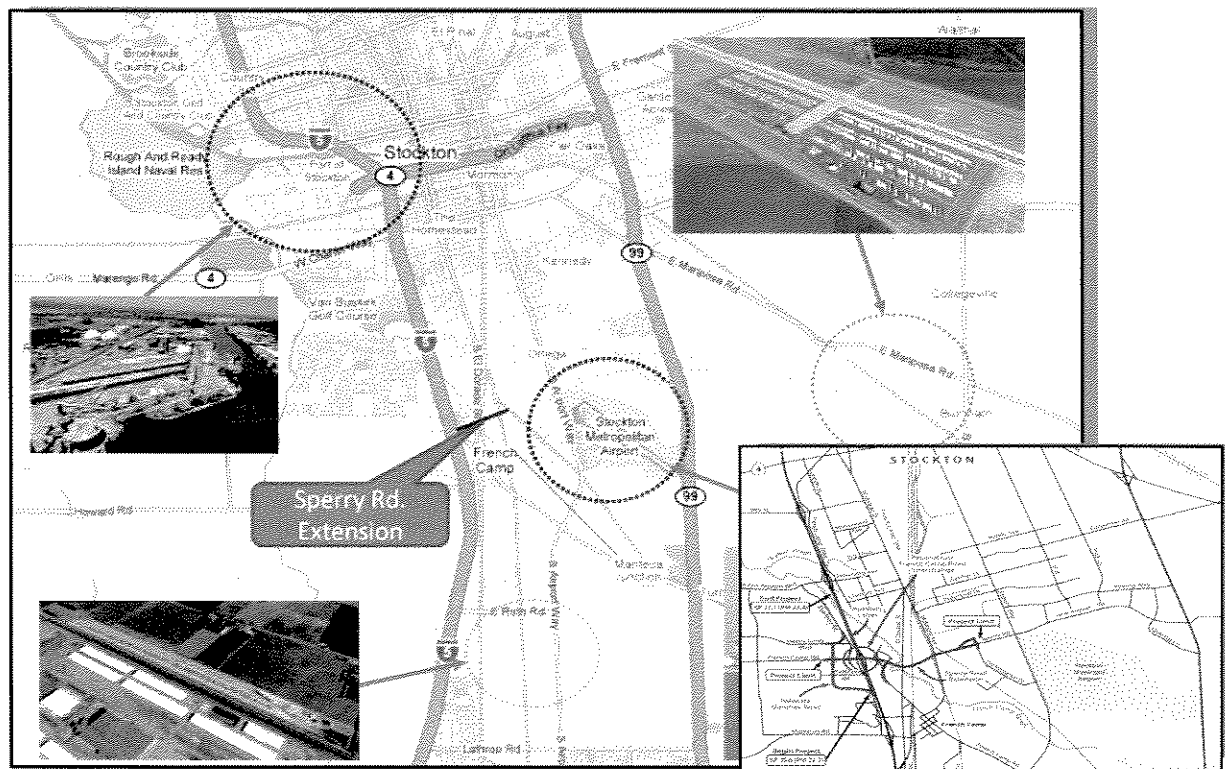
Sperry Road Extension

East / West Connection between State Route 99 and Interstate 5

This project is located on the southern end of the city of Stockton between State Route 99 and Interstate 5. Project scope involves the extension of Sperry Road (new facility) as a four (4) lane arterial from French Camp Road to the Sperry Road/ Performance Drive

intersection resulting in an east/west arterial connection between I-5 and State Route 99. This project includes 3 railroad grade separations.

Exhibit 10



The extension of Sperry Road will directly benefit the local, regional, and interregional economy by providing a more effective flow of goods and services to and from the Stockton Metropolitan Airport, the Port of Stockton, Union Pacific (UP) and Burlington Northern Santa Fe (BNSF) freight facilities. This is a priority project because it provides direct access to more than 3,500 acres of commercial/ industrial property. It is also estimated that one-third of all new jobs in the region will be located in this corridor.

Vehicles, primarily large, heavy trucks, using alternate routes are currently traveling 1.5 to 2.8 miles farther to get to these facilities.

The final environmental document has been approved by the City of Stockton.

State Route 132 Corridor

State Route (SR) 132 is one of the two main east/west highway corridors in Stanislaus County that connects commuters to the Bay Area from the City of Modesto and others in Stanislaus County. SR 132 is primarily an interregional commuter and truck route of statewide significance as a connecting link between major freeways SR 99, Interstate I-5, and I-580. Increased commuter traffic combined with the SR 132 through-traffic has resulted in traffic congestion and an increase in accidents along SR 132 during peak commute periods. In particular, head-on accidents have occurred along the route due to speeding drivers making unsafe passing attempts during peak traffic periods. The existing highway does not have the capacity to handle existing or projected traffic growth.

Caltrans and the Stanislaus Council of Governments (StanCOG) have cooperatively worked towards identifying several major projects to improve safety and to increase the capacity of the highway by converting the existing two-lane highway to expressway/freeway standards. These planned projects are mapped in Exhibit 11.

Crows Landing Intermodal Rail Facility

The Crows Landing Air Facility, located in the western portion of Stanislaus County, is approximately 1 mile east of I-5, one of the heaviest traveled interstate freeways in the country. Within the county, I-5 is linked between several major existing and proposed developments. Within a few short miles from the Air Facility is the Diablo Grande project, which is a large recreational and commercial development, well under way as an established destination point. This project will accommodate 30,000 residents and will be a major golf and recreation resort. Also, within a short distance of the Air Facility, is a proposed industrial Park adjacent to the County's Waste-to-Energy Plant.

The County will use the Crows Landing Naval Air Facility as an economic development tool which will result in greater job opportunities for Valley residents.

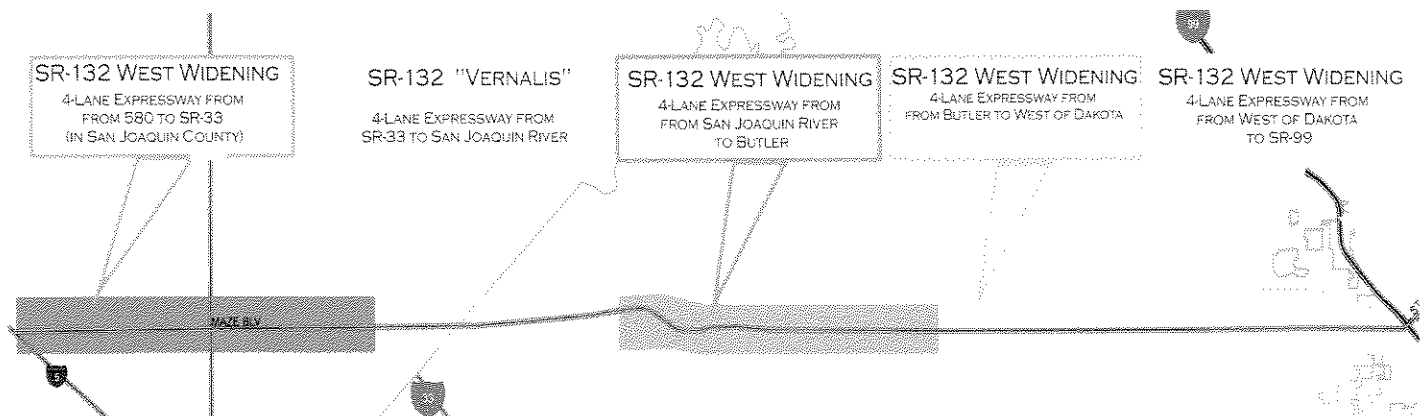
The location of this facility near I-5 and in the heart of the Central Valley makes it an ideal location for promoting the agricultural, commercial and industrial business enterprise through air and

ground distribution of fresh farm products.

Warehousing and distribution is a growth industry in the new economy. The impact of advanced transportation systems and information technology has been so great that the industry is being increasingly defined as a "logistics" specialty. This involves the process of planning, implementing, and controlling the efficient, effective flow and storage of raw materials, in process inventory, finished goods, services and related information from the point of origin to the point of consumption for the purposes of conforming to customer requirements. The Crows Landing Rail Facility will fulfill this purpose.

In addition, as an inland port this will significantly assist in alleviating Bay Area, Port of Oakland, and Northern California goods movement bottlenecks.

Exhibit 11 Stanislaus County Goods Movement Corridor Priority Projects



State Route 152 Corridor Improvement

As noted earlier, State Route (SR) 152 is a priority corridor for the state. It is a major international highway route and a high priority focus route in the state's Interregional Improvement Program. Along with the Interstate I 580/I-238/I-880 corridor, it is a critical connection between the Bay Area and the San Joaquin Valley.

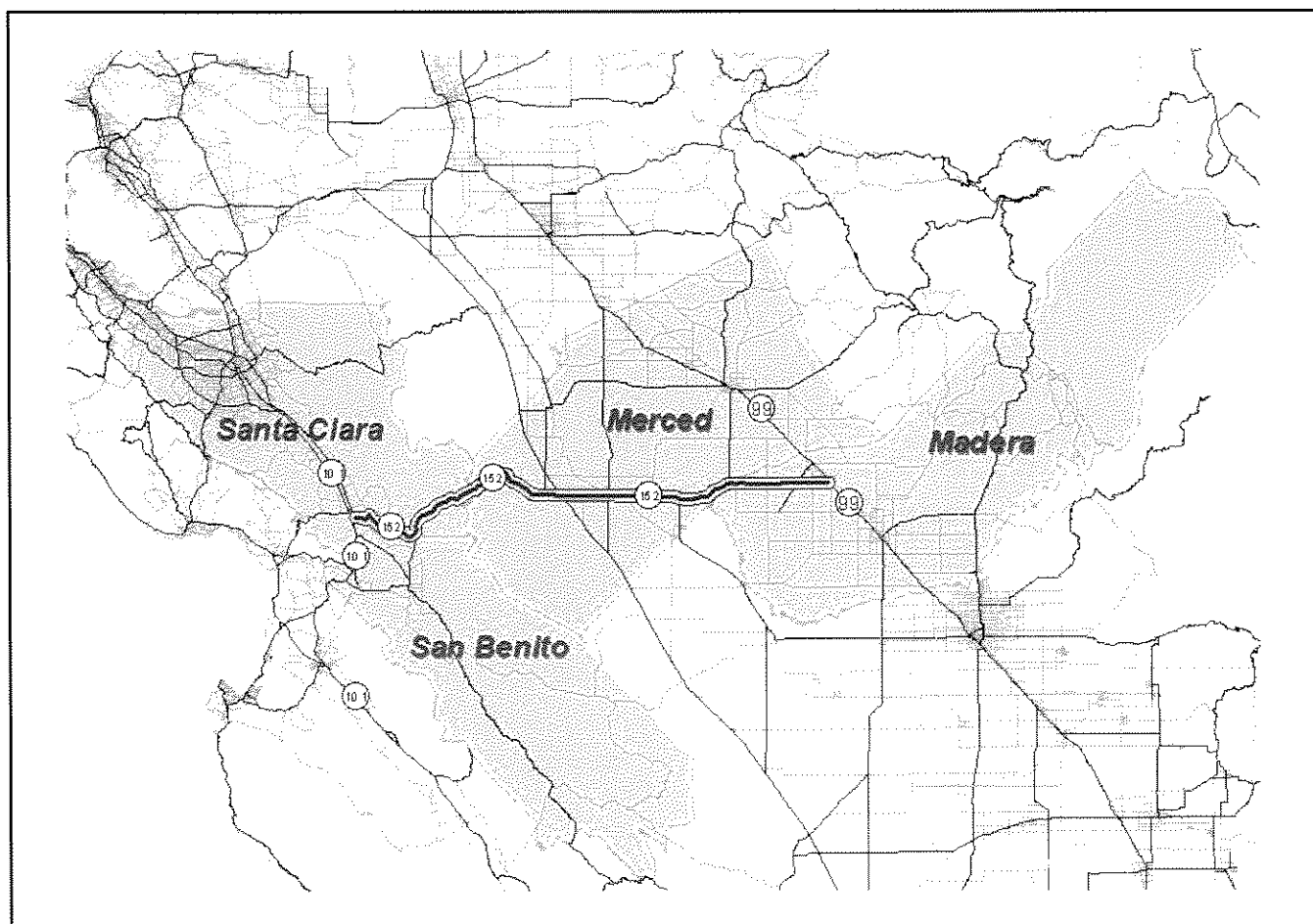
However, the I-580/I-238/I-880 corridor is already heavily congested. This level of congestion significantly diminishes goods movement capabilities, and the state economy suffers as a result. I-580 is the #2 most congested segment in the greater Bay Area. I-238 experiences congestion

throughout the day. Trucks represent 11% of the daily traffic on I-880 with each truck's impact on congestion equal to three automobiles. Traffic traversing the I-580/I-238/I-880 corridor experiences a total of 17,730 hours of delay per day, approximately 25% of total delay in the entire East Bay. SR 152 provides a viable alternative for the forecasted dramatic increases in truck movements between these major areas. Therefore, Santa Clara (a self-help county), San Benito, Merced, and Madera counties are working together to identify strategies for improving SR 152 to a full freeway, from SR 101 to SR 99. This

would enable reliable, predictable east-west flow of goods and thereby enhance the State's economic vitality.

Since this corridor is extensive and the construction-readiness deadline for TCIF monies is 2013, the State Route 152 Corridor Improvements would be phased. The first phase would include the construction of the State Route 152 Northern Realignment/Bypass around the City of Los Banos. Environmental analysis (PA&ED) is already completed. Design will be completed in 2010, Right-of-Way in 2011, and Construction could commence as early as 2012.

Exhibit 10 Merced County Goods Movement Corridor Priority



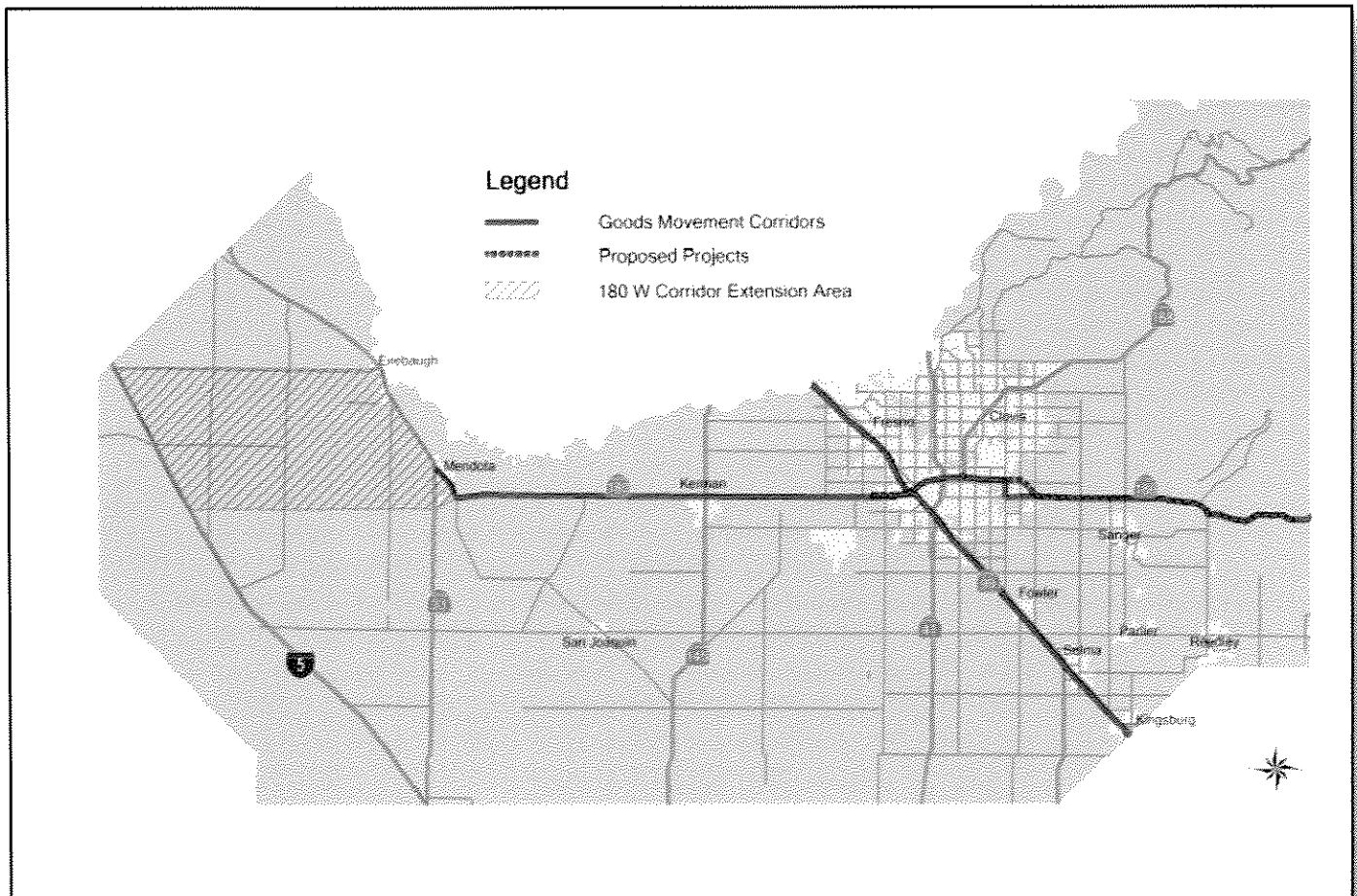
State Route 180 Corridor

The effort to extend State Route 180 from the national parks to west of Fresno is part of a larger effort to create and maintain necessary economic transportation linkages for the San Joaquin Valley. Development of the SR 180 corridor will have a positive and vital benefit for Fresno County cities and communities that depend on a well-linked transportation system. In addition to providing congestion relief for the highly congested State Route 99 corridor and providing much needed air pollution benefits, the State Route 180 corridor

projects provide segments of a long sought after and much needed east-west route that provides connectivity to the only Interstate facility in Fresno County, I-5. Direct benefits of the projects include providing a direct connection to Kings Canyon and Sequoia National Parks and other recreational opportunities in eastern Fresno County, enhancing the movement of farm-to-market shipping opportunities for the region, improving safety conditions and traffic flows across the San Joaquin Valley and providing connections to our major

interregional roads, specifically Interstate 5, State Route 99, and State Route 41. Each of the SR 180 projects will enhance connectivity for the cities of Sanger, Reedley, Clovis and Fresno, and small communities across the Westside to Interstate 5. In addition, each of these projects has the potential to facilitate access to aggregate resources from two large Gravel mines currently under consideration. These potential mines are adjacent to the Kings River east of Fresno, adjacent to State Route 180.

Exhibit 13 **Fresno County Goods Movement Corridor Priority Projects**



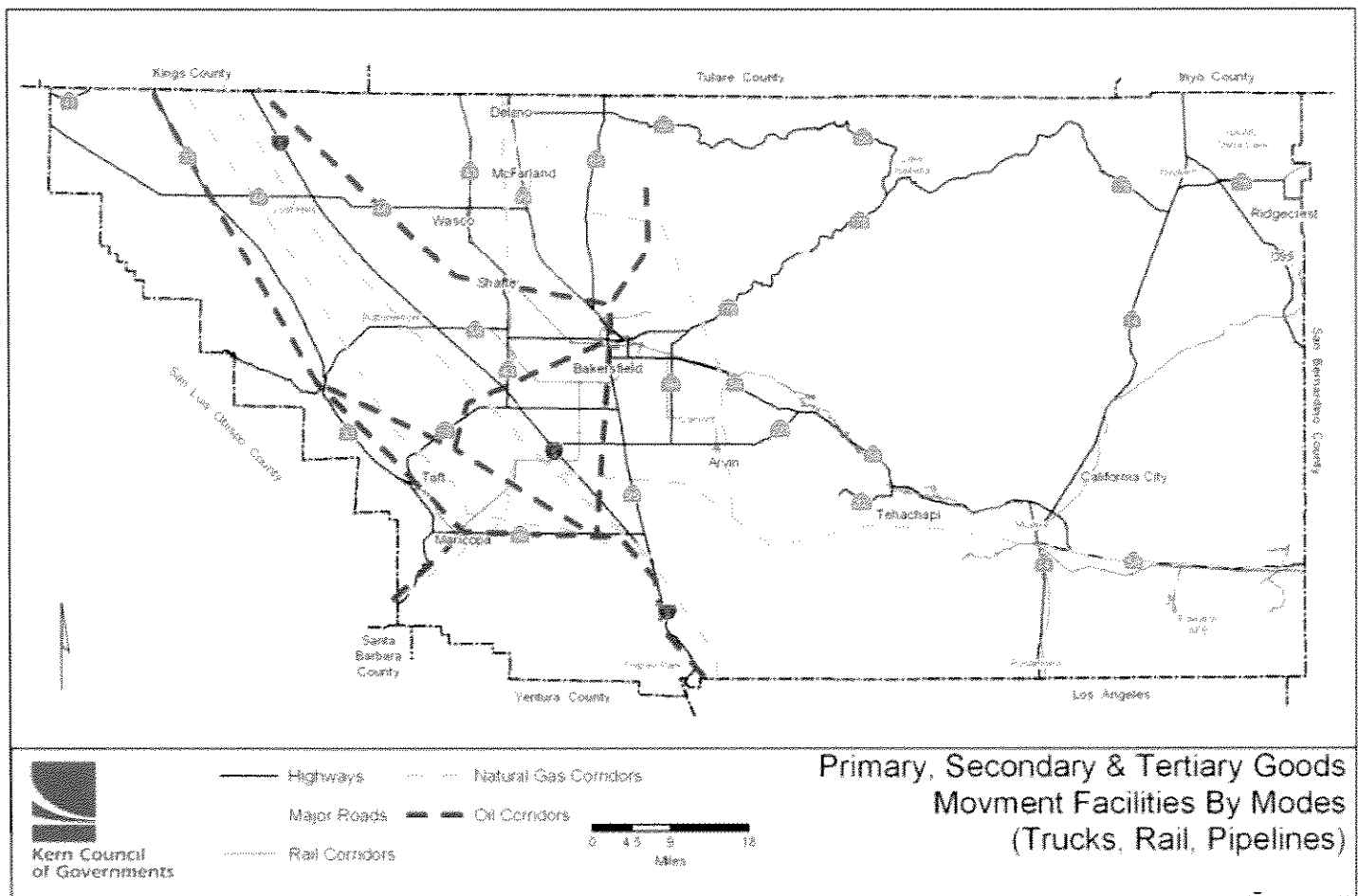
SR 198 is an interregional corridor that provides a vital east-west connection across the San Joaquin Valley, traversing through Tulare, Kings, and Fresno Counties and connecting SR 99 to Interstate 5. It also connects the central coast area of California to the Sierra Nevada Mountains. This is a high emphasis focus route on the Interregional Road System. SR 198 is part of the National Highway System serving the cities of Lemoore, Hanford and Visalia and is a designated large truck route between Route 5 and the Sequoia National Park boundary, per the Surface Transportation Authority Act of 1982. It also links the previously mentioned cities with the Lemoore Naval Air Station (LNAS), a major strategic military installation in the region.

A large portion of SR 198 is a 2-lane conventional highway, with numerous driveways and cultivated farmland along its entire length. The AADT ranges from a low of 1,500 in the rural areas to a high of 30,000 in the urban areas, with truck volumes ranging from 8 to 16 percent. A

project to widen the current 2-lane segment between SR 99 and SR 43 to a 4-lane expressway has been programmed in the STIP and is scheduled to begin construction in 2009. The segment between SR 43 and LNAS consists mostly of a 4-lane freeway, however new or improved interchanges are needed at several locations. SR 198 once again turns into a 2-lane conventional highway in the segment between LNAS and I-5. Widening this final segment to a 4-lane facility will complete SR 198 as a trade corridor thereby providing a link for interregional truck traffic between SR 99 and I-5. It will also improve mobility and connectivity across the San Joaquin Valley through Tulare, Kings and Fresno counties and provide other benefits as well.

A map of California highlighting its major transportation network. The state's outline is shown with a thick black border. Major interstate highways are depicted as solid black lines, while other significant roads are shown as thinner grey lines. Key cities such as San Francisco, Sacramento, Fresno, Hanford, Visalia, Lemoore, Coalinga, and Los Angeles are labeled. Geographical features like Kings Canyon National Park and Sequoia National Park are also indicated. Highway shields for various routes (e.g., I-5, I-80, SR-99) are placed along their respective paths.

Exhibit 13 Kern County Goods Movement Network



Kern County lies at the crossroads for much of the trucking goods movement throughout the state. The Tejon and Tehachapi Passes are critical facilities for this activity. Preservation of these corridors for trucking is critical to Kern's and California's economic health. Forecasted growth along these corridors is expected to increase dramatically over the next several decades. While Caltrans has proposed additional truck passing lanes through the mountain passes, the number of lanes that can fit in the narrow canyons through the passes is limited.

Options to increase capacity through these passes include adding truck toll lanes that use congestion pricing to create an incentive for trucks to travel at off peak times. Another option is the double

over the Tehachapi Pass so that trucks could download at the Shafter Intermodal Rail facility and ship by rail to Los Angeles. This alternative would greatly increase the capacity of the corridor. Coordinating the financing of the all truck lane facilities and the double tracking of the rail corridor could result in more efficient goods delivery over the Pass.

Congestion on State Routes 99 and 58 through metropolitan Bakersfield is impeding freight traffic through the area. A system of beltways surrounding metropolitan Bakersfield will help relieve these corridors. Shown on Exhibit 13 as the dark dashed lines, these facilities should be considered truck lane facilities as well.

In order to accommodate goods movement in the San Joaquin Valley, a number of alternatives have been examined in an effort to determine what might be the best approach to mitigate those impacts and provide the necessary capacity and connectivity for the Valley with the Ports of Oakland and Southern California. Those concepts being examined include:

Rail Capacity Increase to the Cross-Tehachapi Pass

This project double tracks a critical statewide rail link between Kern Junction and Mojave that connects Northern California with the rest of the United States and accesses Southern California from the Central Valley. The project consists of construction or modification of several rail bridges and tunnels through the mountains and lengthening of key sidings. While, geographically not in Northern California, the Tehachapi Pass is a critical transportation link for the northern 2/3rds of the state. This project is also a component of the Port of Oakland Access Improvement Program.

California Interregional Intermodal Shuttle Market Assessment & Public Benefit Analysis (CIRIS)

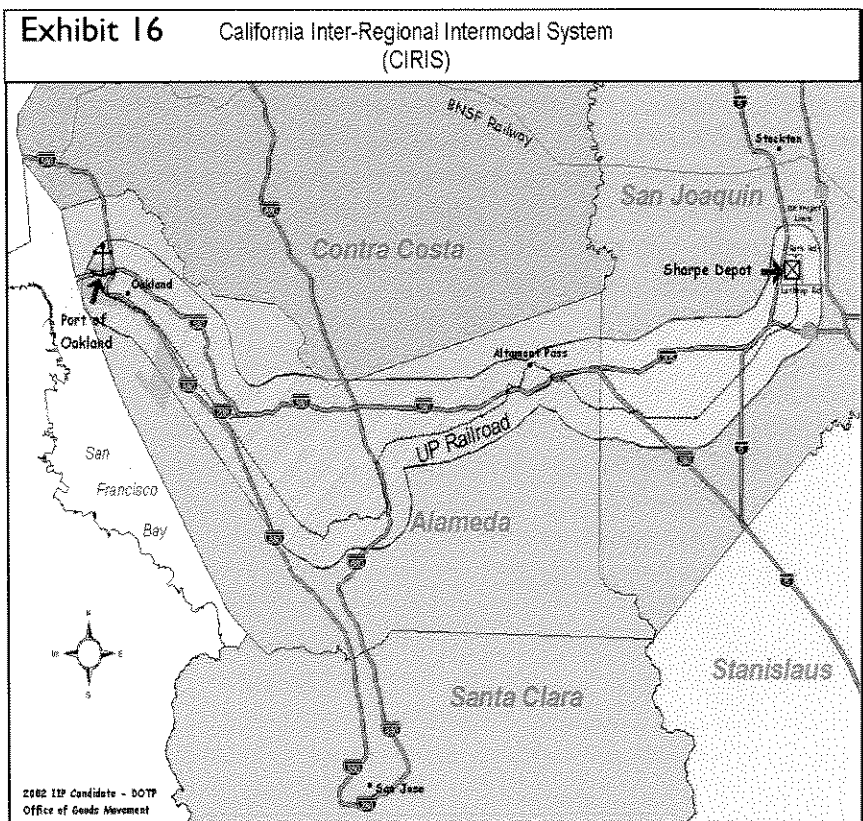
The substantial growth in the San Joaquin Valley as a regional and national distribution center for importers and exporters has created a growing freight transportation link between the San Joaquin Valley and the Port of Oakland. However, this growth is contributing to significant inland transportation and air quality problems. As the primary east-west link between the Valley and the Bay Area, the I-580 corridor is experiencing substantial congestion problems that impact the Valley-to-port traffic. In addition, the valley's major north-south route State Route 99, is experiencing growing traffic congestion in urban areas. This highway is a major route linking the distribution centers of the Valley to the I-205/I-580 corridor and the Port of

Oakland. Unfortunately, a number of significant obstacles stand in the way of alleviating the problems. These include the cost of adding new highway capacity to these corridors; increases in ozone and particulate matter that are brought about by heavy-duty diesel trucks that move goods into and through the Valley; as well as congestion on the local routes that provide access to the Port of Oakland.

With this in mind, the eight San Joaquin Valley Regional Transportation Planning Agencies, Caltrans and the Port of Oakland commissioned Cambridge Systematics to conduct a transportation study that focused on the feasibility of running a short-haul intermodal freight rail shuttle between the Valley and the Port of Oakland as one alternative to the current

motor carrier drayage system.

The study known as CIRIS, would shift goods in the San Joaquin Valley from truck to rail, thereby reducing overall truck traffic volumes on key corridors resulting in reductions in congestion and emissions for the valley. The freight rail service would also increase mobility options for shippers located in the San Joaquin Valley, and could potentially increase the capture area of the Port of Oakland. The study also sought to determine the market for CIRIS service and examined the potential benefits to the public and identifies how public agencies might best be able to support such a project.



Cal Rail Freight Shuttle Corridor

Establishing a rail-freight shuttle service between the Port of Oakland and inland intermodal facilities for shipping goods from the San Joaquin Valley to overseas markets and the staging of containers for shipment to the Los Angeles area and out of state has great potential. Numerous inland port opportunities exist in the interior regions of California that could benefit from regular container rail shuttle infrastructure among the Port of Oakland, Southern California and points east. These opportunities include the intermodal yard in Lathrop; Crows Landing facility near Patterson; and the California Integrated Logistics Center in Shafter, as well as the Southern California Logistics Center in Victorville. Benefits of utilizing a shuttle system that shifts goods from trucks to rail include:

- A decrease in highway congestion
- Fewer truck-related accidents
- Reduction of heavy-duty truck trips will result in fewer dollars required for maintenance and rehabilitation
- An overall decrease in total vehicle emissions
- The San Joaquin Valley, the Bay Area, and Southern California will benefit from the additional jobs and clean air created by more efficient goods movement in and through the region.
- The San Joaquin Valley will have a more cost-effective means to get its products to overseas market, thereby reducing our trade imbalance and strengthening California's economy.

Development of a "Western San Joaquin Valley Rail Corridor"

This approach would involve creating a new container freight shuttle using local short haul carriers (San Joaquin Valley

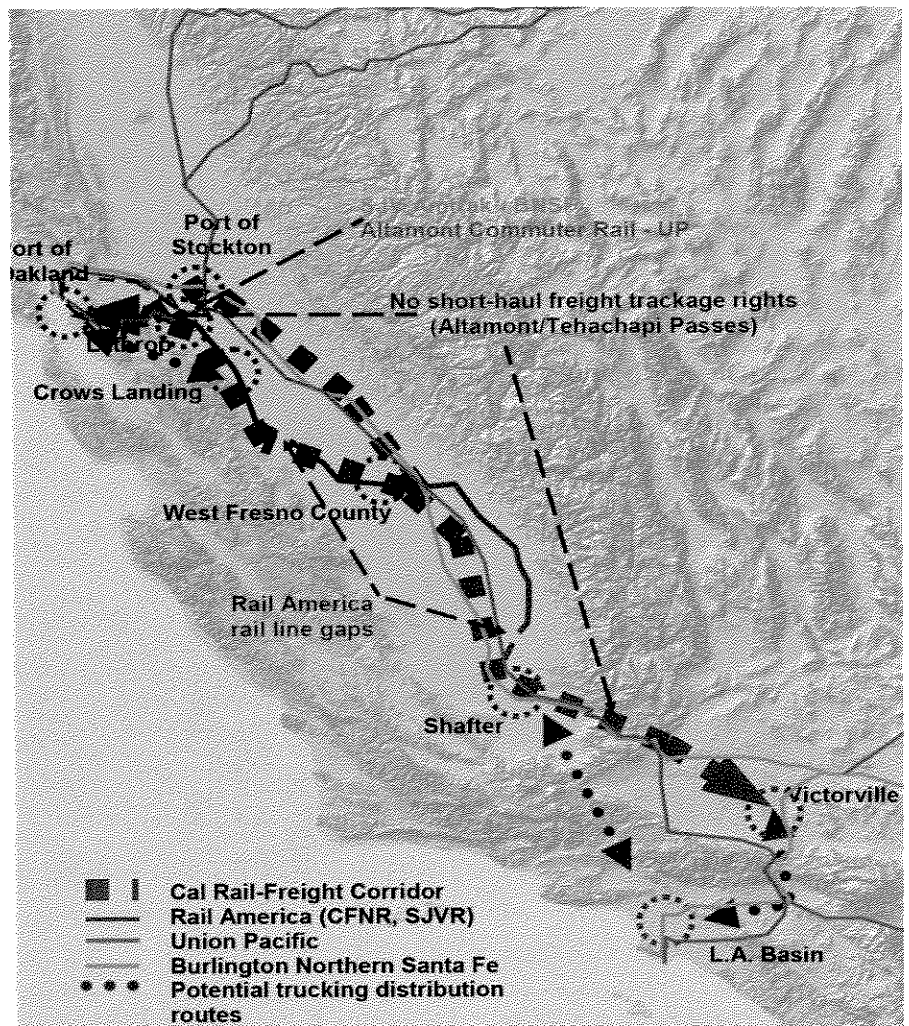
Rail & California Northern Rail) or a new rail entity altogether. This concept would potentially require purchase/leasing of trackage rights on the Moccoco or Altamont Pass line from Union Pacific between Tracy and the Port of Oakland. There is also potential for rail line improvements between Los Banos and Firebaugh and Richgood and Fomoso. Under this concept the Fomoso and Shafter intermodal rail facility would need to be built or alternative rights on parallel national lines required.

Leverage Passenger Rail Subsidies w/Combo Train

Create a combo passenger/freight train

service (examples exist in Alaska, New York & Seattle). Use the freight to subsidize up to four express trains per day with stops in Bakersfield, Fresno, Stockton and Oakland. The Combo train could utilize CNG powered freight locomotives that detach and reattach from the passenger train set near the freight intermodal facilities at the adjacent express stops. Passengers from smaller communities would/could take the "milk run" trains to the next major stop and then transfer to or from the express run to cut down the total travel time to their final destination. This concept could work for either Amtrak or the Altamont Commuter Rail.

Exhibit 15. Goods Movement Rail Corridor System



Short Sea Shipping

Stated simply, Short Sea Shipping is the diversion of domestic and international cargos that traditionally move by highway from major metropolitan areas to major metropolitan areas by *water* along coastal routes. It also involves the diversion of international cargos from large municipal ports to the smaller ports closer to the cargos' final destination. This provides port congestion relief, and takes trucks off the highways between the ports.

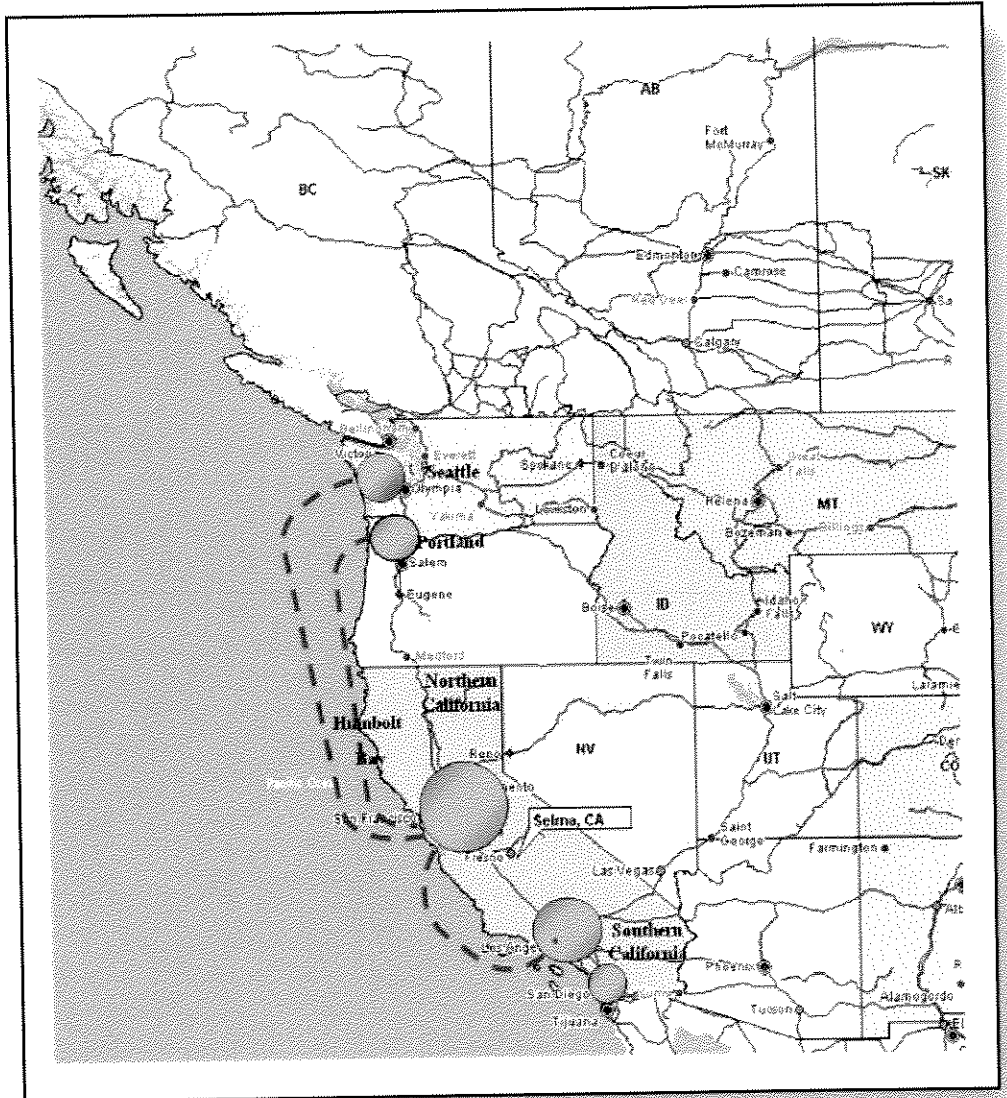
It is estimated that thousands of trucks that currently run on the San Joaquin Valley's highways between these port service areas could be removed from the highways thereby significantly improving the Valley's air quality situation. Early estimates show that an estimated 4,000 to 8,000 tons of NOx and 200 to 400 tons of Particulate Matter can be removed annually. Additional benefits of Short Sea Shipping include:

- The possibility of significantly reducing congestion by removing thousands of long haul trucks off the highway;
- Removing thousands of trucks daily from the highways may lead to significant reductions in truck related accidents, thereby improving safety;
- Empty flat bed trucks can be double stacked on the ships when moving empty, thereby taking more trucks off the road;
- Uses half the truck drivers required, which is critically important considering the anticipated national shortage of qualified truck drivers;
- Local trucks work in shorter routes allowing the opportunity to convert trucks to cleaner alternative fuels such as Liquid Natural Gas (LNG);

- Short Sea Shipping start-up cost approximately 80% less than building comparable new highway capacity.

Exhibit 18

Short Sea Shipping Map



San Joaquin Valley's Response to Goods Movement Challenges

The rapid and inexpensive movement of goods throughout the United States supply chain, particularly through our ports and critical trade corridors, is key to securing California's economic future and maintaining our competitiveness in world markets. Trade as a percentage of United States Gross Domestic Product, has been steadily increasing during the past quarter century, rising from just over 12% in the early 1970s to approximately 25% in the mid-1990s. Explosive population growth over the last ten years, improvements in manufacturing processes and new technology are continuing this trend and placing ever-greater strain on the capacity of our trade gateways and corridors.

The United States Department of Transportation is forecasting that freight traffic will nearly double in the next twenty years. Given these trends, we can safely assume that the domestic and international freight capacity of our ports, waterways, transfer facilities, and highway and rail connectors will greatly determine whether California can maintain its competitive economic standing and maintain and preserve our quality of life. Clearly the failure of trade corridor/gateway infrastructure to keep pace with growth in demand will increase costs and has the potential to hold down economic expansion and the prosperity of California.

In order to better understand the goods movement issues facing the San Joaquin Valley, the eight Regional Transportation Planning Agencies that comprise the San Joaquin Valley along with Caltrans and the San Joaquin Valley Unified Air Pollution Control District have undertaken a series of studies to improve the understanding of the transportation of commodities within and through the Valley. To date there have been three Goods Movement Studies undertaken. Each phase is identified below:

- The first phase of the San Joaquin Valley Goods Movement Study was completed in 2000 and focused on documenting the freight transportation system and identifying existing issues and problems of regional goods movement.
- The second phase of the study completed in 2004, described the development of a model tool to forecast truck movement within and through the San Joaquin Valley. The truck model is intended to forecast truck trips and vehicle miles traveled, analyze air quality and emissions from heavy-duty trucks,

impacts of congestion on major truck routes, and safety and road maintenance issues.

- The third phase of the Study initiated in 2006, will provide improvements to the San Joaquin Valley truck model and integration with local models. Ideally this model will provide an analytical basis for evaluating the benefits of transportation investments that impact the movement of goods in the San Joaquin Valley.

In addition to the Valleywide Goods Movement studies that have been conducted, several "areawide" goods movement studies have been completed by Transportation Planning Agencies throughout the Valley. The Stanislaus Council of Governments (StanCOG) has undertaken such a study with a broad-brush planning study of goods movement for a focused industrial area in Central Stanislaus County called the SR 132 Job Center. The industrial area, which is south of Yosemite Blvd. and north of the Tuolumne River in the City of Modesto and the County of Stanislaus, is a major factor in the economic development of the region. Nevertheless, its continued successful growth may be limited by the difficulty of accessing the area. Trucks going to and from SR 99 must travel through downtown using SR 132, or through the business district in Ceres using Hatch Road or Mitchell Road.

The San Joaquin Valley Transportation Planning Agencies have also been working together closely with state officials and legislators in an effort to help ensure that the San Joaquin Valley receives its "fair share" of the Proposition 1B Trade Corridor and Air Quality funding. This collaborative effort has resulted in the identification of Trade Corridor evaluation criteria that the San Joaquin Valley believes the State of California should take into consideration when it is developing its allocation program for the trade corridor funding. Those criteria are as follows:

Air Quality Status of a Region
The Health of Communities within Close Proximity of Trade Corridors
The Percentage of Projected Growth in Truck Traffic
Bonus Points for "California Grown" Products
Expanded Opportunities for Economic Development

Goods Movement Funding "Gap"

As illustrated throughout this document, there is a tremendous shortfall in funding for transportation projects that are goods movement oriented. Today, over \$4.5 billion dollars in goods movement projects have been identified by the eight San Joaquin Valley Transportation Planning Agencies, unfortunately, only a

small percentage of those projects are funded. This funding shortfall leaves a tremendous “gap” that must be addressed.

As demonstrated by their participation in the development of this Goods Movement Action Plan, each of the SJV Transportation Planning Agencies clearly understand goods movement in their region. The challenge however lies in identifying and obtaining state, federal or local funding to help implement these projects.

The good news is that with the passage of Proposition 1B in 2006, there is \$2.0 billion dollars in funding available statewide for goods movement projects of national significance. The name of this program is the Trade Corridor Infrastructure Fund. Unfortunately, this funding will not go nearly far enough to cover the multi-billion funding needed for goods movement projects statewide and the San Joaquin Valley will have to compete with other regions in the state as well as the Ports of Los Angeles and Oakland in order to obtain a “fair share” of that funding.

Factors the State Should Take Into Consideration when Programming Proposition 1B Trade Corridor and Air Quality Mitigation Funding

The Air Quality Status of a Region

National Ambient Air Quality Standards (NAAQS) are established for primary pollutants and are set to protect sensitive persons (children, elderly, those with respiratory disease, etc.) from air that is harmful. The Environmental Protection Agency (EPA) designates nonattainment areas for those areas that do not meet these standards for 8-hour ozone and PM2.5 standards. Areas classified as “Serious”, “Severe” or “Extreme” face significant challenges to meeting these standards; the impact of pollution from goods movement is often an important factor. Not attaining air quality standards can cost billions of dollars per year for health, economic and other related issues.

Criteria to be considered when allocating funds to a region include:

- Nonattainment status
- Number of days exceeding the air quality standards
- % of emissions related to goods movement/heavy-duty vehicles

The Health of Communities within Close Proximity of Trade Corridors

Residential distance to a freeway is directly linked to higher NOx concentrations, wheezing, and use of asthma medications. Recent research and regulatory activity at the federal level points to new concerns about particulate matter (PM2.5) hotspots. These hotspots typically include roadways and places where many

vehicles, especially diesel vehicles, congregate. Research shows that people living and working close to these areas are at higher risk for a range of lung and heart ailments. Health issues can include asthma attacks, acute bronchitis, lost work days, reduced activity, hospital admissions, school absences, and even premature death because of exposure to air pollution.

Criteria to be considered when allocating funds to a region include:

- Number of communities affected by diesel pollution on the trade corridor
- % of population near trade routes or facilities
- Incidence of asthma, hospital admissions, school absences and premature death related to air pollution

The Percentage and Projected Growth in Truck Traffic

The state has experienced tremendous growth in goods movement on the trade corridors in California and this growth is expected to continue with the projected growth in population and the continued flow of domestic and international trade. Projected growth in goods movement on the State's trade corridors translates into an increase in the number of heavy-duty truck traffic. The vital role of heavy-duty trucks in moving freight creates an enormous air quality burden. The increase in heavy-duty truck traffic is responsible for compounding the number of toxic pollutants like NOx and diesel PM in the air resulting in negative public health effects. The projected growth in heavy-duty truck traffic on the trade corridors is also directly related to decreased mobility and increased congestion. In addition, increased truck traffic in the Trade Corridors also translates into more wear and tear on the street and highway system and safety issues.

Criteria to be considered when allocating funds to a region include:

- Heavy-duty truck miles traveled in the Trade Corridor
- Vehicle Hours of Delay in the Trade Corridor

Bonus Points for “California Grown” Products

Agriculture is a major California industry. In 2004 agriculture brought in \$31.8 billion in revenue, making it more than twice the size of any other state's agriculture industry. In fact, California is the world's fifth largest supplier of food and agriculture commodities. There is a significant foreign demand for our domestically produced agricultural products and this will continue. In 2005, exports of goods made in California totaled \$117 billion, of which, agriculture accounted for \$10.9 billion or nearly 11%.

The Agricultural industry relies on local routes and State highways to move goods from farm-to-market and this trend will continue to increase as farm production continues to grow in order to meet a growing need for food and fiber.

The importance of the Agricultural industry in relation to the State's economy is of utter importance to the current administration. So much so that in August 2002, the state-sponsored "California Grown" Campaign debuted. The "California Grown" is a statewide campaign designed to encourage California consumers to support the state's economy by seeking out and buying California grown agricultural products.

Criteria to be considered when allocating funds to a region include:

- Bonus points for "California Grown" Products

Expanded Opportunities for Economic Development

One of the fundamental premises of Senate Bill 1266 as it was presented to the voters of California, was the concept of utilizing transportation investments to spur economic growth and development throughout the state. This economic "boost" would come in the form of transportation capital investment channeled into a region along with the construction and ancillary jobs that would be created within a region.

Criteria to be considered when allocating funds to a region include:

These are the indicators that factor economic development into the evaluation criteria:

- Average Unemployment Rate
- Average Per Capita Income
- Median Household Income
- Percent of Families Living Below the Poverty Line



In conclusion, the San Joaquin Valley has a long history of working together. The eight Valley COGs have been developing a goods movement plan over the past few years. This, joined with the Blueprint for the San Joaquin Valley and the Governor's Partnership for the San Joaquin Valley initiative, gives us momentum in our effort to shape the San Joaquin Valley to a place ready to accept the next wave of California growth. The Trade Corridor funding has sparked even new partnerships. Kern is a regular participant in Southern California goods movement discussions, and the Northern California Trade Corridor initiative combining the Bay Area, the Sacramento area and the northern San Joaquin Valley is regularly meeting and reaching consensus on specific projects.

By working together the San Joaquin Valley greatly leverages its abilities and opportunities to improve the goods movement system in the Valley. This multi-modal and multi-jurisdictional planning and collaboration will take on even greater significance as we attempt to find the proper balance between growth and economic opportunity while still preserving the Valley's overall quality of life.